

HEADQUARTERS AND HEADQUARTERS DETACHMENT

Headquarters and Headquarters Detachment started the new year under the command of Captain Russell A. Waters and executive officer 1st Lieutenant Gilbert Fredrick. As the year progressed, two more company commanders and executive officers saw duty with Headquarters Detachment. Captain Robert L. Neal assumed command of the Detachment from Captain Waters on 18 April 1965 and 1st Lieutenant John C. Budd became the new executive officer a month later. When Captain Neal left Headquarters Detachment on 21 August, to become the Battalion's Liaison Officer to the 22d Division (ARVN) in Qui Nhon, Major Leland J. Linman assumed command. The last change of the year was made when 1st Lieutenant James M. Huebner assumed the duties of executive officer from 1st Lieutenant Budd on 1 December 1965.

There were two major unit changes made to Headquarters Detachment during the year. On 29 July the 52d Fixed Wing Platoon became part of the 219th Aviation Company. The 145th Airlift Platoon was attached to Headquarters on 10 January under the command of Major Fred T. Yamgata. Since that date the platoon has had two command changes. On Christmas day, the 145th was reassigned to the 10th Aviation Battalion. Many other smaller units have been attached for rations and quarters, including a platoon of the 125th Air Traffic Control Company, and detachments from the 68th Infantry, 77th Field Artillery, 205th Quartermaster, 24th Quartermaster, 3d Quartermaster, 605th Ordnance, 618th Ordnance, 56th and 40th Signal - 115 men in all.

Although Headquarters Detachment is primarily an administrative unit, personnel became very familiar with field conditions on Battalion sized operations. Mechanics, signal men, drivers, POL handlers, mess and operations personnel assisted in the operation of the Battalion stage field in all Battalion airmobile operations.

It should be realized immediately that due to the structure and mission of the 52d Aviation Battalion, the Battalion Intelligence Officer is not so much in the position of generating intelligence within the battalion as he is of obtaining intelligence from other sources and disseminating it to subordinate units. Indeed, the O1Fs of the 219th Aviation Company, whose primary mission is visual surveillance, report not to the Battalion S-2, but to the respective Sector Headquarters where they are assigned. Nevertheless, pilots of the 52d are debriefed after each mission and often turn in valuable information. A prime example was the sighting of a camouflaged arms boat in Vung Ro Bay, in late February, by a pilot of the 117th Aviation Company. The boat was sunk and a large cache of arms, ammunition and medical supplies uncovered, providing the first undeniable proof Chinese Communist support of the Viet Cong effort.

With the presence of two season weather in II Corp, air operations were constantly affected by the weather. During the first portion of the year, from Janurary to May, the weather was good to the West of the mountains and generally poor on the coast. Pilots flying in the coastal areas either flew at relatively low altitudes of 1000 to 2000 feet or else flew on top of the cloud cover, hoping to find a hole over their detination. Since few pilots were instrument rated, the risk factor was increased.

June brought the reverse conditions, with the coast being clear and the Plateau Region undergoing low ceilings, much rain and poor visibility. Weather was a definite factor in the loss of a 119th Aviation Company

helicopter on 19 June. While on a mission to Dak Sut Special Forces Camp, in a valley where 3000 feet absolute altitude is considered a safe altitude due to enemy activity, the helicopter could only attain 1500 feet absolute and was shot down by intense automatic weapons fire with the loss of the entire crew.

Throughout the rainy season there were occasional breaks in the weather which occurred at opportune moments. When the District Headquarters of Thuan Manh was attacked in June, the weather broke and the Air Force gave round the clock close air support, causing a good number of enemy casualties. Similarly, when the 32d PAVN Regiment surrounded the Special Forces Camp at Duc Co, the weather broke and the Air Force again broke the back of the attack. During both of these operations the presence of the Air Force, due to good weather, had a decided effect on the conduct of helicopter operations.

The largest terrain effect on operations in the operational area of the 52d Battalion was, as always, altitude. Average density altitude at Camp Holloway runs at 4500 feet, so loads are restricted severely, requiring more lifts into the landing zones. Another effect of the terrain was the small sized LZ's that were available. Two and three ship LZ's were not at all uncommon. The poor condition of the landing zones was another problem often encountered. Stumps, elephant grass and scattered trees were frequent hazards that had to be overcome by good pilot technique.

In the case of the two Special Forces Camps that came under attack this year at Plei Me and Duc Co, both camps were situated on terrain overlooked by high ground. At Duc Co the VC did not make use of the

high ground, whereas at Plei Me they most certainly did, making these factors important in planning 52d Battalion operations.

The attack on Camp Holloway on 7 February was just an indication of the increased tempo of VC and PAVN activity in the II Corp area in 1965. Up until June, 52d Battalion operations were conducted against company, or at the largest, battalion sized units. The beginning of the rainy season on the plateau, however, saw the initiation of Regimental sized operations and with it, a tremendous increase in enemy anti-aircraft fire. The VC attack on Thuan Manh District Headquarters was of regimental size and 52d Battalion helicopters came under the fires of automatic weapons, 30 caliber machine guns, four 50 caliber machine guns, as well as the helicopters receiving mortar fire while in the LZ. When the 32d PAVN Regiment enveloped Duc Co Special Forces Camp in July, ships of the 52d Battalion continued to go into the camp even though at one time there were three 50 caliber machine guns just south of the airstrip, adjacent to the camp. Here again, the North Vietnamese used mortars when our ships landed on the strip, but luckily, scored no hits.

The VC tactics at the battle of Plei Me showed an interesting reaction to our methods employed at Duc Co. Evidently expecting a heli-borne relief force to land on the strip at Plei Me, they ringed the camp with twelve 50 caliber machine guns. These guns did shoot down three A1E's and an armed helicopter from the 119th Aviation Company, but in doing so they gave away their strength and a relief force was successfully airlanded to the north of the camp.

Another new tactic employed this year by the VC was the use of a 60mm mortar with a time fuse for anti-aircraft purposes. As yet no hits

have been scored by this weapon. The VC and PAVN units are definitely aware of the potential of our Army aviation arm here in Vietnam and have tailored their training toward new techniques of fire at helicopters.

Following the attack on Camp Holloway, and the introduction of more and more units here, the defense plan and perimeter has been constantly changing. The story is one of hard work and many sleepless nights spent in wet bunkers during the rainy season. With the addition of the 52d Security Platoon, a permanent type defense unit was available to help. As the rainy season drew to a close, our new concrete bunkers were nearing completion, further strengthening the defense. December 1965 saw Camp Holloway's security still being improved. Any future attack on Camp Holloway will certainly find a vast improvement made since February 7, 1965.

SIGNAL

The 52d Aviation Battalion Signal Section began the year with a major project, the construction of the Battalion Combat Operations Center (COC) Bunker. The Bunker houses the Camp Holloway switchboard; radio communications systems for the Battalion Signal Office, to include VRC-10 and PRC-25 FM radios, allowing ground to ground communications between the various units in the Camp Holloway - Pleiku Defense Area; as well as air to ground communications providing an instantaneous means for pilots to report intelligence information to the Battalion S-2 Section; a MARC 95 single side band station which allows continuous communications with parent and subordinate units, and an ANGRC-46 radio-teletype system presently not in use. A separate security switch board is also located in the COC Bunker and is independently operated from the Camp Holloway switch board, allowing communications with the bunkers along the Camp Holloway perimeter. The bunker is provided with its own generators, giving it the capability of operation independently from the rest of the post. The bunker was completed on 4 February 1965, just three days prior to the surprise Viet Cong attack on Camp Holloway.

After the attack on Holloway Army Airfield, a completely new intrapost telephone system was devised and installed by the Battalion Signal Officer, Captain Timothy Stoddard. At the present time, due to the large expansion of Camp Holloway and the influx of new personnel and units, plans are being made to enlarge and modernize the intrapost communication system, to include the use of dial telephones.

Several long range radio systems were engineered and set up during

the year by the Signal Section. When the 117th Aviation Company moved from Qui Nhon to Dong Ba Thin, an area with limited communications capabilities, a single side band radio communications system was established. A similar system was established with the 155th Aviation Company at Ban Me Thuot, which was especially helpful during October when other means of communications failed. Upon the arrival of the 161st and 170th Aviation Companies in the Qui Nhon area and their assignment to the 52d Aviation Battalion, the Signal Section immediately established single side band capabilities with them, insuring continuous communications.

During all Battalion field operations the Signal Section provided both radio and wire communications from the staging areas to the Battalion Headquarters located at Camp Holloway, as well as signal support for the Battalion stage field.

S-4

1. ORGANIZATION AND FUNCTION:

The S-4 section of the 52d Aviation Battalion is authorized on S-4 Officer, a Warrant Officer Supply Technician, a Supply Sergeant, a Supply Clerk and a Clerk Typist. The section was headed by Captain Walton H. Capps until 1 July, at which time Captain Bill Jones Jr. assumed the duties. On 18 December, the present S-4, Major James W. Napier, took control of the section.

Until recently normal supply requisitions and issue channels, for the Battalion's subordinate companies, had been direct from the Consolidated Supply Activity, Saigon. This is due to the dispersion of the units of the Battalion. With the transfer of responsibilities to the Qui Nhon and Nha Trang Support Commands, and their establishment of liaison with the Battalion, improvement in supply flow is beginning to be realized. Naturally, a tremendous improvement in this area occurs when we are able to establish land routes of supply, by road opening operations.

In addition to the normal S-4 functions of monitoring supply activities and solving logistical problems, as they occur, three other functions are of major importance: POL Operations, Supply, and R&U activities. Due to the increase in the number of Battalion-sized airmobile operations, it was necessary, on 15 August, to assign 1st Lieutenant Adam E. Runk to the S-4 section, with the task of controlling POL used in forward areas and pre-stocked by the Battalion.

2. SUPPLY:

As of 20 December, the Battalion had 88% of TO&E and TA 50-901

property and 97% of station property on hand. On 22 December, two new companies were assigned to the 52d Aviation Battalion. They had an estimated 50% of TO&E and TA 50-901 equipment and 0% station property. The Battalion has sponsored four Aviation Companies during the year and all station and expendable property had to be set up in a temporary camp site, prior to each arrival.

A major logistical problem continues to be the flow of supplies from the support elements to the requesting units. Due to the nature of this war, where there is no definite FEBA, all road-bound supply systems are subject to interdiction, at any time. Beginning in August, with the U.S. troop buildup, requisitions have become harder to fill. Road clearing operations and the establishment of a "Red Ball Express", reminiscent of World War II, has begun to alleviate this problem. In November, a change over from the Saigon Consolidated Supply Activities command to the Area Command System, at Qui Nhon and Nha Trang, has also greatly alleviated the problem. By the end of December, liaison had been firmly established with the area commands and a quicker and better supply flow is looked forward to in the new year.

Also of great assistance, in the smooth flow of supplies, is the Battalion's Liaison Office in Saigon. During the past year it was found necessary to increase it in size to two officers, one NCO, and five enlisted men. The liaison office primarily handles emergency type requisitions.

3. POL OPERATIONS:

Until 16 June, all POL for Camp Holloway and the Pleiku area was transported, via road, from the 21st Quartermaster Company, located in Saigon.

On that day, all roads in the Pleiku area were interdicted by Viet Cong Forces. This necessitated the costly and time consuming shipment of POL by Air Force C-130. This condition existed until late November, when, with the arrival of the 1st Log Command, concurrent with road clearing operations on Highway 19, this costly method could be abandoned. Since November, all POL has been shipped, via Highway 19, from Qui Nhon to the Pleiku area.

Located at Camp Holloway, at the beginning of the year, were bulk storage facilities to accomodate 110,000 gallons of fuel. With the arrival of the 1st Log Command, in November, these facilities have been increased to 310,000 gallons. POL facilities of the 155th Aviation Company (AML), at Ban Me Thuot, accomodates 90,000 gallons and is controlled by a 52d Quartermaster team.

In addition to the above, the Battalion has pre-stock and 1200 gallon tankers located at Tan Canh, Kontum, Cheo Rio, Phan Thiet, Tuy Hoa, and Bao Loc. There is also pre-stock fuel and 15 or 50 gallon-per-minute pumps located at Dak Pek, Plateau GI, Dalat, and Gia Nghia. These locations are used to expedite refueling of Battalion aircraft operating in those areas.

During 1965, this Battalion has seen increasing use of forward POL areas in combat airmobile operations. The fuel arrives in the forward areas in 55 gallon drums and 500 gallon collapsible rubber bladders, by Army CV-2 Caribous or Air Force C-123 or C-130 transports. With the experience gained and use of 50 gallon-per-minute airmobile assault pumps, the Battalion has been able to refuel up to 14 helicopters at one time.

This saves valuable time and helps to provide continuous support to the ground troops.

4. R & U:

In the R&U field, the Battalion S-4 coordinates with Pacific Architects and Engineers on all post engineer work for Camp Holloway. The manager for PA&E, in the Pleiku area, is Mr. Lynn D. Price. Since 1 May 1965, when the contract was made with PA&E, R&U support for new construction and existing facilities, has greatly improved. A very small, partial list of new construction during 1965 includes:

58 concrete slabs with tent frames and tents (barracks and administrative facilities).

35,760 square feet of temporary building space (barracks area)

4880 square meters of sidewalks

38 concrete (reinforced) bunkers

14 additions to existing buildings

1 deep well

5 shower-latrine buildings

2 mess halls, complete

7 pit latrine buildings

10,500 square feet fixed wing parking ramp (PSP)

2400 square meters gravel on roads and ramps

12 metal roofs on slabs and tent frames

1 dog kennel

119 perimeter lights

1 Battalion command post bunker

19 cement helipads

1 ammo bunker (50 feet X 100 feet)

1 special services library building

1 laundry building

1 water purifier, complete with building

MAINTENANCE

The 52d Aviation Battalion Maintenance Section is responsible for staff maintenance supervision of all subordinate units of the battalion. During the months of January thru April, maintenance supervision was provided for two airmobile companies, two airlift platoons, and one fixed wing surveillance platoon - a total of 70 rotary wing and 15 fixed wing aircraft. In late March preparations were made to receive an additional 25 helicopters of A Company, 1st Aviation Battalion.

The influx of many new units to Vietnam during the months of May and June seriously hampered the movement of aircraft and equipment spare parts. In an attempt to alleviate this problem, this section recommended that the Army Support Command establish a system for the movement of critically needed aircraft spare parts from the supplier to the user, via Army aircraft. The suggestion was adopted and given the code title of "Free Loader". It proved to be most effective.

Additions to the Battalion continued in June with the assignment of the 219th Aviation Company (Air Surveillance Light). The company absorbed the fixed wing surveillance platoon, making it the largest aviation company in Army aviation, 48 O1F aircraft. Shortly after its arrival in Pleiku, aircraft from the 219th were initially assigned to six major locations in the II Corps Tactical Zone, with this number subsequently enlarging to 13 locations. This wide dispersion of the company's aircraft presented numerous challenges in the performance of proper maintenance, movement of parts, communications and supervision. These obstacles were overcome by requiring that all aircraft be returned to the company's maintenance section

for all major maintenance requirements, by frequent visits to the outlying platoons and sections by both the company and the battalion maintenance officer, and by timely information on maintenance procedures and practices published in a monthly maintenance directive.

Beginning in June, the overall mission requirements for the battalion made a steady transition from company size to battalion size missions, often operating from field locations for extended periods of time. This presented many problems not previously encountered. The lack of secure land routes prevented the movement of the maintenance support equipment required for sustained operations. Instead, field maintenance personnel moved to the field site carrying with them only minimum equipment necessary to make essential repairs so that the aircraft could make a one time flight to the nearest battalion fixed base maintenance shop. Field maintenance personnel normally included an electrician, an airframe repairman, an engine technician, a technical inspector and a maintenance supervisor.

Parts scarcity became even more critical in August and September. Added emphasis was given to mechanic training for repairing rather than replacing. As a result, the Battalion was able to maintain an extremely high percentage of mission ready aircraft.

In the fall, maintenance and supply for equipment other than aircraft was placed on an area support basis. The battalion units stationed at Pleiku and Qui Nhon were supported by the Qui Nhon Support Area, while those subordinate units in the Nha Trang and Ban Me Thuot areas were supported by the Nha Trang Support Area. In theory the support plan is feasible. However, the lack of free roads has prevented the rapid movement of parts and support echelon personnel necessary for the system to function effec-

tively in the inland areas of Pleiku and Ban Me Thuot.

In September, during clearing operations in the An Khe valley in preparations for the arrival of the 1st Cavalry Division, the 117th Aviation Company had eleven aircraft damaged by enemy ground fire in one operation. One aircraft was totally destroyed in the landing zone while the remainder required extensive repairs which rendered the unit ineffective. A shortage of replacement fuel cells and rotor blades caused extended repair time for all aircraft. During the repair process the company was relocated to Dong Ba Thin, a primitive field location, which further prolonged the repair period. In late October the unit was again fully operational and was subsequently transferred to the 10th Aviation Battalion.

Combat losses and aircraft downed as a result of enemy ground action continued during the later months of the year. However, aircraft recovery was significantly improved with the assistance of CH-47 helicopters from the 1st Cavalry Division. Previous recovery efforts using the CH-37 helicopter had resulted in extensive damage to some aircraft and, in one instance, total destruction of a recoverable aircraft. This was a result of the high density altitude which prevails in the Central Highlands.

Preparations were begun in November for receiving an additional air mobile company, the 161st Aviation Company, enroute from CONUS. The maintenance section prepared a packet containing instructions for obtaining maintenance and supply support for all types of equipment, formats and examples of required reports, and a suggested list of aircraft repair parts to be kept on hand.

When the 161st Aviation Company arrived, a sister company, the 170th Aviation Company (AML), also arrived and was in turn assigned to the 52d

Aviation Battalion. This increased the battalion aircraft population to 120 rotary wing and 49 fixed wing aircraft. Maintenance information was distributed to these units and maintenance-assistance visits were made.

A formal battalion maintenance inspection of all subordinate units was conducted in December. Results of the inspection were given to the commanders. On the spot corrections were made, when possible, and continued corrective actions are in progress. A follow up inspection is tentatively scheduled for January.

At the present time the battalion maintenance section exercises staff maintenance supervision for five aviation companies, two airlift platoons and twenty-one separate detachment to include Security, Signal, Medical, Transportation, Quartermaster and Artillery Radar Detachments. This is accomplished utilizing a Battalion Maintenance Officer, a vehicle maintenance Warrant Officer, one Maintenance Supervisor, E-7, and two aircraft technical inspectors.

The section publishes a monthly paper giving the latest maintenance information received from other headquarters, tips learned from actual field contact, suggestions for improvement, and a recap of all maintenance TWX's received. This paper is written for and distributed to the unit maintenance supervisors, mechanics and crew chiefs.

Even with the increasingly critical shortage of aircraft spare parts, the Battalion's aircraft availability rate has averaged 85 percent for the year. With the additional third echelon support level increase, it is expected that even greater strides will be made in maintaining aircraft and other equipment during the forthcoming year.

CHAPLAIN ACTIVITIES

During 1965 four different Chaplains were assigned at Camp Holloway. Chaplain (Major) W.H. Withrow, Chaplain (Captain) R.E. Saunders, Chaplain (Captain) D.C. Britton and Chaplain (Major) R.G. Swagor, who is the current battalion chaplain. Religious coverage for Protestants has been provided by the above named chaplains who are Protestant. Catholic coverage was provided by MACV chaplains until May 1965. At that time an Air Force Catholic chaplain, Chaplain (Captain) James R. Fuommoler, arrived in the Pleiku area and has given us extensive Catholic coverage.

Perhaps the largest single accomplishment was the completion of the chapel building, a Butler-type, with native stone work, in May. Since then most of the chapel furnishings have been procured by donation from members of the battalion and we have a very attractive chapel at Camp Holloway.

The largest civic action project undertaken by the 52d Aviation Battalion during 1965 was the Pleiku Orphanage Project. In May, Captain John Melby, the Battalion's Adjutant, had the idea of the 52d Battalion providing an orphanage for Pleiku Province. This project was very much favored by the local Province Chief. Plans were organized and approved and on 10 December a contract was signed for the construction of the orphanage. On 14 December a ground breaking ceremony was held. Construction is now in progress, with 10 March 1966 as a target completion date.

The 155th Aviation Company is involved in the rehabilitation of the Catholic orphanage at Ban Me Thuot. This project was 25% completed at the end of December.

PART III

Reflections

In 1965, the fortunes of the Battalion seemed to parallel those of the entire United States effort, in Vietnam. The year began fairly quiet and then erupted in the shattering mortar attack on Camp Holloway. When the initial shock had worn away and the debris had been cleared; the Battalion began the job of rebuilding and strengthening of our defenses.

Our fortunes started to pick up, right away, with the sighting, of the camouflaged Chinese Communist gun ship in Vung Ro Bay and continued through the rescue of the trapped Americans at Dak Sut. The climax came with the relief of the Special Forces camp at Plei Me and the subsequent participation of the Battalion in the Ia Drang Valley operations. The denouement was the beginning of the influx of large numbers of American troops. It seemed that the Battalion was right back to the point that it had started the year, with one great exception - The job of further expansion would be much easier because of the wealth of experience gained by the Battalion, in the preceding year.

The year 1965, was one of great personal pride and sense of accomplishment, for members of the Battalion. We salute those who have paved the way before us and look forward to even greater accomplishments in the year to come.

STATISTICS

52D AVIATION BATTALION

1965

| | |
|---|------------|
| COMBAT HOURS FLOWN | 76,152 |
| COMBAT SORTIES | 134,403 |
| TOTAL PASSENGERS | 113,836 |
| TOTAL CARGO | 2,048 TONS |
| NUMBER OF AIRCRAFT HIT BY ENEMY GROUND FIRE | 138 |

2d Platoon, 498th Medical Company (Air Ambulance)

(Located at Camp Holloway)

| | |
|--------------------|-------|
| HOURS FLOWN | 2,682 |
| MISSIONS | 1,736 |
| NUMBER OF PATIENTS | 2,738 |

AWARDS & DECORATIONS

52d Combat Aviation Battalion

1965

| | |
|--------------------------------------|-----|
| Silver Star W/"V" Device | 1 |
| Silver Star | 7 |
| Distinguished Flying Cross | 7 |
| Soldiers Medal | 6 |
| Bronze Star W/"V" Device | 5 |
| Bronze Star | 24 |
| Air Medal W/"V" Device | 18 |
| Air Medal | 749 |
| *Purple Heart | 18 |
| Army Commendation Medal W/"V" Device | 19 |
| Army Commendation Medal | 124 |
| Certificate of Acheivement | 6 |

In addition to the above awards, DOD Directive 1348.15, dated 1 October 1965, established the Vietnam Service Medal for all members of the Armed Forces, of the United States, serving in Vietnam from 3 July 1965.

Seventy-seven members of the 52d Combat Aviation Battalion, at the request of the government of the Republic of Vietnam, were submitted for Vietnamese awards.

* This figure includes only the awards processed through this Battalion. All other awards of the Purple Heart for personnel KIA and WIA are initiated by the Field Hospital through which these personnel are processed.

SEAL

DEPARTMENT OF THE ARMY

LINEAGE AND HONORS

HEADQUARTERS AND HEADQUARTERS COMPANY
52D AVIATION BATTALION

Constituted 1 June 1940 in the Regular Army as Headquarters and Headquarters Detachment, 204th Quartermaster Battalion (Gas Supply)

Activated 10 June 1942 at Compton, California

Reorganized and redesignated 1 July 1942 as Headquarters and Headquarters Detachment, 204th Quartermaster Gas Supply Battalion

Redesignated 10 December 1943 as Headquarters and Headquarters Detachment, 204th Quartermaster Battalion, Mobile

Inactivated 13 October 1945 at Camp Kilmer, New Jersey

Converted and redesignated 1 August 1946 as Headquarters and Headquarters Detachment, 204th Transportation Corps Truck Battalion, and concurrently activated at Fort Benning, Georgia

Redesignated 20 May 1947 as Headquarters and Headquarters Detachment, 204th Transportation Truck Battalion

Redesignated 16 May 1949 as Headquarters and Headquarters Company, 52d Transportation Truck Battalion

Redesignated 1 April 1954 as Headquarters and Headquarters Company, 52d Transportation Battalion (Truck)

Inactivated 10 May 1955 in Japan

Redesignated 13 October 1955 as Headquarters and Headquarters Detachment, 52d Transportation Battalion (Helicopter)

Activated 7 November 1955 at Fort Bragg, North Carolina

Reorganized and redesignated 22 December 1962 as Headquarters and Headquarters Company, 52d Aviation Battalion

HEADQUARTERS AND HEADQUARTERS COMPANY
52D AVIATION BATTALION

CAMPAIGN PARTICIPATION CREDIT

World War II
Po Valley
North Apennines
Naples-Foggia
Rome-Arno

Korean War
UN offensive
CCF intervention
First UN counteroffensive
CCF spring offensive
UN summer-fall offensive
Second Korean winter
Korea, summer-fall 1952
Third Korean winter
Korea, summer 1953

DECORATIONS

Meritorious Unit Commendation, Streamer embroidered EUROPEAN THEATER

Meritorious Unit Commendation, Streamer embroidered KOREA

Republic of Korea Presidential Unit Citation, Streamer embroidered KOREA

By Order of the Secretary of the Army:

S/ J.C. LAMBERT
J.C. LAMBERT
Major General, USA
The Adjutant General

52d Aviation Battalion
Roster of Key Personnel
As of 31 December 1965

| <u>Name</u> | <u>Grade</u> | <u>SN</u> | <u>Branch</u> | <u>Duty</u> |
|---|--------------|-----------|---------------|----------------------|
| <u>Battalion Headquarters</u> | | | | |
| Cody, Robert L. | Lt Col | 055980 | Inf | Bn Commander |
| Deloach, William M. | Maj | 067688 | Arm | Bn Executive Officer |
| Wyatt, James I. | Maj | 01876298 | Inf | Bn S-3 |
| Boswell, Leonard L. | Capt | 078572 | Arty | Bn Asst S-3 |
| Latham, Bobby R. | Maj | 01881057 | Inf | Asst Div Avn Off. |
| Elton, Robert G. | Capt | 090582 | Inf | Bn Safety Off |
| Sorenson, Stanley L. | Maj | 04030842 | Inf | Bn S-1 |
| Dixson, John J. | Capt | 05513782 | SigC | Bn S-2 |
| Napier, James W. | Maj | 072172 | Inf | Bn S-4 |
| Cooper, Nelson J. | Capt | 099495 | SigC | Bn Signal Off |
| Swager, Robert G. | Maj | 088963 | ChC | Bn Chaplain |
| Friedman, Gary D. | Capt | 05712125 | MC | Bn Flight Surg |
| <u>Headquarters Detachment</u> | | | | |
| Linman, Leland J. | Maj | 01881786 | Inf | Hq Det CO |
| Huebner, James N. | 1/Lt | 05532064 | Arty | Hq Det XO |
| <u>Battalion Maintenance Section</u> | | | | |
| McKinney, John W. | Maj | 079380 | TC | Bn Maint Off |
| <u>Airlift Platoon Headquarters</u> | | | | |
| Whitman, Paul R. | Maj | 04009229 | Arty | Plat CO |
| <u>119th Aviation Company (Airmobile Light)</u> | | | | |
| Mooney, Charles W. | Maj | 082211 | Arm | Co CO |
| <u>155th Aviation Company (Airmobile Light)</u> | | | | |
| Parlas, Joseph L. Jr | Maj | 01935283 | Inf | Co CO |
| <u>19th Aviation Company</u> | | | | |
| Lust, Robert A. | Maj | 01890154 | Arty | Co CO |
| McPherson, Robert G. | Capt | 01937917 | Arm | Co XO |

UNIT PATCHES



UNIT PATCHES





On Christmas Day, General Harold K. Johnson, Chief of Staff, United States Army, visited Camp Holloway. Here he is shown debarking from a 119th Aviation Company helicopter, escorted by Lieutenant Colonel Robert L. Cody, 52d Aviation Battalion Commander. Background personalities are (l to r) Colonel Theodore Mataxis, Senior Advisor, II Corp Tactical Zone, Major General George V. Underwood, and Major William W. DeLoach, Executive Officer, 52d Aviation Battalion.



In December, Christmas parties were held by all units of the 52d Aviation Battalion for 700 needy children and orphans, at five different locations in the II Corp Area. Above, Staff Sergeant Harold M. Edwards, 68th Infantry Radar Detachment, plays Santa Claus for a party held for the dependents of the Camp Holloway Eagle Flight.