

HISTORY OF THE  
19TH AVIATION COMPANY  
(Air Mobile Light).  
APO San Francisco 96318

1 January 1966 - 31 December 1966

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52D AVIATION BATTALION  
17TH AVIATION GROUP  
1ST AVIATION BRIGADE  
UNITED STATES ARMY, VIETNAM

Submitted to VHDA by  
Robert Heintzman

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## FOREWORD

This history is respectfully dedicated to those officers, warrant officers, and enlisted men of the 119th Aviation Company and attached units, who gave their lives in the defense of their country.

1962

WO1 Charles E. Holloway 22 Dec Florida

1965

CPT	George Markos	7 Feb	Texas
SP4	Ralph W. Broughman	7 Feb	Virginia
SP4	Norman M. Garrett	7 Feb	Texas
PFC	Theodore Lamb	7 Feb	Florida
CPT	Robert D. Walker	19 Apr	Texas
1LT	Patrick P. Calhoun	19 Apr	Georgia
WO1	Douglas D. Mack	19 Apr	Texas
SP4	Arthur L. Hennessey	19 Apr	Massachusetts
MAJ	Seyward N. Hall	21 Apr	Maine
CPT	Roberto Samaniego	19 Jun	Texas
1LT	John R. Ball	19 Jun	West Virginia
CW2	James L. Purser	19 Jun	Tennessee
SP5	Harold A. Atcher	19 Jun	Georgia
SP4	Johnny R. Triplett	20 Jul	South Carolina
WO1	Donald G. Knowlton	20 Oct	Minnesota
WO1	Ronald W. Macklin	20 Oct	Missouri
SP5	Wesley McDanial	20 Oct	California

SP5 Franklin D. Racine

20 Oct

Illinois

1966

SP4	Robert A. Street	13 Mar	
PFC	Robert B. Mann	11 Jul	New Hampshire
WO1	Jesus De La Rosa	19 Jul	Texas
WO1	Johnny F. Long	19 Jul	Kentucky
MSG	Leroy Barnes	19 Jul	California
SP4	James M. Radzelovage	19 Jul	Pennsylvania
CPT	Walter R. Speare	11 Nov	Oregon
1LT	Dee W. Stone	11 Nov	New Jersey
SP4	Edmond D. Schoenig	11 Nov	Pennsylvania

## PREFACE

The purpose of this History is to outline the events which occurred in the 119th Aviation Company during the calendar year 1966. It is intended to give an accurate, factual portrayal of the Company, its personnel and equipment, as well as a concise picture of the combat operations in which the unit has participated.

## INTRODUCTION

The 119th Aviation Company of the 52d Aviation Battalion is located at Camp Holloway, bordering the city of Pleiku. Pleiku is the geographic center of the Central Highlands area and is situated at the intersection of Routes 14 and 19, the major access routes into the highlands area.<sup>1</sup> Camp Holloway is among the oldest helicopter bases in Vietnam, having opened in August 1962. It was originally occupied by the 81st Transportation Company (CH-21) which later became the 119th Aviation Company. Camp Holloway also has the distinction of being the highest permanent helicopter base in Vietnam, with a field elevation of 2460 feet.

The year 1966 continued the escalation begun in 1965 of the Vietnam war. By year's end, an estimated 380,000 American troops were in South Vietnam, nearly triple those present at the close of 1965. Nowhere was the growth more in evidence than in the Pleiku area, where the 3d Brigade of the 25th Infantry Division and the 4th Infantry Division became located. With the introduction of these American units, the mission of the 119th Aviation Company was modified to their general support, with a secondary mission being the support of the CIDG and ARVN forces in the area.<sup>2</sup> The arrival of elements of the 25th Infantry Division in March reunited the 119th with its former parent unit. In October of 1961, when the present 119th was the 81st Transportation Company, it was assigned to the 25th at Schofield Barracks, Hawaii. In August of the following year the 81st moved to its present location at Camp Holloway.

On 14 June 1963, by General Order 236, the 81st Transportation Company was deactivated and the 119th Aviation Company (Air Mobile Light)

activated under nearly its present structure. By this order the CH-21C helicopters were exchanged for UH-1B "slicks." Further equipment changes were accomplished in May of 1966 when all the UH-1B slicks were exchanged for UH-1D type aircraft, and again in December, with the arrival of new UH-1C aircraft equipped with the M-21 weapons system to replace the older UH-1B gunships.

During the past year the 119th has supported several of the major campaigns within the II Corps area, including Operations Masher, White Wing, Garfield, and Paul Revere. The past eight months, the forces in the Pleiku area were involved in Operation Paul Revere, the longest continuous campaign in Army history. The assigned mission of the 119th has been surveillance, ambush, and block penetration into the assigned area of operations, involved in an effort to close the major infiltration points located in the vicinity of the Chu Pong Mountains and north of the Se San River. In 1965, the battles of Plei Me and Duc Co, along with the Ia Drang Valley campaign, were the forerunners of the present operation, in that they demonstrated the number of troops which had infiltrated through the mentioned areas.

The initial troop strength did not permit the occupation of positions which would provide complete surveillance of the Cambodian border, let alone the conduct of search and destroy operations. Consequently, a system of "checker-boarding" was adopted, with units being moved from one area of operation to another without a set pattern. This type of operation demands a high degree of mobility to move troops throughout an area of operations the size of Paul Revere. This concept also demands a highly mobile, quick-reacting, reserve force, since these task forces are generally small units. The presence of the helicopter makes these

operations feasible. In effect, a new concept of warfare has been developed in Vietnam and the 119th Aviation Company, in its daily operations, is proving the validity of this concept of warfare.

The 119th Aviation Company has been one of the hardest working units in Vietnam, with nearly 20,000 hours logged during 1966. Operations have ranged over the entire II Corps area, with occasional forages into neighboring combat zones. Every conceivable mission, from combat assaults to VIP flights, has been performed.

## MISSION AND ORGANIZATION

### Mission

The mission of the 119th Aviation Company is to provide tactical air movement of combat troops and combat supplies and equipment within the combat zone. The company is attached to the 52d Aviation Battalion 17th Aviation Group, which provides aviation support to the 3d Brigade, 25th Infantry Division, and 4th Infantry Division troops in the II Corps area.

### Organization

The 119th Aviation Company is organized under TO&E 1-77C, dated 10 November 1965. The company consists of a Company Headquarters, two Airlift (Slick) Platoons, one Armed Escort (Gun) Platoon, a Service Platoon, and the following detachments:

545th Transportation Detachment (CHFM)

70th Signal Detachment (Avionics)

94th Medical Detachment

The Company operates and maintains a total of 21 UH-1D (slick) helicopters and 8 UH-1C (gunship) helicopters.

COMMAND

Outstanding Commanders have continued to lead the 119th throughout 1966. Major Charles W. Mooney commanded the company during the latter portion of 1965 and into 1966. Affectionately known as "Daddy Alligator," it was under his leadership that the 119th gained recognition throughout Vietnam.

On 15 February 1966 Major Mooney turned over the company to Major Frank O. Miller, who continued to command until 19 July, when he was transferred to 52d Aviation Battalion Headquarters as S-3 officer.

Major William M. ("Big Ed") Edwards Jr. assumed command following Major Miller's departure. Under his leadership the company refined the tactics learned in the past and a feeling of professionalism prevailed.

Because of the leadership and stabilizing influence of this past year's commanders, all obstacles were overcome and every mission completed successfully.

## WEATHER

The tropical climate and topography of South Vietnam produce only two basic seasons: the dry season, and the monsoon. In the Central Highlands around Pleiku, the monsoon season starts in May and lasts through September. During the monsoon the winds are generally out of the southwest and the humidity is high. Although there are periods of sunshine and scattered clouds, the weather is usually overcast and rainy. Flying is restricted in the early mornings and late afternoons and often times prohibited all day.

During the dry season the winds are out of the northeast and good flying weather prevails. The temperature at Pleiku is always moderate due to its elevation of 2,460 feet MSL. During the coolest nights the temperature may drop below 50 degrees Fahrenheit, while 95 degrees is maximum for a hot afternoon.

## OPERATIONS

The missions of the 119th Aviation Company continued to run the gamut during the past year; however, with the arrival of United States ground forces, the company operations have been decidedly geared to a more offensive role. This summary of day to day operations gives ample evidence of the change. By necessity, many of the "minor" missions and news of the 119th are not included, but the aviators and men of the 119th continued to foster a "can do" attitude. The 119th, as part of the 52d Aviation Battalion, continued to set the pace for the other aviation units in Vietnam.

1 - 20 January: Guns and slicks of the 119th provided armed escort at New Pleiku Air Force Base for USAF C-141 and C-123 aircraft. The transports were bringing in troops of the 3d Brigade, 25th Infantry Division from Hawaii.

26 - 31 January: The 119th joined other elements of the 52d Aviation Battalion at Bong Son for Operation Masher and White Wing. This was a joint US/ARVN operation which included the 1st Air Cavalry Division, United States Marines, and ARVN airborne troops. The 119th supported the ARVN effort which cleared the area east of Highway 1 to the coast in the Bong Son Valley. The combined effort resulted in nearly 1,200 Viet Cong KIA's by body count. During this period the 119th flew well over 1,000 hours, carrying 3,407 passengers, and 30 tons of cargo.

1 - 20 February: A continuation of the operations near Bong Son.

15 February: Major Mooney turned over command of the 119th to Major Miller, Major Mooney becoming 52d Aviation Battalion S-3 officer.

20 - 26 February: 119th back at Holloway for "rest" and repairs.

26 - 28 February: The 119th moved to Ban Me Thuot where the 52d Aviation Battalion supported the 3d Brigade, 25th Infantry Division, in Operation Garfield. The 3d of the 25th had the mission of clearing an estimated regiment of PAVN from the area north of Ban Me Thuot. The operation began at the Melval Tea Plantation, north of Ban Me Thuot, and pushed north to the Boun Brieng area. After three weeks, very little enemy contact was made. Monthly totals indicated 780 hours flown, 2,890 passengers carried, and 59 tons of cargo, a short month.

1 - 20 March: With other companies of the 52d Aviation Battalion, the 119th made combat assaults northwest of Duc Co. The mission, with the 2d Battalion of the 35th Infantry, was an attempt to relieve a force of CIDG under attack. Heavy enemy automatic weapons fire was received on the initial assault, with one gunship set afire in midair and a slick hit on take off. Later a resupply flight experienced mortar fire upon touch down in the landing zone, forcing one ship into the trees. Two aircraft were destroyed and three were hit and required extensive maintenance repairs. Although enemy fire was intense around the landing zone for nearly two days, no one was seriously hurt. Altogether bad news for the service platoon from "Ten Alpha," the code designation for the landing zone.

20 - 31 March: Assorted missions around Pleiku. For the month of March, over 1,600 hours flown, 5,217 passengers, and 229 tons of cargo.

1 - 7 April: More local missions.

8 - 30 April: 119th again supported the 3d of the 25th in operations north of New Dak To. The operations were designed to open the roads to Special Forces camps and allow them to be resupplied against the coming

monsoon season. The operations were successful with light enemy contact, although one slick was lost due to a loss of power on 18 April. Monthly statistics: 927 - 2440 - 82. (Hours, passengers, and tons of cargo.)

3 May: 119th made a combat assault with the CIDG of Special Forces Detachment "A" in the Plei Mrong area.

4 May: A platoon of the 119th was sent back to Ban Me Thuot for a day to help in road clearing operations.

12 May: The 119th began a changeover of aircraft to UH-1D models. All UH-1B models were flown to Saigon over a week's period and exchanged directly. Few ground support missions were flown during this time.

17 - 29 May: The 119th provided command support liaison and field resupply for the 3d of the 25th, which had moved southwest of Pleiku to a forward logistics camp called "The Oasis" and was engaged in Operation Paul Revere.

30 May: The 119th began a week in the field at the Oasis where they gave further support to Operation Paul Revere. Statistics for May were 1,325 hours, 3,547 passengers, and 88 tons of cargo.

1 - 6 June: Continuation of services with Paul Revere in the field.

7 - 11 June: Extensive aircraft maintenance performed as the number of flyable ships was diminishing.

12 June: 2d Platoon aircraft supporting Special Forces at Kontum, while 1st Platoon supporting 3d of the 25th.

13 - 14 June: 155th went to the field, initiating a new policy whereby they would handle the CA's and troop movements, while the other two companies take resupply and command and control missions.

15 - 19 June: Bad weather delayed leaving Holloway. The Battalion

has required the 170th and the 119th to furnish five aircraft to the field with the 155th. We relieve crews every two days. On 17 June a gunship was hit while escorting a resupply mission.

20 - 22 June: 119th moved to The Oasis for its week in the field. Time spent setting up and as reaction force standby. 25th Infantry rotated battalions from the Oasis to "Waikiki", a point just north of the Plei Me Special Forces Camp.

23 - 24 June: The 1st Battalion of the 14th Infantry moved further east of Chu Pong, requiring four combat assaults and much cargo hauling. No resistance was encountered. Assorted missions following this move.

25 June: Weather delayed a planned move of the 1st of the 14th, so the 119th was on standby resupply all day. The action at landing zone 32F diminished and it was said that a PAVN battalion had been encountered.

26 June: 1st of the 14th decided to move further east and met no resistance. 119th began drifting back to Holloway.

27 June: Special Forces started Operation Blackhawk and two ships were volunteered from the 119th.

28 - 30 June: Assorted missions, with two ships in Blackhawk and two to Waikiki on resupply. Totals for June: 1,395 passengers, 334 tons and just over 1,000 hours.

4 - 6 July: 3d of the 25th moved from Waikiki to Catecka, an air-strip next to tea plantation on Route 19. The slicks flew cargo while the gunships gave convoy cover.

7 - 8 July: 155th called for another operation so the 119th started field duty early. Due to proximity of Catecka to Holloway, required to keep only four slicks and two guns on station there.

9 - 10 July: 3d Battalion, 1st Republic of Korea Division, moved in south of Duc Co, and other than a few resupply missions, all was quiet.

11 July: Combat assault which was delayed by weather. Troops extracted from landing zone 27D and put in close to the border. PFC Robert Mann, a crew chief, was mortally wounded by sniper fire in the landing zone and died before reaching medical aid. PFC Mann had been submitted for the Soldier's Medal for saving the lives of the crew and passengers of a disabled helicopter, only one month before.

12 - 15 July: Assorted missions, mostly "Ash and trash." Two aircraft still on Blackhawk with the Special Forces.

19 July: The day started out peacefully with the usual dispatch of ash and trash at Gatchka. At 1700 there was an officers' call and Major Miller, to the surprise of the company, turned over command to Major Edwards. Major Miller assigned to Battalion Headquarters as S-3. Major Simmons became company executive Officer, Captain Meulemans took over the 2d Platoon. At 1800 hours word came that WO1 Johnny F. Long, WO1 Jesus De La Rosa, MSG Leroy Barnes, and SP4 James Radzelovage were killed in a mid-air collision with an O-1 reconnaissance plane, south of landing zone 35H. The company is stunned.

20 July: The bodies of the four crew members were recovered and brought back. Memorial services to be held.

21 - 23 July: Inclement weather kept most ships on the ground.

24 July: Two separate gunship missions. One flying convoy cover from Pleiku to Kontum, the other with the slicks, escorting advance party of the 4th Infantry Division. Weather still very bad and no one able to fly until late in the morning. Sewers are stopped up at Holloway and

latrines are closed. Things becoming miserable and then an alert was held at 0700 which lasted an hour.

25 ~ 26 July: Rain, rain, and more rain. Two inclement weather classes were given in the morning.

27 July: Weather cleared and a regular resupply day was begun.

28 July: After a day of assorted missions and much shooting by the Crocodiles, the CO took Croc 600 and 691 on a reconnaissance near Dak To. As they were making their dry runs on the intended landing zone, 691, with 1LT Richtsmeier and 1LT Heisterman lost its engine and crashed in a very heavily wooded area. After four hours effort only 1LT Richtsmeier and SGT Reed, the gunner, were extracted. Due to darkness and weather, the rescue operations had to be called off and all ships returned to Holloway, leaving some 1st Cavalry gunships on station.

29 July: At 0430 all Croc's were up and, led by Major Edwards, departed at 0530 for the crash site. Unable to get in until 0900, due to weather, but as soon as fog lifted, they guided an Air-Sea Rescue helicopter in to pick up 1LT Heisterman and PFC Hammond. Both were alive and disgruntled about being there over night. 1LT Heisterman had been trapped by the foot and was forced to remain in the wreckage for seventeen hours. He and PFC Hammond were later evacuated to the United States for medical treatment.

31 July: Sunday, and the 119th's turn to go to the field. The CO went out and weather kept most on the ground for the better part of the morning. It was reported that a PAVN regiment had moved in southwest of The Oasis during the last rainy spell. Small units were airlifted to a total of nine places in an attempt to surround them. The last lift was a company of the 1st Cavalry, west of the Oasis. Two gunships and four

four slicks at Catedka. Totals for the month: 1,487 hours, 5,371 passengers, 1,181 tons of cargo.

1 August: The 1st Cavalry was hit last night and today everyone was in on the act. The sky above Catecka was black with every type of aircraft in the area. There are fire fights in several places throughout the Ia Drang Valley and everyone is making assaults all over the place. One ship, landing at the Cav area, tipped over and was destroyed. No one injured. Three slicks received heavy automatic weapons fire about ten kilometers west of Oasis, only fire received in two days of this operation. 155th was called back, so 119th relinquished its field duty at Catecka to them.

2 August: There was a hold-off on operations for the first two hours in the morning. By the time they were ready for us, the weather had moved in and we were unable to fly. The Croc's got an immediate mission about 1300 hours and went out to expend on about forty Viet Cong trapped in a grove of trees. The slicks followed shortly for troop movements. All operations were over at 1730 and 119th returned to Holloway for standby until dark.

3 - 8 August: Assorted missions and a few CA's. Weather bad, then fair, then bad. Mostly bad.

9 August: 119th went to Catecka to make troop movements. During the night a company of the 1st Cav had encountered heavy fighting against an estimated two battalions of PAVN along the Ia Drang River. Croc's were called five times during the day to expend on targets in the area and Alligators made a lift in the late afternoon. Closed on Holloway about 1900.

12 August: Weather held 119th on ground until 1300, then seven slicks and four guns headed for Dak Pek. Weather allowed progress to Dak To, where

they waited until 1500 before continuing. CIDG were picked up at Dak Pek and dropped off on the way back to Dak To.

13 - 14 August: Would you believe rain?

15 August: The company planned on another 0730 take off to complete the missions begun and cancelled the day before. Finally arrived at Catecka and slicks were able to get the job done before nightfall. On this day 597 was destroyed when something hit the ship on take off from an LZ and forced the ship into the trees. Other than bruises, the crew was not injured. CW3 Krienke was instrumental in getting them down safely, if not shakily.

16 - 22 August: Light resupply missions, but another ship lost on takeoff from a landing zone, cause unknown.

23 August: 119th went to Plei Deliem to support two CA's into 52d Aviation Battalion's free fire zone. Though hampered by bad weather, the troops were placed without incident. Later in the day the same troops were extracted during which 948 took a round. It appeared to come from a village in the vicinity. The Croc's immediately leveled the village.

24 August: Two CA's, one into 11 Alpha and one into the hilltop east of Duc Co. No contact, although 943 took shrapnel hits and CW2 McAfee suffered a slight facial wound.

25 August: Three slicks and three guns took some CIDG from Kontum to a point north of there. They were to track down some VC in the area. They did, and in the fighting that ensued, the CIDG were forced to withdraw under cover of the fire put down by the Croc's. Two slicks extracted those that made it back to the landing zone.

26 August: Two slicks and two guns joined the 170th to take a force of CIDG into the previous day's action area to recover bodies. The entire operation went without a hitch and no contact.

27 - 29 August: Resupply and command and control missions.

30 August: The 119th took a battalion of the 4th Infantry Division on their first CA in the vicinity of The Oasis. There were three CA's all told, with no contact. One ship took shrapnel hits from exploding rockets.

31 August: Weather bad. 119th replaced 170th in the field. A letter was received from Kontum crediting the Croc's with 20 kills on 25 August. August totals: 1,529 hours, 6,742 passengers, and 354 tons of cargo.

1 - 9 September: Inclement weather and little more than routine resupply missions.

10 September: Weather finally broke and the 119th broke ground at 1000 to clear three units from the 1st of the 35th's area, and then went south into the "48" area to transfer a unit a short hop.

11 - 13 September: Resupply and command and control missions.

14 September: 119th went on various missions, some working with the 170th and others with 155th or separate missions. Captain Lewis, flying in support of the 155th, took three hits in his ship, one caught him through his shoulder. Removed to 18th Surgical Hospital and will be back in a few weeks.

15 September: Plei Djereng for a CIDG assault. Two slicks and four guns went hunting for Montagnards to be interrogated by Special Forces. One small cache of VC equipment was found and destroyed. Meanwhile, 943 took a round through the main rotor blade at the free fire range.

16 September: Two ships with the 170th on CA's. Things worked well until one broke into the Buc's fire and took twentyone shrapnel hits.

17 - 25 September: Relatively easy week, interrupted by company party in the maintenance party, and arrival of four officers from the 4th Division for training as aviators.

26 - 27 September: CA's and resupply: 119th took over field duty from the 170th.

28 - 30 September: Activity was normal with our main area of action being south of Plei Me, where an estimated 900 enemy troops are supposed to be camped. Totals for the month: 1,551 hours, 7,031 passengers, 379 tons.

1 - 4 October: Gun platoon received two new UH-1B(540) aircraft and much needed aviators on loan from the 4th.

5 - 8 October: Mission to Dak To cancelled due to weather but completed later during the first day. Another mission northeast of Kontum, no resistance.

9 October: Most of the company was involved with supporting the 155th. Captains Barnett and Doyle suffered power failure at the free fire range and crashed. The ship burned, but no injuries were suffered.

17 October: No missions were scheduled until 1000 when the slicks took off without guns to go to Kontum for a practice assault with Chinese mercenaries. The actual assault will not be around here.

18 - 25 October: Missions scheduled, cancelled, rescheduled. Ended up with some slicks standing by near Plei Djereng.

27 October: 114 CIDG troops moved from Plei Djereng to replace a like force north of there.

29 October: 119th went to Plei Djereng again and used it as a staging area in support of the 2d of the 8th. Contact all day and six ships, belonging to the 117th, 155th, and Air Force went down.

30 October: Again the company, or most of it, went to Plei Djereng in support of the 2d Battalion, 8th Infantry, 4th Infantry Division. Contact had been broken the night before and no fire was received by the 119th this day.

31 October: Seven slicks went out in the morning for resupply and

command and control. Captain Lambert and WO1 Williams lost power at an LZ northwest of Plei Djereng and tore the tail off of 751 in a hard landing.

1 - 2 November: New aviators given checkrides. Some resupply and a relatively cool CA.

3 November: 119th field force did very little, and the guns did nothing at all but answer the telephone.

4 November: Field force made up for its idleness the previous day and was kept busy with resupply, helped by ships from Pleiku. Captain Banning and crew and WO1 Dobbs and crew extracted trapped engineer party late in the evening with some very professional flying.

5 November: It was learned that the 119th will be obliged to stay in the field two weeks instead of the planned one. The company is still pulling only miscellaneous missions. Action north of Plei Djereng is sporadic.

7 November: A relatively light day, with assorted missions at Plei Djereng, but no all out company efforts. This evening a flare ignited by accident on the flare standby ship, causing extensive interior damage.

8 November: A three company lift of CIDG and MIKE forces into an area close to the border went off without a hitch. At least it was a cold CA but rather deep in the heart of Cong County. One of the guns was fitted out for gas grenade dissemination for an unknown mission later. The guns came back from the field, as there was no requirement for them by the infantry.

11 November: A battalion quick-reaction lift of the 1st Battalion, 12th Infantry was accomplished this date, but not without a tragic loss of three members of the company and a total of three gunships. A Special Forces MIKE force was surrounded approximately 200 meters from the Cambodian border and had suffered 70% casualties. A total of eighteen slicks and six guns

were involved in the assault to place the 1st of the 12th in a fire base position. Three guns were lost with a loss of seven lives and five wounded. 1LT Dee W. Stone, SP4 Edmond Schoenig, and Captain Walter R. Speare, who has been keeping this daily account of the company. The gunner, SP4 Gennardo, crawled nearly 1,000 meters through an airstrike and artillery barrage to the landing zone, although severely burned. One of the guns crashed on an enemy anti-aircraft emplacement, destroying the machine gun and the three enemy team members. In conjunction with this lift, a company of troops was air-lifted to the Special Forces landing zone, without loss or injury, and effected rescue of the remaining force. Following the mission it was found that in the immediate vicinity of the original landing zone, two companies of 12.7mm anti-aircraft machine guns were located. Captain Speare and his crew were awarded the Distinguished Flying Cross for their actions. Major Edwards, Major Gosney, Captain Courts, WO1 Williams, SGT Tompkins, PFC Bohannon, SP4 McAda, and PFC Spellman were all cited for heroism.

12 November: 1st of the 12th extracted and moved to a more tenable position. The extraction was accomplished without loss or injury to crews. Inclement weather conditions are not assisting the mission in any way.

13 November: Final troop movement with 1st of the 12th made safely even though drawing enemy fire throughout the day and night. 52d Combat Aviation Battalion is being recommended for a Distinguished Unit Citation for this period.

14 - 18 November: 119th recovering from the action the week before. Eighteen new officers arrived.

24 - 30 November: Rounded out the month with a few CA's around Plei Djereng and Dak To. Totals on conflict for the period 11 - 13 November were: 154 enemy KIA, 8 CIA, and an estimated 200 WIA.

6 December: CA with heavy enemy contact. Preparation of one hour by two artillery batteries and eight Skyraiders eliminated contact on a later CA. General Seneff, Brigade Commanding General, along on the missions and complimented Major Edwards and the 119th on its professionalism.

7 December: Beginning of arrival of new UH-1C gunships with new weapons systems, known as "Mini-guns." Firepower of these is staggering.

8 - 16 December: Various troop extractions and redeployments of units of the 4th Division.

17 December: Three CA's. 2d of the 35th, with attached CIDG units, moved from locations in two lifts without incident; however, in moving the elements, three ships suffered incident damage when they lost power in the landing zone, due to ground cushion being disrupted by extremely high elephant grass.

18 - 25 December: Many extractions to rear locations for the Holidays.

26 December: Four CA's on the day after Christmas, in conjunction with the 155th. ARVN troops moved from Tan Lahn and Kontum to the mountains to the northeast. All lifts were accomplished without incident, although enemy fire was reported from one LZ. Holiday truce should be reemphasized to VC.

29 December: Enemy machine gun fire reported in the vicinity of Artillery Hill. CW2 Nash took off from Holloway and returned in twenty minutes, disposing of a half dozen enemy on the mission.

31 December: Heavy action suspected in the EM, NCO, and Officers Club areas at Holloway. 119th has entire battalion guessing as to what "PEA" means. Fini 1966.

## MAINTENANCE

As the 119th Aviation Company is busy so are the supporting units and the Service Platoon. The year 1966 was a time of great change from a relatively static situation to a highly mobile one in which movement of the company from one location to another and the addition of new aircraft required expeditious maintenance support. The heavy mission requirements necessitated close coordination among all maintenance personnel, and this is the outstanding feature of the units supporting the Company. The 545th Transportation Detachment (CHFM) and the 70th Signal Detachment (Avionics) have done outstanding work with the aircraft of the Company, and the average availability of aircraft for the year has been 79 percent.

Personnel arriving fresh from maintenance school required training and the Service Platoon provided a sound program of on-the-job training for these young, inexperienced, but highly motivated men. Through a program of training in the maintenance hangar, these men learned enough to be Selected as senior helicopter mechanics and crew chiefs. Attesting to their fine work is the fact that there have been no accidents or incidents attributable to faulty or negligent maintenance through this year.

In aircraft, vehicle, and communications maintenance, the 119th has been able to maintain its mission ready posture even though long hours of work were required on the part of each man in each section. Working both night and day during period of heavy maintenance requirements demonstrated the "can do" spirit which marks the excellence of these

supporting units and the Service Platoon.

LINEAGE AND HONORS

Constituted 14 June 1944 as 81st Transportation Corps Composite Company

Activated 5 July 1944 at Brisbane, Australia.

Redesignated 1 March 1945 as 81st Transportation Corps Harbor Craft Co.

Inactivated 15 May 1946 in the Pacific Theater

Activated 20 December 1946 in Manila with Philippine Scout personnel.

Redesignated 9 August 1947 as 81st Transportation Harbor Craft Company

Inactivated 1 June 1949

Redesignated 16 August 1957 as 81st Transportation Company

Activated 12 September 1957 at Fort Riley, Kansas

Redesignated 14 June 1963 as 119th Aviation Company (Air Mobile Light)  
at Pleiku, Republic of Vietnam

Redesignated 15 August 1966 as 119th Assault Helicopter Company at Pleiku  
Republic of Vietnam. This designation is used for administrative  
functions within 1st Aviation Brigade but is pending as official title.

(The Company is not related historically to the 81st Transportation  
Company (Boat))

CAMPAIGN SILVER BANDS:

A-P WWII

New Guinea

COMMANDING OFFICERS  
of the  
119TH AVIATION COMPANY (AML)

Major Charles W. Mooney	082 211	10 Aug 65 - 15 Feb 66
Major Frank O. Miller Jr.	093 471	15 Feb 66 - 20 Jul 66
Major William M. Edwards Jr.	01890478	20 Jul 66 - 31 Dec 66

119TH AVIATION COMPANY  
Roster of Key Personnel 31 December 66

HEADQUARTERS:

EDWARDS, WILLIAM M. JR.	Major	01 890 478	Company Commander
CAHILL, PHILIP J.	Major	068 792	Executive Officer
COSNEY, ROBERT E.	Major	077 410	Operations Officer
NEISON, RUSSELL D.	Major	078 106 194	Intelligence Officer
HUNT, JAMES D.	1SG	RA17414108	Company First Sergeant

1ST AIRLIFT PLATOON

PATTERSON, JOHN F.	Major	04 026 639	Platoon Commander
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2ND AIRLIFT PLATOON

METALLO, VINCENT J.	Major	085 044	Platoon Commander
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3RD PLATOON (ARMED)

COURTS, PHILIP E.	Captain	097 895	Platoon Commander
BARNETT, HARLOW	Captain	05 405 943	Asst Plt Commander

SERVICE PLATOON

HOLLOWAY, REX L.	Captain	0F 103 849	Platoon Commander
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545TH TRANS DET (CHFM)

YOUNGPETER, DONALD E.	Major	04 002 553	Detachment Commander
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70TH SIGNAL DETACHMENT

SKOPINSKI, JOHN S.	2LT	05 333 287	Detachment Commander
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94TH MEDICAL DETACHMENT

FARR, DOUGLAS	Captain	05 420 891	Detachment Commander
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## STATISTICS

### Hours Flown and Availability Rate During 1966

<u>MONTH</u>	<u>HOURS</u>	<u>AVAILABILITY</u>
January	1490	87%
February	896	85%
March	1614	70%
April	1038	58%
May	750 (UH-1D) 292 (UH-1B)	75%
June	1335 (UH-1D) 324 (UH-1B)	75%
July	1272 (UH-1D) 439 (UH-1B)	86%
August	1441 (UH-1D) 361 (UH-1B)	81%
September	1718 (UH-1D) 444 (UH-1B)	85%
October	1874 (UH-1D) 354 (UH-1B)	84%
November	1778 (UH-1D) 330 (UH-1B)	73%
December	1623 (UH-1D) 319 (UH-1C)	89%

### Totals

Combat Hours Flown	19,702
Combat Sorties	25,806
Total Passengers	31,492
Total Cargo	3,705 tons
Number of Aircraft hit by Ground Fire	35

AWARDS AND DECORATIONS RECEIVED 1966

DISTINGUISHED SERVICE CROSS	1
SILVER STAR	1
DISTINGUISHED FLYING CROSS	9
SOLDIERS MEDAL	2
BRONZE STAR with "V"	6
BRONZE STAR	12
ARMY COMMENDATION MEDAL with "V"	6
ARMY COMMENDATION MEDAL	16
AIR MEDAL with "V"	12
AIR MEDAL and AIR MEDAL OAK LEAF CLUSTERS	2,547
PURPLE HEART	10

## GLOSSARY

ALLIGATORS	- 119th Troopships
ARVN	- Army of the Republic of Vietnam
AVN	- Aviation
BN	- Battalion
CA	- Combat Assault
C & C	- Command and Control
CHFM	- Cargo Helicopter Field Maintenance
CIDG	- Civil Irregular Defense Group
CROC'S	- 119th Gunships
DECCA	- Electronic Navigation Aid
DIV	- Division
DS	- Direct Support
GUN	- Armed UH-1B Helicopter used as an escort aircraft
KIA	- Killed in Action
LZ	- Landing Zone
MSL	- Mean Sea Level
NVA	- North Vietnamese Army
O-1	- Light Observation Airplane
OJT	- On the job training
PAVN	- Peoples Army of Vietnam
REGT	- Regiment
ROK	- Republic of Korea
SLICK	- Standard UH-1B or UH-1D Helicopter used as a troop or cargo carrier

USSF - United States Special Forces  
VC - Viet Cong  
VIP - Very Important Person  
VNAF - Vietnam Air Force

119TH PERSONNEL - 1966

CAHILL, PHILIP J., Major	MEHAFFEY, JOE., 1LT
EDWARDS, WILLIAM M. JR., Major	RENDLEM/N, RONALD M., 1LT
GOSNEY, ROBERT R., Major	RICHES, TERRY W., 1LT
GREYHOWKY, AUGUST, Major	SCHUSTER, RICHARD G., 1LT
MESCH, GENE C., Major	STEVENSON, JOHN B., 1LT
MILLER, FRANK O. JR., Major	TINNEY, JAMES W., 1LT
METALLO, VINCENT J., Major	WHITEHEAD, JOHN W., JR., 1LT
MOONEY, CHARLES W., Major	YOUNG, GARY L., 1LT
NELSON, RUSSEL D., Major	ZIMMERMAN, WILLIAM J., 1LT
OGBURN, JOHN R., Major	O'SULLIVAN, KEVIN E., 1LT
PEDRICK, EUGENE, Major	FELKER, BILLY D., 2LT
PATTERSON, JOHN F., Major	BERRYHILL, CHARLIE, CW3
SIMMONS, JERRY A., Major	CHAUVIN, PAUL J., CW3
ALFORD, HEBERT L., Captain	KRIENKE, ALBERT F., CW3
BANNING, RICHARD B., Captain	MISNER, PHILLIP, CW3
BARNETT, HARLOW III, Captain	MILLER, RICHARD D., CW3
BATES, BOBBY L., Captain	ZENON, EDWIN J., CW3
BLUNK, LEO G., Captain	ALBRECHT, MARVIN, CW2
CONE, LESTER W., Captain	BENTLEY, MAX H., CW2
CORNELL, ALLEN C., Captain	BRANCH, JOHN L., CW2
DIXSON, JOHN J., Captain	BROZ, VLADIMIR R., CW2
DOYLE, John P., Captain	CRONIN, JAMES F., CW2
FERNALD, JOHN P., Captain	GUY, HUGH R., CW2
GLENN, THOMAS J., Captain	LEONARD, JAMES C., CW2
GORE, HILDRETH C. JR., Captain	MCAFEE, ROBERT E., CW2
HARDING, WILLIAM L., Captain	NASH, GERALD E., CW2
HOLLOWAY, REX L., Captain	STAUBACH, WILLIAMS, CW2
JAMES, ROBERT B., Captain	VIRTUE, NORMAN N., CW2
JOHNSON, BRADLEY J., Captain	YOWELL, PERRY TO., CW2
KAASE, FLOYD W., Captain	WILLIAMS, ROBERT L., CW2
KEEFER, GARY L., Captain	AUTEN, NORMAN D., WO1
LAMBERT, DRUEY D., Captain	BABON, THOMAS M., WO1
LEWIS, RICHARD I., Captain	BERGER, CUTTIS G., WO1
MCKESSON, EDWARD L., Captain	BIDDLE, MICHAEL B., WO1
MEULEMANS, VINCENT J., Captain	BIERLEIN, JAMES R., WO1
OUALLINE, CHARLES E., Captain	BAUMEISTER, DAVID L., WO1
POE, JAMES F., Captain	CHRISTENSEN, KENNETH O., WO1
RHODES, HUGH H., Captain	COOMBS, EDWARD A., WO1
THOMPSON, DAVID E., Captain	CARTER, WILLARD T., WO1
THORESON, MILIAN J., Captain	CASWELL, EUGENE W., WO1
WOOLFOLK, RAYMOND M., Captain	CORBIN, RONALD D., WO1
YAZINSKI, EDWARD C., Captain	D'NEIL, ROY E., WO1
BUDD, JOHN C., 1LT	DAVIE, RODNEY O., WO1
BURNS, RAY L., 1LT	DAVIS, WOODROW W., WO1
CIARY, JAMES H., 1LT	DENNISTON, JAMES G., WO1
FINCH, ALFRED J., 1LT	DEVOSS, JOHN F., WO1
GROVER, CLAUDE R., 1LT	DOBBS, WILLIAM C., WO1
HEISTERMAN, ROBERT J., 1LT	DURE, ARTHUR J., WO1

DUFOUR, MICHAEL D., WO1  
DE LA ROSA, JESUS, WO1  
DEMAN, ROBERT W., WO1  
ELLIS, PAUL R., WO1  
FITCH, GARY R., WO1  
FERLITO, FRED D., WO1  
FLEWHARTY, WILLIAM D., WO1  
GAUTHIER, ROBERT J., WO1  
GLAUTHIER, DONALD C., WO1  
GATES, DONNIE B., WO1  
GAUDE, LYMAN E., WO1  
GILBREATH, JAMES R., WO1  
GARRETT, GEORGE P., WO1  
HAPNEY, JAMES L., WO1  
HARTLEY, GERALD L., WO1  
JEFFRIES, GERALD E., WO1  
JACKSON, BENJAMIN H., WO1  
JENSEN, LARRY G., WO1  
KENNEY, PAUL E., WO1  
LONG, JOHNNY F., WO1  
MANGUM, PRENTISS E., WO1  
NELSON, RICHARD P., WO1  
PARSONS, WILLIAM T., WO1  
SMITH, MICHAEL C., WO1  
STREETER, GARY L., WO1  
STRICKLER, PAUL E., WO1  
SUDDUTH, JAMES V., WO1  
STRONG, ROBERT E., WO1  
SCOTT, HAROLD A., WO1  
RODGERS, GARY R., WO1  
WATSON, ZEARL D., WO1  
WOOD, WILLIAM M., WO1  
WURDELL, DEVON E., WO1  
WILLIAMS, GEORGE W., WO1  
WILSON, DONALD E., WO1  
WILSON, HAROLD L., WO1  
WALKER, CHARLES T., WO1  
WEST, JIMMIE H., WO1  
WESTALL, RONDA, WO1  
DIEHL, ROBERT R., 1SG  
HUNT, JAMES D., 1SG  
ZEEK, EDWARD J., 1SG  
BARNES, LEROY, MSG  
BROWN, JAMES H., MSG  
CADERNA, ELIZANDRO M., MSG  
DOUGLAS, LEE R., MSG  
FERGUSON, GEORGE H., SFC  
GOULDING, RALPH P., SFC  
HUGHES, JESSE C., SFC  
SCANLON, JAMES V., SFC  
BRANDON, HENRY M., SSG  
BLOCKER, CHARLES F., SFC  
FOWLER, D.J., SSG

COLLINS, JOE C., SFC  
CHATTERTON, WALTER D., SSG  
CHASE, DAVID D., SSG  
DEARTH, RICHARD E., SSG  
GOSSELIN, LAURENT A., SSG  
HARRIS, HARRY D., SSG  
HUDSON, MALCOLM J., SSG  
JONES, MARK L., SSG  
KENDALL, ALVIN R., SSG  
KNISLEY, CHESTER F., SSG  
KIRBY, CLARENCE, SSG  
MOORE, LUTHER, SSG  
NEAL, CHESTER E., SSG  
POWELL, HERBERT W., SSG  
REED, RUSSELL E., SSG  
WASSON, PETER, SSG  
ZINNINGER, CHARLES P., SSG  
JERNIGAN, CHARLES, SSG  
DITMARS, JOHN E., SSG  
ALTMAN, ELWIN O., SSG  
AKERS, KENNETH R., SGT  
BIDDY, PAUL H., SGT  
CRULL, RALPH E., SGT  
BRUTON, JERRY W., SGT  
CLARK, ELMER E., SGT  
DARNELL, JOHN A., SGT  
JOHNSON, JAMES D., SGT  
LEE, CHARLES K., SGT  
MILLER, VIRGIL, SGT  
TOMPKINS, JOHNNY F., SGT  
TAGLIETI, ROBERT, SGT  
GIBSON, WILLIAM, SSG  
BOWDEN, JAMES C., SP5  
BRASHEARS, LAWRENCE J., SP5  
DANIELS, ARNOLD D., SP5  
DAVISON, JOHN C., SP5  
FOLEE, FRANK L., SP5  
FENLEY, DENNIS R., SP5  
JENKINS, ROY, SP5  
JESSEN, RONALD C., SP5  
KELLY, RICHARD D., SP5  
KESTING, DOUGLAS W., SP5  
MENEFE, WILEY JR., SP5  
MERROW, CLEVELAND, SP5  
RHODES, RICHARD C., SP5  
REGISTER, ERNEST F., SP5  
SEATON, JAMES E., SP5  
VERDECCHIA, MICHAEL JR., SP5  
WICKER, CHARLES, SP5  
ROGERS, GARY L., SP5  
ZIELKE, ROY O., SP5  
BUCKLEY, LEONARD, SP5  
BASS, LEONARD, SP5

ADKINS, ANDREW, SP4  
AKERS, DANIEL C., SP4  
ANTHONY, ROBERT L., SP4  
APANA, PATRICK P., SP4  
AMYX, HAROLD P., SP4  
AVELAR, ALFRD, SP4  
BAUTISTA, GRAYNE C., SP4  
BERRIDGE, EDWARD D., SP4  
BISSETTE, JAMES K., SP4  
BOWMAN, WILLIARM R., SP4  
BRAASCH, RONILD W., SP4  
BROOKS, JAMES E., SP4  
BROOKS, WILLIAM C., SP4  
BURGETT, DAVID M., SP4  
CALNEY, MICHAEL D., SP4  
COE, BENNIE A., SP4  
COOK, DAVID C., SP4  
CLARK, WILLARD A., SP4  
CRAIG, CHARLES E., SP4  
CAMDEN, BOBBY L., SP4  
CREE, CLARENCE E., SP4  
DUYFF, ALAN A., SP4  
DUNLAP, WILLIAM C., SP4  
DAMRON, PAUL R., SP4  
DEEB, WILLIAM G., SP4  
DUNN, EDWARD F., SP4  
EDWARDS, STEPHEN W., SP4  
EDWARDS, PAUL, SP4  
EGAN, GERALD K., SP4  
FLOYD, LEONARD C., SP4  
FORTNEY, JAMES M., SP4  
FARNSWORTH, LAWRENCE K., SP4  
GALE, VERNON M., SP4  
GARDNER, SPENCER H., SP4  
GARRISON, SEVERN A., SP4  
GATES, KENNETH A., SP4  
GENNARDO, SALVATORE C., SP4  
GIBSON, LONNIE R., SP4  
GLASER, ARTHUR G., SP4  
GOODWIN, FOSTER JR., SP4  
GENTRY, EDGAR L., SP4  
GORDON, SIDNEY, SP4  
GRANDISON, OVERY L., SP4  
HANSEN, RICHARD W., SP4  
HERRICK, DALE O., SP4  
HOLLENEBECK, JOHN G., SP4  
HOMZA, ALBERT G., SP4  
HOTCHKISS, ALFRED O., SP4  
HIRZ, RALPH S., SP4  
HAYES, O'QUINN, SP4  
HOWS, LUCIAN S., SP4  
ISOM, HEBERT, SP4  
JACKSON, DAVID D., SP4  
JACKSON, CHARLES L., SP4  
JOHNSON, ANDREW L., SP4  
KOFOLD, KENNETH L., SP4  
KELLEY, MATTHEW R., SP4  
KLINGER, DAVID S., SP4  
KEFFEL, FRANK L., SP4  
KEDROWSKI, DENNIS J., SP4  
LANIER, RUSSELL, SP4  
LARSON, LARRY H., SP4  
LAUDERDALE, ARTHUR L., SP4  
LAWLIS, STEPHEN J., SP4  
LEDFORD, BARNEY E., SP4  
LEONARD, GARY N., SP4  
LICATESE, LAWRENCE D., SP4  
LAIN, LMBERT A., SP4  
LEE, KENNETH J., SP4  
LITTLE, EDDIE W., SP4  
MCAPTHUR, PATRICK W., SP4  
MCJUNKIN, RALPH E., SP4  
MILLER, JAMES W., SP4  
MILLER, THOMAS M., SP4  
MYERS, THOMAS J., SP4  
MOREAU, CECIL A., SP4  
MITCHELL, HEBERT, SP4  
MURRAY, ELROY D., SP4  
MANAN, WILLIE W., SP4  
MARTINEZ, FINO V., SP4  
MULCAHY, JOHN D., SP4  
NUÑEZ, TONY S., SP4  
OLSON, ROGER A., SP4  
POWELL, ERNEST, SP4  
PINE, ROBERT W., SP4  
PRICE, RICHARD A., SP4  
PRICE, ALBERT O., SP4  
PAPER, ROBERT C., SP4  
PATTERSON, AZRIAH, SP4  
PEPPER, ROBERT D., SP4  
PETTY, CARROLL, SP4  
ROBINSON, THOME L., SP4  
REIDER, LYLE, A., SP4  
RAINHARD, KENT K., SP4  
REITMAN, WILLIAM O., SP4  
REED, WILLIAM R., SP4  
RADZELOVAGE, JAMES M., SP4  
RICHARDS, GEORGE L., SP4  
STRAHAN, DWIGHT E., SP4  
STERNER, EDWARD E., SP4  
STENCHEL, JAMES, SP4  
SNYDER, JOSEPH C., SP4  
STANSFIELD, RUSSELL E., SP4  
SCOTT, WALTER S., SP4  
WILSON, DONALD E., SP4  
SMITH, DAVID A., SP4