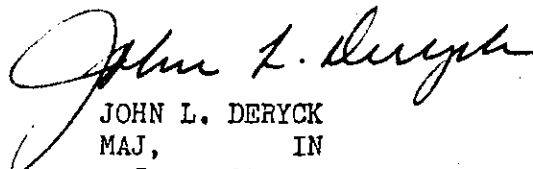


ANNUAL SUPPLEMENT
History of the
361ST AVIATION COMPANY (ESCORT)
52ND AVIATION BATTALION (COMBAT)
1ST AVIATION BRIGADE

1 January 1969 - 31 December 1969

Prepared by:
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Unit Historical Officer

APPROVED BY:


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MAJ, IN
Commanding

CAMP HOLLOWAY
PLEIKU, REPUBLIC OF VIETNAM
APO 96494

FORWARD

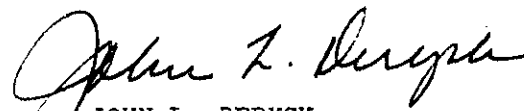
The officers and men who have been accidentally thrown together here to form the "Pink Panthers" which I command are, I believe, the most professional, interesting, and thoroughly competent collection of soldiers I have served with in my Army career. Considering that there is not a Regular Officer besides myself in the unit, nor a Regular Warrant Officer, and the NCO's and men are quite young and inexperienced overall, and also considering the fact that the training those men have had prior to assignment here did not adequately prepare them, officers or enlisted men, for the job they do here, their performance is magnificent. An all-encompassing on-the-job training program conducted co-incident with combat operations has materially improved the knowledge and skill level of every "Pink Panther." Their own sense of responsibility and urgency has forced them to learn very quickly. I am not, however, entirely satisfied with what they together have been able to achieve thus far. These men are capable of far greater achievements and the unit is nearing a stage of purposeful professionalism that is now only just beyond being a sp. I have naught but praise for the efforts of these young soldiers, the enormous and exacting job they do, and admiration for their proud and dignified approach to this lawless war. These men have aged rapidly-in one year-to wisdom under the pressure of insurgency in the mysterious Orient. When, as a unit, we will have reached our highest plateau of performance, personnel turbulence will return us to a previous stage and we will start again to train, maintaining aircraft and fighting at the same time.

Perennially short of authorized strength levels, plagued with malassignments and malcontents, I have of necessity required and led the competent men to do more than they think they can accomplish. Removing the unfit, the drug users, the chronic complainers, the sub-standard mentalities, and the shirkers has taken considerable time, but has resulted in a few successes. A few grew to manhood and responsibility. I think that all men will respond well to good leadership and will tolerate almost anything but unfairness and ignorance exhibited by those in authority. I have attempted to give these men fair and able leadership. It has not been an outstanding unit.

My command has been physically strenuous and intellectually wearing and has seen problems arise out of diminution of legal and judicial authority for a company commander. In addition, I have the feeling often that this war has failed to make clear and simple the real problems. It has progressively become more confused in the minds of soldiers and the civilian population, without whose support the idea of "winning" is meaningless, in a mass of complications and ponderous paperwork. Since no lucid, clear-cut, lasting guidance has been provided by those in authority, a complex challenge has been provided to the commander who realizes that the American soldier has to have a reason to fight. Without positive guidance, his intelligence and resourcefulness become explosive and only wise and determined leadership can harness his energy into proper action.

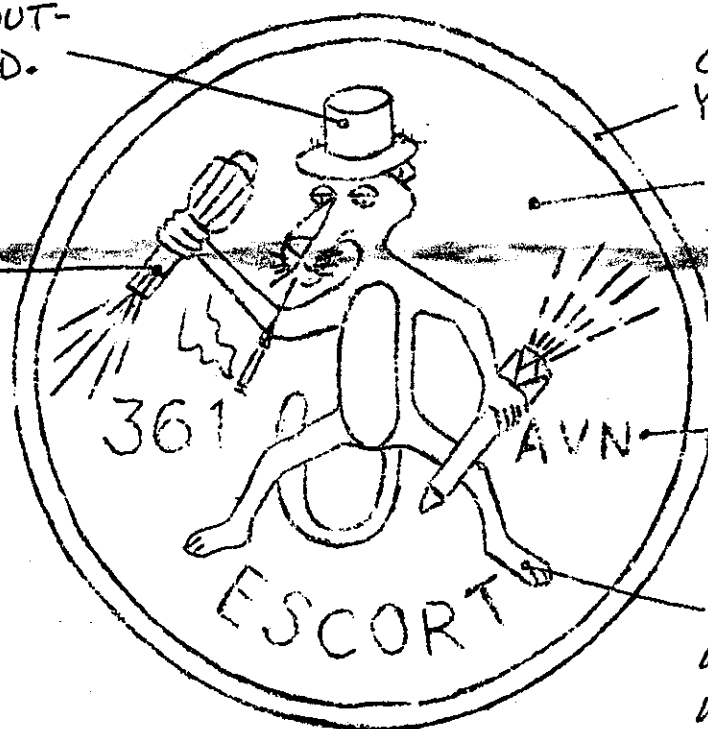
The independent thought and individual initiative which characterizes U.S. soldiers can become a source of weakness without good leadership. The issues surrounding this conflict create problems which the unimaginative plodder cannot solve. It is all too frequently observed that this is the type of leadership that is most obvious as the military is attacked from all sides, even from within by a vociferous element which gains newspaper attention. It is most apparent that in the minds of many Americans, we are in a losing battle. Americans just don't have the ability to glorify a defeat as some other groups do because of their tenacity, homogeneity, and dogged-discipline. Convincing arguments must be presented to gain popular support and provide real direction. The present lack of that direction presents an unusually difficult challenge to a small unit leader who attempts, in this hostile environment, to cope with shortages of men and material, cope with passive inactivity, and surmount difficulties of all sorts while maintaining discipline and developing training and professionalism. It is odd to note that for the first time as a nation we are without a hero, and this may be indicative of our problem.

It is my firm belief that men want to belong to a highly disciplined, motivated, trained, tough, hard-working, mission-oriented unit. The 361st Aviation Company is that. The men in this unit do a dangerous, demanding, highly complex and technical job without the vacillation and confusion of purpose or method evidenced above them. When their job is done, they will have the pleasure of looking back with pride. They will have been a part of a great unit. But what about the questions that will always remain with them about the resolve of the country to which they belong. Perhaps, if they approach that problem with the same determined spirit that they approached their mission in this company they will create a society of which they will be equally proud; a well-led, purposeful, enduring nation of free men.


JOHN L. DERYCK
MAJ, IN
Commanding

BLACK HAT, OUT-
LINED IN GOLD.

GOLD
WEAPONS
IN EACH
HAND, RED
TRAILERS OR
FLAME.



GOLD/
YELLOW BORDER.

BLACK. BACK-
GROUND.

ALL LETTER-
ING; GOLD/
YELLOW.

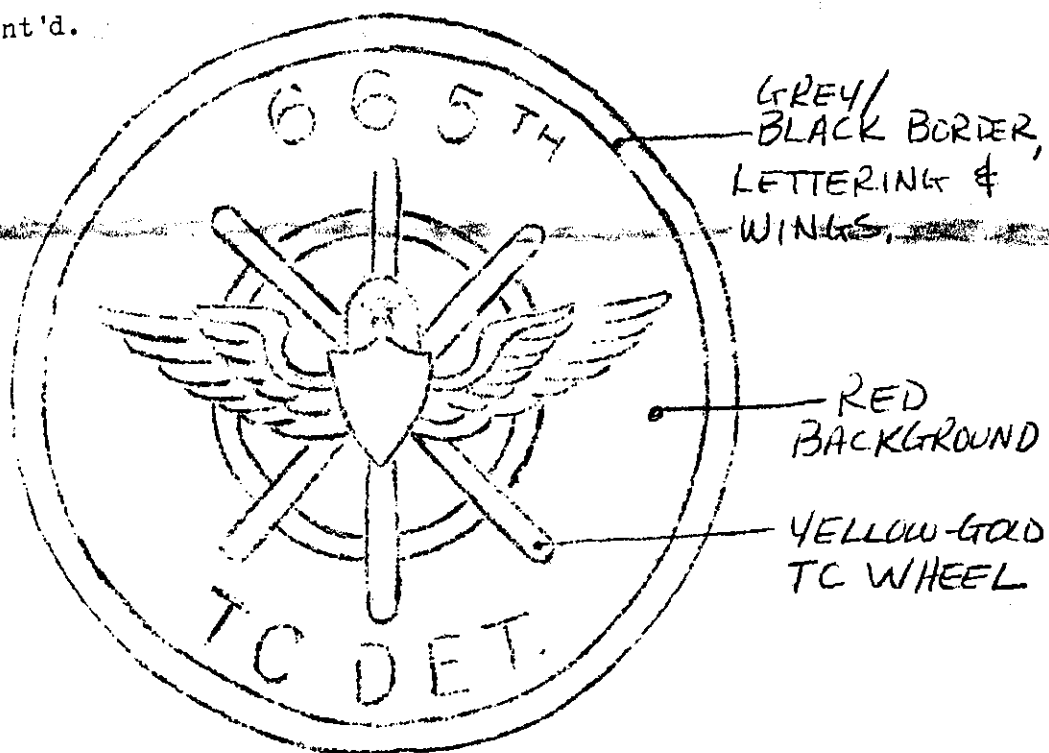
PINK BODY WITH
WHITE BREAST &
WHITE MOUTH-
TACHE.

CHAPTER 1: HERALDRY

a. The unit patch, worn on the pocket of the uniform by all of the 361st Aviation Company "Pink Panthers" is shown above. It represents the unit and depicts a Pink Panther holding weapons in his hands. The "Pink Panthers" is the nickname and has become the unofficial designation for the 361st Aviation Company. A request has been sent to the Chief of Military History requesting the designation of the 361st Aviation Company (Escort) "Pink Panthers" to be formally recognized as the unit's distinctive designation. Presently the unit does not have a motto but is holding a contest to determine one.

b. Unit history to 31 December 1968 can be found in the initial history submitted in March of 1969. The unit does not have a Certificate of Lineage as yet; one has been requested under the authority of 1st Aviation Brigade Regulation 870-1, dated 18 April 1969.

CHAPTER 1: Cont'd.



c. The 665th Transportation Detachment, attached to this unit, wears the pocket patch shown above.

CHAPTER 2: UNIT BACKGROUND

a. Organization-The 361st Aviation Company (Escort) (ACE) is organized and operating under MTOE 1-157T (USARPAC 1/68). The unit has two units attached. They are the 665th Transportation Detachment (Aircraft Maintenance) under MTOE 55-570G (KD Team), and the 621st Signal Detachment (Avionics) under MTOE 11-500D. With the exception that the AH-1G Cobra has been substituted for the UH-1C model gunships, the unit is substantially operating with the equipment authorized by TOE. The AH-1G Cobra continues to prove itself in battle as the finest direct and close-in aerial fire support helicopter in the United States Army. The 361st ACE and its supporting detachments are commanded by Major John L. Deryck, INFANTRY, 277 30 5813. The units strength as of 31 December 1969 was 16 officers, 17 Warrant Officers, and 119 enlisted personnel. The unit and its detachments are tactically organized to place all aircraft maintenance-related functions under the supervision of Captain Charles Savage, the 665th commander. Logistics, mess, administration, operations, and maintenance functions for all three units are combined under the command of Major Deryck. SSG Ronald Ewing is the Avionics detachment NCOIC. He controls all avionics repairmen from the units. Appendix I shows a graphic chart of the units functional organization for combat.

b. Mission-The mission of the 361st Aviation Company (Escort) is to provide armed aerial escort, route and area reconnaissance, and aerial fire support to ground units in general support of the II Corps tactical area of operations. The primary mission is to provide two light fire teams (four AH-1G Cobra gunships) in support of the combat and reconnaissance missions of the Special Operations Augmentation, Command and Control Detachment Central (FOB #2), 5th Special Forces Group (Airborne), 1st Special Forces, Republic of Vietnam. Most of the remaining missions are in support of the 4th Infantry Division and local ARVN units.

CHAPTER 4: PERSONNEL

a. Enlisted personnel data. Appendix II is a compilation of enlisted personnel who were assigned to the 361st Aviation Company, the 665th Transportation Detachment, and the 621st Signal Detachment from 1 January to 31 December 1969.

b. Officer personnel data. Appendix III lists all Officers and Warrant Officers who were assigned to the 361st ACE and the 665th TC Det during the period 1 January to 31 December 1969.

c. Promotions. All promotions and reductions of officer and enlisted personnel from 1 January to 31 December 1969 are shown in Appendix V. Promotions have been a morale factor in the unit. Conscientious efforts were continually made to see that deserving men were recognized with meritorious promotions, of which there were many during the year.

d. General-In October of the year, "Pink Panthers" began to receive recognition as "Pink Panther" Soldier of the Month. The individuals who attained this distinction were awarded a three-day in-country R&R and a twenty-five dollar savings bond. Also, throughout the year, several men from the unit were recognized as the 52nd Aviation Battalion Soldier-of-the-Month. These men won gift certificates for a suit from the Hong Kong tailor concession, a savings bond and a free R&R to Vung Tau. In many other ways also were the men recognized who tried their best. Athletic awards, super numery awards for guards, and many others were given to show appreciation to those soldiers who did a good job. One very interesting feature that our new commander, Major Deryck, instituted was a personal letter to the folks or wives of all new "Pink Panthers." These letters did a great deal to increase the esprit in the unit and were most appreciated by the recipients. He also instituted the policy of sending copies of letters of commendation-he presented many many from October thru December-and a personal letter of congratulations to the families of the soldiers who received them. Many answers to these letters showed that they were appreciated. Also, in this respect, the unit ran an exceptionally active information program and had many interesting news stories published in many news media. Home town news releases were actively sought an' followed through with the result that the "Pink Panthers" were constantly in the news back home.

Lest we forget, the "Pink Panthers" instituted the Pink Panther International Association of Balls in December 1969. The Association presented the "FUB" to selected officers who had demonstrated poor safety awareness. It helped to strengthen our safety program. Programs which were designed to effect esprit, morale and discipline and improve unit performance tended to be rewarding in nature rather than punishing. This approach was successful in reducing Article 15 and Court Martial rates to only a very few.

* Charlie Baymond was the 1st "awardee" for meshing roller blades with Jim Meyer at Dab to POL. (see bottom pg 9).

CHAPTER 5: UNIT OPERATIONS

a. General-The 361st Aviation Company (Escort) was officially activated on 1 November 1967, at Fort Hood, Texas. A letter from the chief of Military History, dated 20 September 1968, indicated no previous history of the 361st and by being activated was entered on the rolls for the first time. The unit was organized and trained while assigned to the 55th Aviation Battalion. Since then the unit arrived in Vietnam on 6 April 1968 and deployed to Di An, just northwest of Saigon. Later, the unit moved to their present location at Camp Holloway, Pleiku, on 23 May 1968.

Since the unit has been established in Vietnam, most of the training has consisted of on-the-job-training (OJT) as aviators have been familiarized on the "Panther" method of accomplishing missions. Our enlisted men have been forced to learn new and various trades as needs arose. Additional duties have been assigned to officer personnel.

All aviators are given a one hour area orientation of the local area to familiarize them with landmarks of importance, for example the helipad at the 71st Evacuation Hospital in case one of our fellow aviators is wounded. All aviators are given a standardization check ride every three months to increase their knowledge and techniques on emergency procedures from our unit Instructor pilots, CPT Teddy Hampton, CPT Brad Arthur, or 2LT Charles Holzler, who are also our operations officers.

During the first part of the year, a few of our aviators went to Vung Tau to be transitioned to the AH-1G Cobra gunship. Later, we were more fortunate, and the remainder of our pilots were graduates of the Cobra transition course at Hunter Army Airfield, Savannah, Georgia.

New personnel are given a briefing by the commander on what is expected of them and what our mission is. The Commander, Executive Officer, First Sergeant, and orderly room personnel all work as a team to smoothly transition new personnel to prepare them for their new tasks, creating the right psychological balance and attitude for each man's year in Vietnam. Fortunately, part of the unit's success is due to the number of superior personnel who have extended for this unit for more than their normal tour.

Each section of each of the three units has oriented new men using a buddy system as all the men are more than happy to help the newcomers learn the proper way to do the job.

Training within the flight platoons consisted of on-the-mission-training. Mostly, the missions consist of armed aerial escort of unarmed troop-carrying UH-1H helicopters with emphasis on giving these unarmed aircraft, the slicks, the best possible coverage and navigation assistance. Quizzing between the aviators on emergency procedures is considered one of the most important parts of this training.

Wisely, much stress has been placed on instrument flying by our commander. Many aviators have run out of experience, control, and time all too quickly and with this added emphasis in the high, mountainous terrain and the bad weather in the II Corps area, hopefully all of our personnel will have been trained to cope with the situation professionally.

Guard duty has been especially hard on this unit as our enlisted men were forced to pull guard every other day during periods of alert and every

** Remember hovering back from a TAC-E west of Ben Het? Some instrument flying! a guy crashed into the mountains that night - I slept in his bed at Kontum.*

third day in other periods. When on alert, our men often found themselves pulling their off-nights sleeping next to the orderly room on cots as the ready reaction force.

Supply caused one of our main problems, mainly in the vehicle and items particular to Army Aviation areas. Due to the Vietnamization program, the ARVN's have higher priority over vehicles and parts coming in country and caused this unit to still have vehicles on order for over a year. Items in the aviation field, such as nomex flight suits, flight gloves, and aviator helmets were in short supply.

The perimeter was a major difficulty mainly due to the swamp that runs through our perimeter area. Several construction projects were taken in this area including the following: placing a 25-pair cable communications system for tower-tower, COC-tower, and unit-tower communications; building a command bunker at the second line of defense; constructing a road to run through the swamp; defoliation; improving the claymore system; improving the outer wire system; improving the tower system; and improving the basic load system. The first two projects were completed while the remainder are mostly ever-repeating problems.

Other construction projects during the year were accomplished by the extra efforts of our hard-working personnel. Avionics moved their building closer to the main maintenance buildings and away from the flight-line dust. The officers constructed two-sandbag width revetments with metal sheeting on all vertical sides of the sandbags. The officers and enlisted men pitched in to construct a major bunker in the area of the enlisted men's barracks and the orderly room. Throughout the year, improvements were made on the motor pool as it won best in group two times during the year. Everyone worked hard to make their own living area that little extra bit better so he could think of it as home. The enlisted men rebuilt their dayroom and improved it tremendously. The NCO's got together and built themselves a nice lounge, aptly called the "Lifer's Lounge." The officers built a lounge of their own called the "Sticket Inn," finding that rocket boxes are truly one of the finest building materials in Vietnam.

Building in general was difficult; however, due to the lack of personnel in the unit and lack of support in material and engineers. However, the year 1970 brought a great deal of engineer support.

During the year Aviation Safety was highly stressed and resulted in the 361st receiving a 1st Aviation Brigade award for over six months of accident-free flying from April to October of 1969. However, in October, at Duc Lo, one of our pilots proved that when the AH-1G reaches "zero G's." i.e., reaches a point where its' forces going upwards are more than or equal to gravity, that the aircraft loses lift capability due to its' rotor blade configuration and starts descending rather abruptly towards the ground. Fortunately, this aviator pulled it out so that he did not crash straight into the ground. Unfortunately, he didn't pull it out before hitting the ground and the aircraft was totally destroyed with the aviators receiving only slight injuries.

On December 27th, at the Dak To airstrip, a 361st aviator hovered his aircraft into the POL and tried to park his aircraft next to another

* "Beath" Only 1 -
hissing around He
was lucky

CHAPTER 5: Cont'd.

361st AH-1G at that time sitting at the second fuel nozzle for a Chinook refueling point. Unfortunately, the wind was blowing from the east, so his rotor blade plane appeared to be improperly cleared between his aircraft and that of his wing ship. Unfortunately, he was wrong and the rotor blades meshed destroying both aircraft, but fortunately, leaving the aviators uninjured.

A 361st aviator was involved in an incident in November when his aircraft hit a steel cable while low-leveling at dusk past the New Pleiku Air Base at Artillery Hill north of Pleiku City. Fortunately, the added ammunition weight kept his aircraft stable and broke the line also breaking part of his skid.

A normal day's missions for the "Pink Panthers" are two light fire teams (four AH-1G Cobra gunships) assigned to the F.O.B. mission while two others are placed on stand-by at Camp Holloway. This has been true since May of 1969 when it was decided that the two UH-1C gunships from the 57th Aviation Company (Assault Helicopter) were too slow and expended too quickly under the highly dangerous conditions of the F.O.B. mission.

A normal F.O.B. mission consists of four AH-1G Cobra gunships, four UH-1H helicopters from the 57th Aviation Company, and four Vietnamese Air Force "Kingbee" CH-34 troop-carrying helicopters. The AH-1G Cobra gunships divide into a primary light fire team and a secondary light fire team. The primary light fire team's job is to escort the UH-1H and CH-34 helicopters into and out of the landing zones or provide needed close aerial fire support as is necessary for beleaguered F.O.B. reconnaissance teams or exploitation forces. The secondary fire team's duty is to back up the primary fire team and take its place after its two aircraft have expended.

Normally, the F.O.B. missions are insertions or extractions of small (6-9 man) reconnaissance teams requiring two troop-carrying helicopters for the operation. Occasionally, even platoon and company-sized elements are inserted to attract the enemy to their location and destroy them through tactical air power and AH-1G strikes.

Each mission takes place in enemy controlled territory consisting of a high mountainous area, with mainly triple canopy jungle, leaving few landing zones available. Most if not all of these landing zones are constantly watched by enemy signalmen and an enemy reaction force is quickly called to that location upon insertion. Throughout the year, the enemy kept increasing its mobile anti-aircraft strength until it can now easily move these weapons nearby the new landing zones of these reconnaissance teams, locate our reconnaissance team, and attack him while setting up a helicopter trap with these anti-aircraft weapons. This forces our helicopters to attempt an extraction under highly dangerous conditions. These times are the most dangerous ones and have resulted in most of the battle damage suffered by our aircraft through the year. Enemy aircraft weapons encountered at these times have ranged from 50 caliber, 12.7mm, 23mm, to 37mm weapons. Quite often the "Panther" pilots have faced extremely intensive fire from 50 caliber and 12.7mm anti-aircraft weapons down low while receiving 23mm and 37mm fire approaching and exiting their patterns. A

* Jim Meyer - "Cowboy"
They had to use sandbags as
a shield so that we could put it
down - ha!

CHAPTER 5: Cont'd.

normal pattern run on F.O.B. mission is just off the tree-tops in a race-track pattern. Normally the outbound aircraft uses 40 pounds of torque and tries to make the outbound run as fast as he can and then cuts down on power applied to hold a steady 20-30 pounds torque in-bound to give as much coverage as possible. The pattern is run extremely short to keep coverage for each aircraft at the maximum. The "Panthers" have found that a heavy fire team is outstanding on F.O.B. since there is constant coverage at all times and less exertion is required of each aircraft. A heavy fire team consists of three A1-1G Cobra gunships and the pattern is still made in a race-track with each aircraft breaking in-bound to the target area when it passes the preceding aircraft while it goes in-bound.

F.O.B. missions require the best tactics and abilities of each aviator and the "Panther" pilots have shown themselves to be more than equal to this demanding task.

A normal stand-by mission is anywhere in the II Corps area as our mission is general support of II Corps. These missions have been launched as far south as Da Lat on a VIP escort during the graduation at the Vietnamese "West Point" Military Academy in December of last year to as far east as LZ English supporting the 173rd and 4th Infantry Divisions on large-scale operations, as far north as Dak Pek for search and rescue missions (including a period of two weeks in October when everyday there were eight "Panther" aircraft launched-four for F.O.B. and four for search and rescue in the high mountainous Dak Pek region and mainly to the north of that area.) Missions have run all along the western border of II Corps with the sniffer mission checking out enemy infiltration routes. A normal sniffer mission consists of one helicopter (UH-1H) which emits a gaseous substance from the aircraft as it low-levels over suspected enemy areas and an instrument in that aircraft and another UH-1H flying high above it detects odors from living beings. The area covered is a free-fire area. The observing aircraft above calls "Mark" and our A1-1G gunships quickly strike about 200 meters behind the low-level aircraft as that should have been about the spot where the mark was recorded. One A1-1G Cobra gunship stays low, perhaps 25 feet above the low-level aircraft and 500 meters behind it, while the other stays high (about 1000 feet above the two aircraft) and keeps his lead Cobra off to his 10 o'clock or 2 o'clock in order to better support it and not fire on line with his lead ship if fire is received or a "Mark" recorded.

Other missions on stand-by run from long range reconnaissance team insertions and extractions, aerial fire support for troops in contact (which is the one the 52nd Battalion normally keeps our aircraft ready for,) insertion and extraction of ARVN units on a multitude of missions, and occasionally road convoy coverage.

At night, the "Panther" pilots return to airfield defense and fly an hour and a half each night to protect Camp Holloway from attack. Later this policy was changed so that our aircraft were only launched in case of attack or a mission in the II Corps area (generally these missions are close to Camp Holloway.) A second set of Cobras are kept on II Corps stand-by at night though usually the airfield defense team has to answer these missions due to the urgency of the mission. At this time, the II

*pinch anyone?
(signals allowed)*
* elephant dumps ha!

12

CHAPTER 5: Cont'd.

Corps stand-by team has to go to "Panther" operations to be prepared for any attack on Camp Holloway. Another stand-by team is kept ready for secondary II Corps missions. On these airfield defense missions the "Panthers" have consistently taken off in under three minutes to quickly thwart enemy attempts at any concerted mortar attempts and always silenced enemy gunners if given permission to fire on their positions.

b. Operational Highlights-On April 17th, WO Donald Lautenschlager won a Distinguished Flying Cross for his support of a Special Forces reconnaissance team and his feat of landing a heavily damaged aircraft on a small pad on a mountain peak of a friendly radio relay site. His aircraft probably would not have flown much further in that enemy controlled area.

During the months of May, June, and July, this unit made major contributions in the successful defense of the Ben Het/Dak To area in support of the 24th Special Tactical Zone ARVN personnel. Numerous casualties were inflicted on friendly troops during this period. The 361st "Pink Panthers" were very unfortunate to lose two fine aviators, WO1 Mark Clotfelter and WO1 Michael Mahowald on 16 June 1969 as they were covering a resupply convoy on the dreaded stretch between Dak To and Ben Het known as "Ambush Alley." During the week of 11 May to 17 May 1969 the entire 52nd Aviation Battalion was put on alert. The "Pink Panthers" had to sleep in their bunkers at this time which was hard on everyone especially with all the tactical emergency missions our aviators were flying at Ben Het during the night. However, it was good that there was an alert since on 12 May, Camp Holloway came under a severe rocket and mortar attack which lasted from 0200 to 0700 hours when the last round hit and struck behind the 361st Operations building leaving it with an "air conditioned look."

Two AH-1G gunships were on F.O.B.#2 missions and four on the Ben Het/Dak To actions. The day missions were difficult as one could almost set his watch by the rocket and mortar attacks on Dak To at 1630 hours in the afternoon as well as sporadically through the day. Finally a rule was made that no aircraft would be on Dak To's airstrip at 1630 hours each day. The "Pink Panthers" responded immediately to these mortar attacks and became quite used to suppressing or destroying enemy positions on "Rocket Ridge" to the south of the Dak To airstrip.

On 30 May 1969, General Abrams landed at Dak To with the watchful presence of the "Pink Panther" gunships overhead.

During this period, and throughout the year due to F.O.B.#2, aircraft of the "Pink Panthers" have received heavy battle damage; nevertheless, our maintenance personnel often worked all night to prepare our aircraft for action the next day.

By June 10th and 11th, Ben Het was completely surrounded and it was impossible for convoys to make it through to the besieged camp. The 52nd Aviation Battalion was charged with the major responsibility of resupplying the surrounded camp. The "Pink Panthers" were called upon to escort in these resupply aircraft and they were always under heavy enemy fire attempting these resupply missions. Many hits were sustained by all aircraft and the 361st Aviation Company (Escort) aircraft received their fair share.

On 18 June, the third platoon of the "Pink Panthers" worked with Light-

**that's when you got my
feet wet for me - and where
one day I blew the end off
Ben Het's runway with
40 m.m.*

CHAPTER 5: Cont'd.

Observation Helicopters (LOH's) of the 7th/17th Air Cavalry Squadron just to the southwest of Ben Het and were credited with 20 enemy killed by air confirmed, while later in the day while escorting in a helicopter with a CBS news team, ten enemy were confirmed killed by the "Pink Panthers."

On 22 June, a squad of NVA (North Vietnamese Army troops) managed to creep to within a few meters of the perimeter of the Dak To MACV compound and started firing. Three minutes later the squad was decimated by Panther air power. The crews of the "Pink Panther" aircraft had been on the ground at the Dak To airstrip.

On 24 June 1969 numerous enemy troops were found using foxholes along "ambush alley" as they opened fire on a resupply convoy. The "Pink Panther" gunships were brought into action on the enemy and forced the enemy from their foxholes to a woodline. The Air Force came in after the "Pink Panthers" had expended for a little police action. The results were 105 enemy confirmed killed by air; most of that number was due to Panther aerial-delivered ordnance.

While performing escort for dignitaries, medivacs, news teams, resupply, and troop movements became quite usual for the "Pink Panthers," not quite so usual was the resupply to Ben Het of eight cows by sling load under the watchful eyes of the "Pink Panthers" on 28 June 1969. This period was filled with numerous missions at night where Panther aviators were forced to nearly hover along Route 14 to reach the besieged Ben Het. Due to the successful support given to the 24th STZ by the "Pink Panthers" and the units at Dak To or Kontum Airfield (which also came under attack several times during this period) the 52nd Aviation Battalion (Combat) was recommended for a Valorous Unit Citation for the whole Battalion.

The rains during July through October didn't hamper "Pink Panther" operations as they completed all missions. Many of the "Pink Panther" aviators had to use Pathfinder skills in order to find their objectives due to poor visibility and low ceilings.

The "Pink Panthers" had been flying only primary cover for F.O.B.#2 combat and reconnaissance missions and in June took over both the primary and the secondary fire teams for coverage of this mission. Forward Operations Base #2 is the only mission that offers the degree of fire encompassed by 12.7mm, 23mm, 37mm, and 50 caliber anti-aircraft weapons employed by the enemy in this area of operation. Despite this, the "Pink Panthers" have a fine record of avoiding damage to their aircraft on these type operations.

On 14 August 1969, the Panthers and 57th UH-1H helicopters received numerous hits from different types of anti-aircraft weapons, while supporting a split reconnaissance team. One of the Panther co-pilots, WO1 Larry Harper, received a round in his armor chest protector that also lit a pack of matches he had in the pocket of said chest protector. The aircraft became filled with smoke and caused a near-IRF-condition in the aircraft. That aircraft received nine hits. Another UH-1H aircraft of the 57th Aviation Company received fire, killing one crew member and wounding another, in a second attempt at extraction between Air Force bombings of the area. The "Pink Panthers" on stand-by at Camp Holloway were scrambled (immediately ordered to launch) to reinforce the friendly forces. Finally, all eight members of the reconnaissance team were extracted after a day-long battle.

flying w/ Capt Emery

CHAPTER 5: Cont'd.

On September 26, 1969, a company was extracted again on F.O.B.#2 with the "Pink Panthers" as armed aerial escort. The enemy fired the heaviest concentration B-40 rockets that this unit has ever known. Several of the company members were wounded. Despite the intensity of fire, the "Pink Panthers" enabled the company to be extracted without further casualties by their accurate fire support.

On 27 September, the "Pink Panthers" participated in a battle for over six hours that saw one light fire team expend completely three times and the other fire team completely expend twice. The primary fire team was led by 1LT Mike Jimison. It encountered highly intensive fire as the enemy awaited the arrival of the American helicopters readying their anti-aircraft weapons all over the hills surrounding a very small landing zone to which the small reconnaissance team was forced to move by the constantly pressing enemy forces. After several teams of Air Force jets bombed the enemy and the Panthers expended their ammunition completely, another attempt was made to pick up the reconnaissance team. The secondary fire team, led by WO Walter G. Lekites, was unable to cover the UH-1H helicopter's crew. It was shot down with four men being carried on its strings. The UH-1H helicopter pilot saved these men by nearly stopping his aircraft at 150 feet above the ground level to put himself in serious danger but save the team. As other extraction helicopters came down to pick up the crew and the reconnaissance team, Mr. Lekites' fire team of Cobra gunships became completely expended yet stayed overhead to draw fire and intimidate the enemy for over fifteen minutes until the downed crew and the reconnaissance team were safely extracted. *James*

On 25 and 26 October, the "Pink Panthers" covered the insertion and then forced extraction of a 30-man Special Forces-led platoon. Eventually, the fire became so intense by the surrounding enemy that 5 (five) of these personnel were killed and the remainder were wounded. The fire was so intensive that one UH-1H helicopter received nearly 40 rounds of 50 caliber fire and somehow managed to fly back to the forward operations base. One of the "Pink Panther" pilots received a round through his boot which fortunately left him with only a small bruise. The action continued through the night and the Panthers volunteered to return through the darkness and highly dangerous combination of high (6,000 ft plus) mountains and near-IRF conditions on a cloud covered night. Unfortunately, this attempt also resulted in another UH-1H aircraft receiving severe battle damage and no more attempts were made due to the dangers of the weather. The following day, another attempt was successful in extracting the platoon despite the highly intensive enemy fire.

On 31 October, a very fine second platoon leader, CPT Robert (Mark) Keeny was wounded by a round which ripped through his foot and caused him to be medivaced. *my Co Pilot*

On 6 November, WO Richard Fluharty received a round through his left shoulder damaging part of the bone and caused him to also be medivaced when he had attempted to provide aerial fire support for the extraction of an all-Vietnamese reconnaissance team.

On 12 November, our unit forward armorers working out of Dak Pek, the forward operations base for F.O.B.#2, distinguished themselves by exceptionally valorous and voluntary actions. SP5 Wayne Lucas, and SP5 Jeffery

15

CHAPTER 5: Cont'd.

Lee on this day continually showed the mettle that they have by exposing themselves to a heavy mortar attack to aid their wounded comrades when the enemy mortared four UH-1H helicopters of the 57th Aviation Company which had shut down next to the Dak Pek airstrip. Continually these two brave men exposed themselves to the falling mortar rounds to give medical aid and carry wounded personnel to waiting helicopters. For their actions they received impact awards of the Bronze Star with a "V" device, and were later recommended for upgrading to the Silver Star by the F.O.B.#2 commander, LTC Frederick Abt.

On 15 November, WO Jim Meyer personally destroyed a 50 caliber machine gun position by diving from high above the primary fire team of Cobra gunships and placing his rocket fire onto its position which was a mere 200 meters from the reconnaissance team that was to be extracted. Later WO Meyer and his wing man, WO Alan Dean volunteered to aid in a search for the crew of a downed Vietnamese troop-carrying helicopter which had been downed just to the north of that extraction right near a well-used enemy road. All of the helicopters and fixed wing observation aircraft received highly intensive fire from what was reported later to be known 50 caliber anti-aircraft positions within effective firing range of the maneuvering aircraft. Nevertheless, WO Meyer and his fire team voluntarily went down to suppress the enemy anti-aircraft weapons in the vicinity of the downed helicopter to enable another volunteer from the 57th Aviation Company to look around the landing zone in his UH-1H helicopter. They went down despite the intensive fire and found no sign of life in the area. No sign of the downed crew has ever been seen despite these attempts.

The F.O.B.#2 mission being mainly a reconnaissance (small team) mission has resulted in very few confirmed kills by the "Pink Panthers." Undoubtedly there have been many due to the extremely high number of troops in contact missions flown by the "Pink Panthers" in this extremely dangerous enemy controlled territory. On most days, some kind of enemy fire will be received by the "Pink Panthers" from the enemy and returned many times over. For their extraordinary achievements, voluntary actions, and gallantry in covering this mission, both the 361st Aviation Company and the 57th Aviation Company have been recommended for Presidential Unit Citations.

On 3 December, the 361st Aviation Company was placed under the Operational Control of the 10th Aviation Battalion at Ban Me Thuot due to the Bu Prang/Duc Lap conflict to the west and southwest of Ban Me Thuot. The "Pink Panthers" had already been aiding in the battles in that area for some time previous to that when the stand-by fire team of Cobra gunships were sent on that mission on a day by day basis. From 3 December to 28 December, six Cobra gunships were committed daily in three light fire teams for support of the 23rd ARVN Division in their successful defense of Bu Prang and Duc Lap.

On 5 December, the fire team of WO1 Jim Meyer/CPT John Schachleiter in the lead aircraft and WO1 Alan Dean/CW2 Tom Blanchard in the wing ship silenced three confirmed enemy rocket and mortar positions after the 1st Bn/45th ARVN Regmt. received its normal dosage of rockets on the Volcano, an actual cold volcano, 8 kilometers SSW of Duc Lap village. The Volcano became infamous for its steady mortar attacks forcing resupply missions to

CHAPTER 5: Cont'd.

be attempted through extremely heavy enemy fire. The team estimated 20 NVA KIA's, and achieved a number of secondary explosions during firing runs at the enemy. Their two aircraft received a total of three hits by enemy fire.

On 14 December, the fire team of WO1 Charles Moutenot/CPT Ken Otto in the lead ship, and WO1 Jack Lease/CPT Tom Grant in the wing ship combined with the 1st Bn/53rd ARVN Regt. to trap an enemy company and kill 38 confirmed 38 NVA soldiers, capture one, and capture seven AK-47 rifles and one 57mm recoilless rifle. The Panthers worked excellently with the 1st/53rd to keep the enemy pinned down while the ARVN battalion moved around the enemy and finally blocked their escape route and surrounded them. The NVA company was destroyed as an effective fighting force. The coordination necessary for this operation was outstanding with a Pterodactyl pilot (CPT John Strange), an O-1 Observation pilot directing much of the Cobras' fire in conjunction with the ARVN adviser. The Panthers worked over the NVA for nearly four hours and expended fully three times onto the enemy positions. The action took place in a running battle just to the northwest of the Bu Prang Special Forces camp.

In action in the infamous Happy Valley area (to the southeast of Ban Me Thuot), an enemy stronghold throughout the entire war, the "Pink Panthers", with WO1 Jack Lease/CPT Brian Sweet, and WO1 Charles Moutenot/CPT Ken Otto, along with Pterodactyl observation pilot, CP Dyson, found VC in the open and killed a confirmed 10 enemy soldiers in a rare encounter with enemy in the open. Basically they have no chance against Cobra gunships in the open.

** did he ever pay you
back?*

*"Hey man,
what's
your
pay?"*

17

CHAPTER 5: Cont'd.

Addendum. Appendix VI contains important operational statistics for 1969.

CHAPTER 6: EQUIPMENT & INSTALLATION

a. Equipment-The unit operates with TOE equipment authorized. In order, however, to accomplish the unit mission safely and provide automatic weapons for pilots of the AH-1G, 10 CAR-15 rifles have been borrowed from our supporting units stocks. We also have acquired two 5000 gallon fuel tankers for use in providing sufficient fuel. ~~One tanker is used (salvaged tanker) as a vehicle wash point in the Motor Pool. We couldn't get along without it, since water is not available elsewhere to wash equipment. The major mission support equipment is the AH-1G helicopter. (Photograph 1)~~

b. Unit Area-The 361st Aviation Company has been fortunate to be fairly stable during the year 1969, except for the period of 3 December 1969 to 28 December 1969, when the unit was split between its permanent station, Camp Holloway under the 52nd Aviation Battalion and the forward element at City Field, Ban Me Thuot where all the missions of the unit were controlled by the 10th Aviation Battalion during the battle of Bu Prang/Duc Lap.

Many improvements were made by the unit as each man dug himself in to enjoy life a little more during his year in Vietnam. Major improvements have been made in the bunker systems for the billeting area, revetment construction around the billets, perimeter defense, and some of the maintenance buildings, and the Operations building. Even though the men were forced to work on these missions on a self-help basis with no logistics support from engineer sources, the jobs were accomplished in an outstanding manner. These improvements are continually worked on. The Orderly Room is now being reveted. Photos of the unit area are shown on the following pages.

*you, they were giving
over to the rats! ha!*

This is a very
important page
Top Secret

NOTE: Due to the lack of photographic paper, the photos which were included in copies numbered 1 thru 10 are not included in the remaining forty-eight copies of this supplement. One copy containing photos was retained for the official historical record in Company HQ, one by Major Deryck, and the other eight were forwarded IAW 1st Avn Bde Reg 870-1.

For information, the list of photographs in the first ten copies is as follows:

1. AH-1G in-flight; HOG configuration
2. Company HQ Building
3. Motor Pool Garage
4. Operations Facility and Command Bunker
5. Ammunition Supply Point
6. Arming Point "Bonnie"
7. 665th Detachment HQ Building
8. Maintenance Hangar
9. AH-1G in "L" revetment
10. New three-sided revetment
11. Enlisted Billets
12. Perimeter Tower

21

CHAPTER 7: MAINTENANCE

a. General-Under the integrated maintenance system, the 621st Signal Detachment and the 361st service platoon are under the command of the 665th TC Detachment commander for all aspects of aircraft maintenance. Motor maintenance is handled separately.

b. Aircraft Maintenance Operation-Maintenance operations for the hard-working men of the above detachments and the Service Platoon are conducted 24 hours a day due to operational mission requirements for the Cobra gunships. It is of great interest that the 665th has won the best maintenance in the 52nd Aviation Battalion three of the last four times (given only five times during the year) it has been awarded. The men of this integrated maintenance command have demonstrated only the highest professionalism. These men are highly respected by the men who count on them the most and who are their hardest judges, the aviators of the "Pink Panthers." Some units may beat the availability record of the "Pink Panthers," but no one beats the mission accomplishment of the "Panther" Cobra gunships. Why? Easy! Our maintenance is the best-the most dedicated and responsibly performed maintenance found anywhere. For example, during the crisis of the Ben Het/Dak To action in May of this year, 337 of 339 missions were successfully completed with no delay, while two ships required replacements to complete their missions. As for availability, this unit has maintained a well over 70% flying ability, even though there were times like October when 8 of 11 aircraft were flown 8 to 11 hours every day in a search and rescue effort for almost 2 weeks. The FOB #2 mission has taken its toll in battle damage. Any aviator who has flown consistently for more than two months has taken rounds through his aircraft at one time or another. Naturally, this has not exactly been a happy note to maintenance; however, they manage to have aircraft operational daily to perform the mission by pulling an all-night operation. Only one aircraft has had an incident or accident due to maintenance problems during the whole year of 1969, certainly a record that few if any other similar maintenance unit could boast. In December, the aircraft of the 361st were split between Camp Holloway and Ban Me Thuot as six mission-ready aircraft were deployed to Ban Me Thuot each day for the Duc Lap/Prang battle. Despite the problem this caused, maintenance once again had an availability well over 70% and was able to support its mission requirements at Ban Me Thuot with relative ease.

During the year, CW2 Frank Waugh, who stayed with the unit over 18 months, acted as Detachment Commander in charge of maintenance for the first two months of the year. His spirit and desire enabled the unit to keep its aircraft in outstanding shape. CPT Ralph Mullens was the next commander along with First Sergeant John Harrison, who was later 361st First Sergeant. Under his guidance the maintenance personnel kept a standard that no other maintenance unit achieved. Continuing in his vein, CPT Chuck Savage took control of the maintenance personnel in September of 1969 and kept his men along the same lines of dedication and search for knowledge.

CHAPTER 7: Cont'd.

22

The slogans of the maintenance personnel best describe their contribution:

"In God we trust, everything else we check."

"We have accomplished so much for so long with so little, that we can now do anything with nothing."

c. Motor Maintenance-Vehicle maintenance is coordinated by the Service Platoon Leader. The Motor Pool won two 17th Aviation Group Best Motor Pool awards during the year and also took the Battalion Motor Maintenance award twice.

23

CHAPTER 8: REFLECTIONS

a. Awards and Decorations-Many awards for both meritorious service and valor were received by personnel of the 361st Aviation Company (Escort) and its attached units during the year 1969. Listed in Appendix VII is a compilation of all awards.

b. Unit Awards-Besides the maintenance awards won by this unit during the year, the 361st ACE won the 17th Aviation Group Safety Award for the period 1 May thru 31 October 1969. The unit flew about 4000 hours of accident-free time during the period

c. IN MEMORIAM

WO1 MARK CLOTFELTER
WO1 MICHAEL MAHOWALD
SGT LARRY BROWN
SGT FRANCIS MONROE

The unit was particularly unfortunate during the year 1969 to lose four men of high quality; two on Cobra missions and two on a necessary night POL resupply.

WO1's Mark Clotfelter, aircraft commander, and Michael Mahowald, co-pilot/gunner, were covering a resupply convoy on 16 June 1969 between Dak To and the besieged Ben Het when the latter was in its worst straits. For WO Clotfelter, it was the third time he had been shot down in a Cobra gunship. For WO Mahowald, it was his first tactical operation in Vietnam. Heeding the request of the convoy commander, the two men took their aircraft down low to check out the terrain along the road in front of the convoy in an area known as "Ambush Alley." As they neared tree-top level, small arms fire was heard and their aircraft crashed burning on an enemy bunker complex. Strangely enough, in giving their lives, they killed two NVA by landing on top of them in their burning aircraft. WO1 Clotfelter was one of the finest training aviators the unit has ever had. He put his best out to aid the other aviators in learning about "Panther" ways to perform missions. In the end he gave all he could to perform the mission. WO1 Mahowald was a new but obviously fine man killed in a battle which claimed many American and ARVN forces.

SGT Larry Brown was a man who gave his best for his comrades. With only a few days left in his tour in Vietnam, he voluntarily went on a mission to pick up two men whose vehicle had broken down across town in Pleiku during the hours of darkness. Realizing the dangers of traveling at night, he nevertheless went on this mission to help his friends. SGT Francis Monroe was one of the chiefs of the service platoon. He ran a smooth operation and one could depend on him to do his best when he was given a mission. He was in the broken-down vehicle. Coming back from picking up the personnel, the vehicle was ambushed by an unknown sized enemy force. The enemy opened fire with what were probably RPG rockets and also with heavy small arms fire. Both SGT Brown and SGT Monroe contributed their lives in aiding

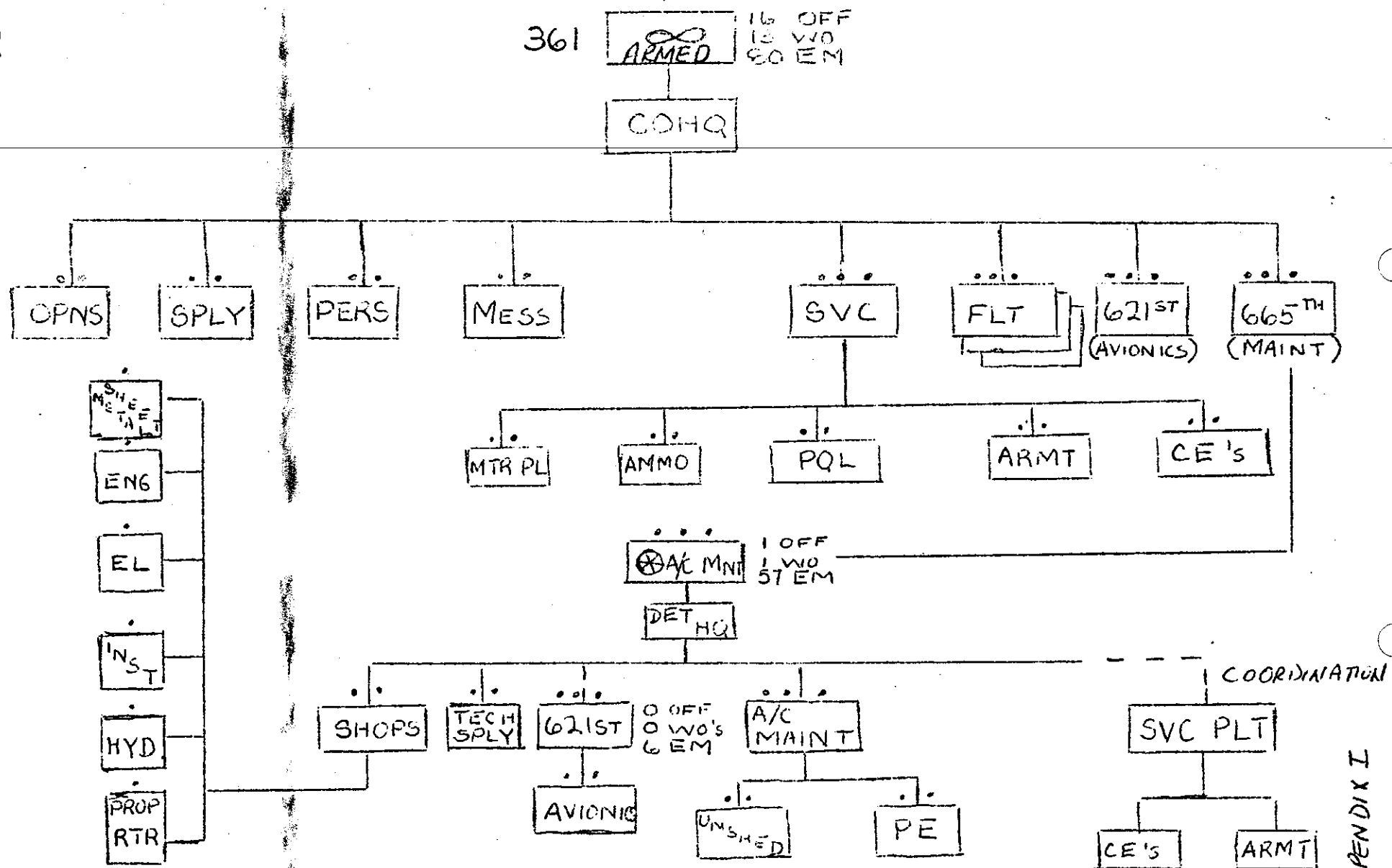
** remember his
signature?
1st mission
good man*

CHAPTER 8: Cont'd.

the other four men to escape. Heroism was the only thing which saved them from that ambush, and it was prevalent in all members.

These men died for their country, for the cause of freedom for men, for the hope that tyranny and Communistic oppression would be partially dissolved through their efforts in this strange land so far from home. They hoped that this struggle would be isolated here and not affect their precious homeland. Let us all remember these four men and the thousands of others who have given all they could in this struggle. Let us try to fight a little harder, to give more effort for those who have passed on before us.

APPENDIX I



APPENDIX I

ENLISTED PERSONNEL STATISTICAL DATA

361st

26

NAME	RANK	ARR	DEP	REASON
HERZOG, Paul C	E-1		19Jul69	DEROS
MAXWELL, Barry R.	E-5		25Jul69	DEROS
PAPANIC, Alan	E-4	29Jul69		
RODRIGUEZ, Gilbert	E-5		1Aug69	DEROS
LOHMAN, Stanley P.	E-5		2Aug69	DEROS
HARRISON, John C.	1SG E-8	5Aug69		
FAZEKAS, Joseph L.	E-7		5Aug69	REASSIGNMENT
DARTING, Jack L.	E-2	3Aug69		
SCOTT, Louis G.			1Sep69	DEROS
MCINTYRE, Durrell	E-4	12Aug69		
PODOLAN, James R.	E-3	14Aug69		
SPITTLER, Donald C.	E-2	14Aug69		
ROBANE, Donald	E-3	16Aug69		
MOHLER, John S.	E6	19Aug69		
MONROE, Francis	E-5	19Aug69	22Nov69	KIA
WEBSTER, Gregory	E-3	19Aug69		
TRACY, Kenneth W.	E-4		23Aug69	REASSIGNMENT
ROBINSON, Robert L.	E-5	27Aug69		
WRIGHT, Williams	E-4	27Aug69		
LAVICLETTE, John H.	E-4	27Aug69		
HAGAR, Jimmy C.	E-3	27Aug69		
MOORE, Alan G	E-3		25Aug69	REASSIGNMENT
STOTT, Louis G.	E-2		1Sep69	DEROS
SCHNEIDER, John M.	E-5		6Apr69	DEROS
BAKINGHAM, William	E-5		6Apr69	DEROS
MOORE, Stanley F.	E-4	7Apr69		
MOODY, Martin J.	E-6		11Apr69	REASSIGNMENT
BERNETT, Larry C.	E-5		20Apr69	DEROS
THORPE, Robert N.	E-5	23Apr69		
BRACE, Thomas W.	E-4	24Apr69		
ALFORD, William E.	E-5	27Apr69		
LUCAS, Wayne	E-4	27Apr69		
CHESPIN, Frank J.	E-4	27Apr69		
HOPKINS, Dallas R.	E-5	28Apr69		
THURBER, Robert L.	E-5	1May69		
BERSON, Marvin C.	E-5		1May69	DEROS
WILLIAMS, Gregory	E-5		1May69	DEROS
BRUMBELOW, Charles	E-6		1May69	REASSIGNED
WALSH, Timmy D.	E-5		3May69	DEROS
MCQUAIG, Donnie J.	E-5		1May69	DEROS
JACK, Ronald E.	E-5	23May69		
KEMP, Robert O.	E-5		31May69	DEROS
KIRK, Joseph C.	E-5		3Jun69	DEROS
ROGERS, Harold	E-7	6Jun69		
ALLIGOOD, Grover H.	E-5	6Jun69		
LOCKARD, Donald V.	E-3	27Mar69		
NEWTON, William E.	E-3	28Mar69		
GARNETT, Darrell J.	E-3	2Apr69		
ENSLIN, David L.	E-6		2Apr69	DEROS
PRESTAGE, James P.	E-5		2Apr69	DEROS
BOTKIN, Michael C.	E-5		2Apr69	DEROS

APPENDIX II

ENLISTED PERSONNEL ROTATIONAL DATA (CONT'D)

361st

27

<u>NAME</u>	<u>RANK</u>	<u>ARR</u>	<u>DEP</u>	<u>REASON</u>
HARRINGTON, Lynn E.	E-5		2Apr69	DEROS
WARD, Thomas R.	E-2		2Apr69	DEROS
ROLFE, William R.	E-6		2Apr69	DEROS
SCILLIERI, Kenneth	E-5		2Apr69	DEROS
ROZELL, Gary R.	E-6		2Apr69	DEROS
HOLLIS, Robert W.	E-5		2Apr69	DEROS
TURNER, Jerry S.	E-5		2Apr69	DEROS
HETTELE, Thomas J.	E-3	3Apr69		
ENGIER, Alan W.	E-5		2Apr69	DEROS
MCGOVERN, Joseph	E-5		3Apr69	DEROS
O'BRISKE, John L.	E-4		3Apr69	DEROS
BRADLEY, Richard H.	E-5		3Apr69	DEROS
MOODY, Martin J.	E-6	6Apr69		
TOWNEY, George H.	E-5	6Apr69		
HUTCHISON, Vincent	E-3	6Apr69		
CHAPMAN, William E.	E-6		6Apr69	DEROS
STEINBERGER, Don W.	E-4		21Feb69	DEROS
MARTINEZ, Felix G.	E-4		23Feb69	DEROS
FAZEKAS, Joseph L.	E-7	26Feb69		
MIRON, Paul A.	E-5	26Feb69		
MOSHER, Dana R.	E-3	3Mar69		
MATHEWS, Louis J.	E-4	4Mar69		
DOWNING, Danny C.	E-4		6Mar69	DEROS
EMERSON, Ronnie D.	E-4	7Mar69		
HERZHOG, Paul C.	E-4	7Mar69		
SMOTHERS, Donald R.	E-3	10Mar69		
SCHOPPA, Eugene E.	E-4	10Mar69	28Feb70	DEROS
KENT, Peter R.	E-7		10Mar69	DEROS
BRESSETTE, Wallace	E-8	14Mar69		
M'CQUAIG, Donnie J.	E-4	16Mar69		
BENDIT, Theodore W.	E-6	17Mar69		
LONGFOX, Gregory D.	E-3	18Mar69		
SCHIOSKEY, Leslie R.	E-7		18Mar69	DEROS
JONES, Bruce W.	E-5	23Mar69		
HALL, Willie J.	E-4		24Mar69	DEROS
LOVING, Billy R.	E-4	25Mar69		
WILDES, Charles R.	E-8		25Mar69	DEROS
GERACI, James S.	E-7		26Mar69	REASSIGNED
HALL, Willie J.	E-4		26Mar69	DEROS
O'WENS, Donald G.	E-5		1Jan69	DEROS
REED, Michael D.	E-5		4Jan69	DEROS
GASTINGER, Chris W.	E-4		4Jan69	MEDEVAC
DOMSCHKE, Arthur A.	E-3	7Jan69		
HENDERSON, David P.	E-4	8Jan69		
BATES, Paul Jr.	E-5		9Jan69	DEROS
SCHIOSKEY, Leslie	E-7	11Jan69		
BASH, Richard N.	E-2		11Jan69	DEROS
LOPEZ, Saul G.	E-6	11Jan69	11Jan69	REASSIGNED
LOHMAN, James J.	E-5		12Jan69	MEDEVAC
ALOMARDE, Don H.	E-4	13Jan69		
TRACY, Kenneth W.	E-4	15Jan69		

APPENDIX II

ENLISTED PERSONNEL ROTATIONAL DATA (CONT'D) 30

28

NAME	RANK	ARR	DEP	REASON
STRITTMAN, Jerry D.	E-4		22Jan69	DEROS
ABBOTT, Alphonsus	E-4		24Jan69	DEROS
LOHMANN, James J.	E-5	25Jan69		
MOHLER, Howard J.	E-4		25Jan69	MEDEVAC
JOHNSON, Michael	E-4	12Feb69		
PITZER, Thomas E.	E-3	12Feb69		
HAMILTON, Mike S.	E-3	14Feb69		
BURCHFIELD, William	E-4	19Jun69	130Oct69	REASSIGNMENT
CORNELISON, Wayne	E-4	150ct69		
ANDERSON, Stephen	E-3	150ct69		
BALLARD, Paul E.	E-5	240ct69		
SUMERIK, George W.	E-4	2Nov69		
HARRISON, John C.	E-8		4Nov69	DEROS
MONROE, Francis M.	E-5		7Nov69	KIA
SMITH, James	E-6	12Nov69		
VOETTNER, Robert	E-6		13Nov69	DEROS
LOHMANN, James	E-6		18Nov69	DEROS
TOWNSEND, Carroll	E-7	20Nov69		
NORVELL, Dennis D.	E-3	23Nov70		
CROCHET, Ergin D.	E-4	26Nov69		
HENRY, James W.	E-4	26Nov69	26Nov70	MEDEVAC
McDANIEL, Robert	E-5	28Nov69		
MOLTER, Howard	E-4		2Dec69	MEDEVAC
CURRIER, Roger	E-5		4Dec69	DEROS
HAWLINGS, William	E-4	9Dec69		
BOYCE, Melvin C.	E-3	15Dec69		
WATSON, James E.	E-1	15Dec69	28Mar70	DEROS
ELTZROTH, Robert L.	E-8	19Dec69	14Mar70	DEROS
MARTIN, Robert A.	E-4	3Sep69		
THURBER, Robert L.	E-5		5Sep69	REASSIGNMENT
SWIGART, Thaddeus	E-7		11Sep69	DEROS
SEBAGLIA, Phillip	E-5		11Sep69	DEROS
SCOTT, Wade C.	E-5	15Sep69		
LEE, Larry D.	E-4	16Sep69		
KELLY, William J.	E-2	16Sep69		
DALE, Charles L.	E-6	17Sep69		
GRANGER, John F.	E-3	23Sep69		
HENLEY, Benny M.	E-2	23Sep69		
Hallas, Daniel L.	E-4	26Sep69		
MILLER, Robert	E-6		100ct69	DEROS
BECAFT, James	E-3		100ct69	DEROS
KENNEDY, Honnne M.	E-4	20ct69		
GILL, Douglas M.	E-4	30ct69		
BROWN, Larry N.	E-5		30ct69	DEROS
ANDREWS, Charles E.	E-3	80ct69		
VOGEL, Thomas F.	E-5		130ct69	DEROS
DANIELS, Arnold D.	E-5	6Jun69		
WILLIAMS, Giles R.	E-3	6Jun69		
RIVERS, Willie Jr.	E-4	11Jun69		
MCROSKEY, Larry	E-5		15Jun69	DEROS
LITTELL, Johnnie	E-5		15Jun69	DEROS

APPENDIX II

ENLISTED PERSONNEL ROTATIONAL DATA (CONT'D)

361st

21

<u>NAME</u>	<u>RANK</u>	<u>ARR</u>	<u>DEP</u>	<u>REASON</u>
DANIELS, Arnold D.	E-5	6Jun69		
WILLIAMS, Giles R.	E-3	6Jun69		
RIVERS, Willie Jr.	E-4	11Jun69		
MCKROSKEY Larry	E-5		15Jun69	DEROS
LITTRELL, Horne	E-5		15Jun69	DEROS
SCHMIDTKE, Daniel	E-3	20Jun69		
WEBB, Jenry Jr.	E-7		24Jun69	DEROS
NICHOLS, Walter R.	E-4	21Jun69		
WATSON, John K.	E-5		1Jul69	REASSIGNMENT
KACZOROSKI, Gerald	E-5		30Jun69	DEROS
KEVIN, Jame B.	E-5		2Jul69	DEROS
GRESFIN, Frank	E-4		3Jul69	REASSIGNMENT
FRAKER, Terrence E.	E-2	8Jul69		
MOORE, Alan G.	E-2	8Jul69		
AMUNDSON, Alva D.	E-4	10Jul69		
LOVING, Billy R.	E-4	6Jul69		
HAMMONDS, Isham P.	E-7	15Jul69		
SMITH, John C.	E-4	16Jul69		
ARMSTRONG, Phillip	E-4	16Jul 69		
RAY, Lonnie	E-6		14Jul69	DEROS
NELSON, Gary E.	E-4	19Dec69		
PENN, David W.	E-3	21Dec69		
BOOHER, Terry E.	E-2	21Dec69		
Metzler, William	E-5		23Dec69	DEROS
ZIZKOVSKY, Francis	E-5		24Dec69	DEROS
BREASBOIS, Daniel	E-3	27Dec69		
GARPENTIR, Stephen	E-4		28Dec69	DEROS
HENDERSON, David P.	E-5		30Dec69	DEROS

APPENDIX II

ENLISTED PERSONNEL ROTATIONAL DATA 665th

30

<u>NAME</u>	<u>*RANK</u>	<u>ARR</u>	<u>DEP</u>	<u>REASON</u>
DOWNEY, George H.	E-5	3May69		
MIRON, Paul A.	E-4	3May69		
SASS, Robert R.	E-4	3May69		
LOCKARD, Donald V.	E-3	3May69		
NEWTON, William E.	E-3	3May69		
SMOTHERS, Donald R.	E-3	3May69		
COFFEY, George E.	E-4	6May69		
ALFORD, William	E-5	12May69		
DEBRODT, Michael	E-4	19May69		
WOODS, Alfred E.	E-4	26May69	16Jun69	DEROS
JONES, Howard W.	E-6	1	1Jun69	DEROS
LEE, Michael C;	E-6		2Jun69	DEROS
KONDRAK, Robert E.	E-5		15Jun69	DEROS
VICTORY, Jerry N.	E-2	17Jun69		
LOCKARD, Donald V.	E-3		19Jun69	MEDEVAC
VASQUEZ, Roberto	E-5		23Jun69	REASSIGNMENT
MCBRIDE, Ronald A.	E-4	29Jun69		
VROOMAN, Robert	E-5	30Jun69		
AGUILLARD, Emille	E-2	4Jul69		
REED, Harlan	E-4		8Jul69	DEROS
KRIEGER, Nolan R.	E-5		13Jul69	DEROS
SHELDON, Mike	E-4		25Jul69	DEROS
LOMBARDI, Archie A.	E-7		30Jul69	REASSIGNMENT
BEFORT, George E.	E-5		5Aug69	DEROS
MOHLER, John S.	E-6	6Aug69		
HALLAS, Daniel L.	E-4	14Aug69		
ANGERBRANDT, George	E-4	25Aug69		
MCMILLEN, James R.	E-4	29Aug69		
RICE, Wallace L.	E-5		24Sep69	DEROS
MCINTYRE, Durel J.	E-4			
BAKER, Kenneth	E-2	20Oct69		
BROWN, Kenneth A.	E-2	20Oct69		
ROGERS, Luther,	E-4		70Oct69	DEROS
KNAPP, Lamarr V.	E-3	14Oct69		
BOLANDER, Gary O.	E-5		16Oct69	DEROS
MIDDLEKOOP, Phillip	E-5		20Oct69	DEROS
HATCH, Paul G.	E-3		28Oct69	DEROS
STOUT, Thomas	E-5		31Oct69	DEROS
DOMINGUEZ, Reynaldo	E-2	12Nov69		
MABE, Bradley W.	E-3	19Nov69		
GARMON, Mark C.	E-2	19Nov69		
BROWN, Larry A.	E-5		26Nov69	MEDEVAC
O'NEAL, Joseph R.	E-5		4Dec69	DEROS
DOWNEY, George H.	E-5		7Dec69	DEROS
COLANINO, Francis	E-4		19Dec69	DEROS
MOLES, Marvin D.	E-5		21Dec69	DEROS

APPENDIX II

ENLISTED PERSONNEL ROTATIONAL DATA 665th

31

<u>NAME</u>	<u>RANK</u>	<u>ARR</u>	<u>DEP</u>	<u>REASON</u>
MOLES, Marvin D. Jr	E-4	2Jan69		
FISHER, Jackie, L.	E-5		6Jan69	DEROS
GRANT, Joe R.	E-5		11Jan69	DEROS
MARSHALL, William J.	E-3	13Jan69		
LEE, Jeffrey D.	E-3	14Jan69		
COLANINO, Francis	E-4	19Jan69		
SLOAN, John G.	E-4	21Jan69		
HENRY, James W.	E-3	22Jan69		
SAGER, Jerry L.	E-4	3Feb69		
MCKITRICK, Thomas P.	E-3		5Feb69	DEROS
NIPP, Daniel D.	E-4	6Feb69		
SWARTZ, Leonard A.	E-3	9Feb69		
STEPHENS, Ralph G.	E-4	10Feb69		
LEISSLE, John H.	E-4	10Feb69		
REMSON, Francis L.	E-4	10Feb69		
GRUMMERT, Clifford	E-4	11Feb69		
NUSS, Walter J.	E-5		14Feb69	DEROS
LAFOE, Larry W.	E-5		16Feb69	DEROS
HARRISON, John C.	E-8	23Feb69		
NUNEZ, Martin L.	E-3	26Feb69		
BISH, James F.	E-3	26Feb69		
BAUER, Peter W.	E-5		2Mar69	DEROS
O'CONNER, Dale R.	E-1		3Mar69	DEROS
RADFORD, Ronald T.	E-4	4Mar69		
CLEVINGER, Leslie	E-4	4Mar69		
ROGERS, Luther H.	E-4	4Mar69		
HATCH, Paul G.	E-2	5Mar69		
LEISSLE, Charlie F	E-4	10Mar69		
GREEN, Richard L.	E-5		19Mar69	DEROS
BEAGLE, Harry F.	E-5		12Mar69	DEROS
THOMAS, Ola D.	E-4	17Mar69		
REILLY, Dennis B.	E-5		17Mar69	DEROS
PRICE, Clarence	E-5		17Mar69	DEROS
RILEY, Curtis D.	E-4	19Mar69		
SHORE, Paul E.	E-5		23Mar69	DEROS
LOMBARDIE, Archie A.	E-7	26Mar69		
ONAN, Stuart N.	E-2	27Mar69		
DEARDORFF, Carl R.	E-8		27Mar69	
MCCARTHY, Daniel T.	E-3		2Apr69	DEROS
REICHART, Peter B.	E-5		2Apr69	DEROS
GITZEN, Gary	E-5	2Apr69		
GROSS, David O.	E-5		2Apr69	DEROS
ENGLISH, Dennis G	E-5		2Apr69	DEROS
JOUETT, Eldon L.	E-7		2Apr69	DEROS
LAGOMARSINO, Fred	E-5		2Apr69	DEROS
WINEHOLT, Norman L.	E-5	2	2Apr69	DEROS
REDINGER, Joseph	E-5		3Apr69	DEROS
RODGERS, Donald W.	E-3	4Apr69		
GREER, Robert J.	E-4	14Apr69		
CORNIER, Mejias W.	E-4		23Apr69	DEROS
MUSE, Louie J.	E-6		1May69	DEROS

APPENDIX II

CUMULATIVE LOSSES AND GAINS
ENLISTED MEN 361st and 665th

32

<u>MONTH</u>	<u>LOSSES</u>	<u>GAINS</u>
JANUARY	10	16
FEBRUARY	15	5
MARCH	24	15
APRIL	14	29
MAY	13	7
JUNE	12	11
JULY	10	8
AUGUST	19	5
SEPTEMBER	9	7
OCTOBER	10	12
NOVEMBER	8	7
DECEMBER	9	11

APPENDIX II

OFFICER ARRIVALS AND DEPARTURES

33

<u>NAME</u>	<u>GRADE</u>	<u>ARR</u>	<u>DEP</u>	<u>REASON</u>
MEYER, James M.	WO-1	20Apr69		
LEKITES, Walter G.	WO-1	24Apr69		
SKIPPER, Norman F.	CW2		1Mar69	DEROS
PUITZ, Barney	CW2		1May 69	DEROS
FLUHARTY, Richard	WO1	3May69		
STEEN, Robert W.	CW2		3May69	DEROS
RENNER, Paul D. Jr	CPT		6May69	REASSIGNED
WILLIAMS, James L.	CW2	7May69	May 69	DEROS
KEMPSTER, John E.	CPT	13May69		
DALY, Peter M.	WO1	13May69		
MAHAWOLD, Michael	WO1	13May69		
MOUNTENOT, Charles	WO1	13May 69		
MIMISON, Michael	1LT	15May69		
WILDE, Severin L.	CPT		25May 69	DEROS
HIGGINS, Gary S.	CPT		2Jun69	DEROS
LINK, Lawrence C.	CW2		2Jun69	DEROS
GODSHALL, Michael	CPT		8Jun69	REASSIGNED
BAYNARD, Charles M.	WO1	11Jun69		
HARPER, Lawrence M.	WO1	11Jun69		
BRAUN, Larry A.	WO1	11Jun69		
JORDAN, Jack D.	CPT		15Jun69	DEROS
NEUFELD, Michael	CW2	3Jul69		
HUFF, Ralph R.	CPT		5Jul69	DEROS
LEASE, Jack A.	WO1	7Jul69		
DEAN, Alan E.	WO1	9Jul69		
PECK, Richard M.	WO1	9Jul69		
BARTLETT, Angus H.	CW2		12Jul69	DEROS
ULSAKER, Christopher	CW2		12Jul69	DEROS
THORNTON, Edward A.	CW2		13Jul69	
SHERRIN, Carl M.	WO1	14Jul69		
MALLENS, Ralph E.	CPT		19Jul69	DEROS
CLOTFELTER, Mark D.	WO1		16Jun69	KIA
MAHOWALD, Michael	WO1		16Jun69	KIA
PAULAUSKAS, Edmund	CW2	26Jul69		
MCMULLAN, Robert W.	CW2		27Jul69	DEROS
DUFFY, Denny W.	1LT	23Jul69		
FORD, Barry C.	CW2		3Aug69	DEROS
HUGHES, Barry T.	1LT	6Aug69		
EASON, Ferrin D.	WO1	6Aug69		
ATWOOD, Larry S.	WO1	6Aug69		
GRANT, Thomas A.	CPT	19Aug69		
KEENEY, Robert M.	CPT	19Aug69		
BROWN, Douglas B.	1LT	19Aug69		
DEBAY, John P	1LT	19Aug69		
MCFALL, Robert M.	WO1	20Aug69		
MANNIS, Harold R.	CPT	2Sep69		
WATKINS, James M.	1LT	2Sep69		
OTTO, Kenneth W.	1LT	2Sep69		
HOLZIER, Charles R.	2LT	2Sep69		
SPIEKER, Marvin D.	CPT	5Sep69		

APPENDIX III

OFFICER ARRIVALS AND DEPARTURES (CONT'D)

34

<u>NAME</u>	<u>GRADE</u>	<u>ARR</u>	<u>DEP</u>	<u>REASON</u>
WHITFORD, Robert P.	CW2		12Dec69	DEROS
LOPEZ, Michael S.	CW2		12Sep69	REASSIGNMENT
ARTHUR, Bradford	CPT		15Sep69	REASSIGNMENT
HOGAN, Glen H.	WO1		15Sep69	REASSIGNMENT
FURNEY, Robert M.	MAJ		4Oct69	DEROS
DUFFY, Danny W.	1LT		8Oct69	REASSIGNMENT
DERYCK, John L.	MAJ	11Oct69		
SCHACHLEITER, John	CPT	11Oct69		
BLANCHARD, Thomas	CW2	16Oct69		
GARTHWAITE, Robert	CPT		17Oct69	DEROS
SWEET, Brian R.	CPT	20Oct69		
PORTER, Julian A.	CW2		25Oct69	DEROS
KEENEY, Robert M.	CPT		7Nov69	MEDEVAC
FLUHARTY, Richard	CW2		7Nov69	MEDEVAC
FALLQUIST, Carl A.	CW2	14Nov69		
JIMISON, Michael E.	CPT		1Dec69	REASSIGNMENT
ATWOOD, Larry S.	WO1		1Dec69	REASSIGNMENT
DALY, Peter M.	WO1		1Dec69	REASSIGNMENT
DOYEN, Joseph P. III	1LT	10Dec69		
MCFALL, Robert M.	CW2		27Dec69	DEROS

CUMULATIVE LOSSES AND GAINS PER MONTH OFFICERS AND WARRANT OFFICERS

<u>MONTH</u>	<u>LOSSES</u>	<u>GAINS</u>
JANUARY	4	2
FEBRUARY	1	0
MARCH	5	2
APRIL	5	3
MAY	6	6
JUNE	3	4
JULY	7	8
AUGUST	8	1
SEPTEMBER	5	4
OCTOBER	4	4
NOVEMBER	1	2
DECEMBER	1	4

APPENDIX III

KEY PERSONNEL

35

POSITION	JANUARY 69	FEBRUARY 69	MARCH 69	APRIL 69	MAY 69	JUNE 69
CO 361st	Robert J. ROGERS	Robert J. ROGERS	Robert J. ROGERS	Robert M. FURNEY	Robert M. FURNEY	Robert M. FURNEY
X.O.	George MICHEL	George MICHEL	Michael GODSHALL	Michael GODSHALL	Michael GODSHALL	NONE
1SG	Charles R. WILDES	Charles R. WILDES	Charles R. WILDES	Wallace A. BRESSETTE	Wallace A. BRESSETTE	Wallace A. BRESSETTE
Opns Off.	Richard L. DOEHRING	Richard L. DOEHRING	Richard L. DOEHRING	Bradford H. ARTHUR	Bradford H. ARTHUR	Bradford H. ARTHUR
1st Plt Cmdr	Harold M. GOLDMAN	Harold M. GOLDMAN	Harold M. GOLDMAN	Gary S. HIGGINS	Gary S. HIGGINS	Teddy D. HAMPTON
2nd Plt Cmdr	Gary S. HIGGINS	Gary S. HIGGINS	Gary S. HIGGINS	Harry C. SMALL	Harry C. SMALL	Ralph R. HUFF
3rd Plt Cmdr	Severin L. WILDE	Severin L. WILDE	Severin L. WILDE	Jack D. JORDAN	Jack D. JORDAN	Robert GARTHWAITE
Svc Plt Cmdr	Frank A. WAUGH	Frank A. WAUGH	Frank A. WAUGH	Charles J. SAVAGE	Charles J. SAVAGE	Charles J. SAVAGE
Supply Off.	Albert E. MELVIN	Albert E. MELVIN	Albert E. MELVIN	Julian A. PORTER	Julian A. PORTER	Julian A. PORTER
Motor Sgt.	Larry N. BROWN	Larry N. BROWN	Larry N. BROWN	Larry N. BROWN	Larry N. BROWN	Larry N. BROWN
Supply Sgt	Louie MUSE	Louie MUSE	Louie MUSE	Robert L. THURBER	Robert J. THURBER	Robert L. THURBER
CO 665th	NONE	NONE	NONE	Ralph MULLENS	Ralph MULLENS	John E. KEMPTSTER
1SG 665th	John C. HARRISON	John C. HARRISON	John C. HARRISON	John C. HARRISON	John C. HARRISON	John C. HARRISON

KEY PERSONNEL

POSITION	JULY 69	AUGUST 69	SEPTEMBER 69	OCTOBER 69	NOVEMBER 69	DECEMBER 69
CO 361st	Robert M. FURNEY	Robert M. FURNEY	Robert M. FURNEY	John L. DERYCK	John L. DERYCK	John L. DERYCK
X.O.	NONE	Robert GARTHWAITE	Robert GARTHWAITE	Marvin D. SPEIKER	Marvin D. SPEIKER	Thomas A. GRANT
1SG	Wallace A. BRESSETTE	John C. HARRISON	John C. HARRISON	John C. HARRISON	NONE	Robert L. ELTZROTH
Opns. Off.	Bradford H. ARTHUR	Bradford H. ARTHUR	Teddy D. HAMPTON	Teddy D. HAMPTON	Teddy D. HAMPTON	Teddy D. HAMPTON
1st Plt Cmdr	Teddy D. HAMPTON	Teddy D. HAMPTON	Harold R. MANNS	Harold R. MANNS	Harold R. MANNS	Harold R. MANNS
2nd Plt Cmdr	Ralph R. HUFF	Robert M. KEENEY	Robert M. KEENEY	Robert M. KEENEY	John SCHACHLEITER	John SCHACHLEITER
3rd Plt Cmdr	Robert GARTHWAITE	Robert GARTHWAITE	Thomas A. GRANT	Thomas A. GRANT	Thomas A. GRANT	Brian SWEET
Svc Plt Cmdr	Charles J. SAVAGE	Charles J. SAVAGE	NONE	Douglas B. BROWN	Douglas B. BROWN	Douglas B. BROWN
Supply Off.	Julian A. PORTER	Julian A. PORTER	Julian A. PORTER	Julian A. PORTER	James M. WATKINS	James M. WATKINS
Motor Sgt	Larry N. BROWN	Larry N. BROWN	Larry N. BROWN	Stanley F. MOORE	Stanley F. MOORE	Stanley F. MOORE
Supply Sgt	Robert L. THURBER	Robert L. THURBER	Martin L. NUNEZ	Martin L. NUNEZ	Martin L. NUNEZ	MARTIN L. NUNEZ
C.O. 665th	John E. KEMPSTER	John E. KEMPSTER	Ralph E. MULLENS	Charles J. SAVAGE	Charles J. SAVAGE	Charles J. SAVAGE
1SG 665th	John C. HARRISON	John C. HARRISON	Donald R. ROBARE	Donald R. ROBARE	Donald R. ROBARE	Donald R. ROBARE

OFFICER PROMOTIONS

<u>NAME</u>	<u>ORIG GR</u>	<u>TO</u>	<u>UNIT</u>	<u>DOR</u>
JORDAN, Jack D.	1LT	CPT	361	20Jan69
LANFEAR, Francis J.	1LT	CPT	361	17Feb69
RENNER, Paul D. Jr.	1LT	CPT	361	15Mar69
SAVAGE, Charles J.	1LT	CPT	361	11Jul69
WHITFORD, Robert R.	WO1	CW2	361	15Jul69
PORTER, Julian A.	WO1	CW2	361	26Aug69
FLUHARTY, Richard D.	WO1	CW2	361	9Sep69
BROWN, Douglas B.	1LT	CPT	361	12Sep69
OTTO, Kenneth W.	1LT	CPT	361	12Sep69
HUGHES, Barry T.	1LT	CPT	361	5Oct69
ENSLEY, Conley C.	WO1	CW2	361	23Sep69
DeBAY, John P.	1LT	CPT	361	3Nov69
JIMISON, Michael E.	1LT	CPT	361	2Nov69
McFALL, Robert M.	WO1	CW2	361	4Nov69
SHERWIN, Carl M.	WO1	CW2	361	2Dec69
KEMPSTER, John E.	CPT	MAJ	665	26Jun69

ENLISTED PROMOTIONS

<u>NAME</u>	<u>ORIG GR</u>	<u>TO</u>	<u>UNIT</u>	<u>DOR</u>
BIRD, Robert L.	E-3	E-4	361	17Jan69
DOMSCHKE, Arthur A.	E-3	E-4	361	17Jan69
GARACI, James A.	E-3	E-4	361	17Jan69
METZLER, William A.	E-3	E-4	361	17Jan61
MOLTER, Howard J.	E-3	E-4	361	17Jan69
VOGEL, Thomas F.	E-3	E-4	361	17Jan69
STOTT, Louis G.	E-3	E-4	361	17Jan69
WARD, Thomas R.	E-3	E-4	361	17Jan69
BENSON, Marvin C.	E-4	E-5	361	18Jan69
VOETTINER, Robert H.	E-5	E-6	361	15Feb69
CRUZ-VEGA, Jose R.	E-3	E-4	361	18Feb69
VRIOSTE, Jim R.	E-4	E-5	361	28Feb69
RODRIGUEZ, Gilbert	E-4	E-5	361	16Mar69
LONGFOX, Gregory D.	E-2	E-3	361	16Mar69
BENNETT, Larry C.	E-4	E-5	361	20Mar69
HETTELLE, Thomas J.	E-2	E-3	361	20Mar69
HAMILTON, Mike S.	E-3	E-4	361	16Apr69
KRIEGER, Nolan R.	E-4	E-5	361	11May69
McQUAIG, Donnie J.	E-4	E-5	361	14Mar69
CRESPIN, Frank J.	E-3	E-4	361	15May69
FRAKER, Terrence E.	E-2	E-3	361	11Jul69
MOORE, Alan G.	E-2	E-3	361	11Jul69
HENRY, James W.	E-3	E-4	361	18Jul69
GARRETT, Darrell J.	E-3	E-4	361	18Jul69
HETTELLE, William E.	E-3	E-4	361	18Jul69
LONGFOX, Gregory D.	E-3	E-4	361	18Jul69
LOHMAN, James J.	E-5	E-6	361	29Jul69
DANIELS, Arnold D.	E-5	E-6	361	29Jul69
MOORE, Stanley F.	E-4	E-5	361	29Jul69
MACIAS, Daniel V.	E-4	E-5	361	29Jul69

APPENDIX V

ENLISTED PROMOTIONS (CONT'D)

<u>NAME</u>	<u>ORIG GR</u>	<u>TO</u>	<u>UNIT</u>	<u>DOR</u>
ZISKOVSKY, Francis	E-4	E-5	361	29Jul69
DARTING, Jack L.	E-2	E-3	361	7Aug69
SCHOPPA, Eugene	E-4	E-5	361	15Aug69
BROWN, Thomas A.	E-4	E-5	361	15Aug69
CURRIER, Roger B.	E-4	E-5	361	15Aug69
WILLIAMS, Giles R.	E-3	E-4	361	16Aug69
SCHMIDTKE, Daniel R.	E-3	E-4	361	16Aug69
PODOLAN, James R.	E-3	E-4	361	16Aug69
DOMSCHKE, Arthur A.	E-4	E-5	361	15Aug69
LUCAS, Wayne	E-4	E-5	361	15Aug69
SPITTLER, Donald C.	E-2	E-3	361	16Aug69
METZLER, William A.	E-4	E-5	361	15Aug69
VOGEL, Thomas F.	E-4	E-5	361	15Aug69
HUTCHISON, Vincent	E-4	E-5	361	13Sep69
EMERSON, Ronnie D.	E-4	E-5	361	13Sep69
MARTIN, Robert A.	E-4	E-5	361	13Sep69
ARMSTRONG, Phillip	E-4	E-5	361	12Sep69
PITZER, Thomas E.	E-4	E-5	361	22Sep69
HENLEY, Benny M.	E-2	E-3	361	27Sep69
BAKER, Kenneth	E-2	E-3	361	20Oct69
MOSHER, Dana	E-3	E-4	361	16Sep69
GRANGER, John F.	E-3	E-4	361	14Oct69
KELLY, William E.	E-3	E-4	361	14Oct69
CALOMARDE, Don H.	E-4	E-5	361	13Oct69
McMILLEN, James R.	E-4	E-5	361	13Nov69
ROBINSON, Robert L.	E-5	E-6	361	13Nov69
GILL, Douglas M.	E-4	E-5	361	13Nov69
HENDERSON, David P.	E-4	E-5	361	14Nov69
KENNEDY, Johnnie	E-4	E-5	361	13Nov69
COLLINS, Joe C.	E-6	E-7	361	13Nov69
SMITH, James L.	E-6	E-7	361	15Nov69
ANDERSON, Stephen	E-3	E-4	361	24Nov69
DARTING, Jack L.	E-3	E-4	361	24Nov69
HAGAR, Jimmy C.	E-3	E-4	361	24Nov69
SPITTLER, Donald C.	E-3	E-4	361	24Nov69
LEE, Larry D.	E-4	E-5	361	17Dec69
RIVERS, Willie Jr.	E-4	E-5	361	17Dec69
BAUER, Peter W.	E-4	E-5	665	18Jan69
NUSS, Walter J.	E-4	E-5	665	18Jan69
LAGOMARSINO, Fred	E-4	E-5	665	18Jan69
BOLANDER, Gary O.	E-3	E-4	665	17Jan69
BROWN, Larry A.	E-3	E-4	665	17Jan69
DOBBS, Terry D.	E-3	E-4	665	17Jan69
O'NEAL, Joseph R.	E-3	E-4	665	17Jan69
PRICE, Clarence	E-4	E-5	665	16Feb69
ENGLISH, Dennis G.	E-4	E-5	665	16Feb69
STOUT, Thomas D.	E-4	E-5	665	16Feb69
OMAN, Stuart N.	E-2	E-3	665	26Mar69
MAXWELL, Barry R.	E-4	E-5	665	18Apr69
WILKINSON, Paul E.	E-4	E-5	665	18Apr69
SWARTZ, Leonard A.	E-3	E-4	665	16Apr69
LEE, Jeffrey D.	E-3	E-4	665	16Apr69
MARSHALL, William	E-3	E-4	665	16Apr69

APPENDIX II

ENLISTED PROMOTIONS (CONT'D)

39

<u>NAME</u>	<u>ORIG GR</u>	<u>TO</u>	<u>UNIT</u>	<u>DOR</u>
BROWN, Larry N.	E-4	E-5	665	11May69
GRUMBERT, Clifford	E-4	E-5	665	11May69
STEPHENS, Ralph G.	E-4	E-5	665	11May69
BISH, James F.	E-3	E-4	665	12May69
COLANINO, Francis	E-2	E-3	665	26Apr69
HATCH, Paul G.	E-2	E-3	665	26Apr69
KRIEGER, Nolan R.	E-4	E-5	665	11May69
VASQUEZ, Roberto	E-4	E-5	665	17Jun69
VICTORY, Jerry N.	E-2	E-3	665	19Jun69
AUGILLARD, Emille	E-2	E-3	665	26Jun69
ROGERS, Donald G.	E-3	E-4	665	26Jun69
SMOTHERS, Donald R.	E-3	E-4	665	26Jun69
NEWTON, William E.	E-3	E-4	665	26Jun69
PITZER, Thomas E.	E-3	E-4	665	26Jun69
LOCKARD, Donald V.	E-3	E-4	665	26Jun69
MOLES, Marvin D.	E-4	E-5	665	26Jun69
LEE, Jeffrey D.	E-4	E-5	665	15Aug69
MARSHALL, William	E-4	E-5	665	15Aug69
COFFEY, George E.	E-4	E-5	665	15Aug69
SASS, Robert R.	E-4	E-5	665	15Aug69
RILEY, Curtiss D.	E-4	E-5	665	15Aug69
REMSON, Francis L.	E-4	E-5	665	15Aug69
MIDDLEKOOP, Phillip	E-4	E-5	665	15Aug69
MONROE, Francis M.	E-4	E-5	665	15Aug69
LEISSLE, John H.	E-4	E-5	665	15Aug69
LEISSLE, Charles F.	E-4	E-5	665	15Aug69
BOLANDER, Gary O.	E-4	E-5	665	15Aug69
COLANINO, Francis	E-3	E-4	665	16Aug69
MIRON, Paul A.	E-4	E-5	665	15Aug69
O'NAN, Stuart M.	E-3	E-4	665	24Aug69
BISH, James F.	E-4	E-5	665	13Sep69
SWARTZ, Leonard A.	E-4	E-5	665	13Sep69
GREER, Robert J.	E-4	E-5	665	13Sep69
O'NEIL, Joseph R.	E-4	E-5	665	13Sep69
BAKER, Kenneth	E-2	E-3	665	20Oct69
VICTORY, Jerry N.	E-3	E-4	665	16Sep69
AGUILLARD, Emille	E-3	E-4	665	16Sep69
BROWN, Kenneth	E-3	E-4	665	14Oct69
SLOAN, John G.	E-4	E-5	665	13Oct69
CLEVINGER, Leslie	E-4	E-5	665	13Oct69
DOMINGUEZ, Reynaldo	E-2	E-3	665	10Nov69
BROWN, Larry A.	E-4	E-5	665	18Nov69
GARMON, Mark C.	E-2	E-3	665	22Nov69
DEBRODT, Michael	E-4	E-5	665	17Dec69
SMOTHERS, Donald	E-4	E-5	665	17Dec69

APPENDIX II

OPERATIONAL STATISTICS

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
AVAILABILITY AH-1G	72.5%	72.6%	50.0%	64.0%	59.2%	59.6%
AVAILABILITY UH-1H	48.4%	50.0%	37.0%	76.9%	31.6%	00.0%
HOURS FLOWN AH-1G	574	553	757	499	752	699
HOURS FLOWN UH-1H	41	47	53	145	25	0
HIGH AVIATOR HOURS	90	77	90	79	101	96
NUMBER OF AIRCRAFT HIT BY GROUND FIRE	3	1	7	6	5	8
AIRCRAFT LOST BY ACCIDENT	0	0	0	0	0	0
PERSONNEL WOUNDED	0	0	0	2	0	0
PERSONNEL KIA	0	0	0	0	0	2
SORTIES FLOWN AH-1G	837	678	1054	1246	1126	1155
UH-1H	41	81	60	284	67	6
AMMO EXPENDED 7.62	109,286	55,645	129,250	63,905	121,955	128,660
40mm	4,872	4,105	10,990	5,035	16,257	9,546
2.75 FFAR	1,856	1,048	3,547	1,715	5,000	4,777

APPENDIX VI

APPENDIX VI

46

15

OPERATIONAL STATISTICS (Cont'd)

	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
AVAILABILITY AH-1G	71.4%	72.0%	62.3%	72.2%	79.0%	73.3%
AVAILABILITY UH-1H	52.7%	49.9%	85.0%	41.1%	46.9%	70.3%
HOURS FLOWN AH-1G	447	815	811	835	725	436
HOURS FLOWN UH-1H	34	35	65	43	61	89
TECH AVIATOR HOURS	81	90	90	104	90	110
NUMBER OF AIRCRAFT HIT BY GROUND FIRE	0	5	0	7	2	4
AIRCRAFT LOST BY ACCIDENTS	0	0	0	1	0	2
PERSONNEL WOUNDED	0	0	0	1	2	0
PERSONNEL KIA	0	0	0	0	2	0
SOPTIES FLOWN AH-1G	705	1251	1084	1100	1102	1026
UH-1H	0	61	60	32	77	40
AMMO EXPENDED 7.62	12,500	20,391	27,650	35,200	28,150	61,950
40mm	818	3,410	4,340	4,250	8,305	7,700
2.75 FFAR	1,095	1,355	2,300	1,842	1,750	4,101

APPENDIX VI

APPENDIX VI

AWARDS AND DECORATIONS

<u>NAME</u>	<u>RANK</u>	<u>AWARDS</u>
Atwood, Larry S.	WO-1	Basic Air Medal
Baynard, Charles M.	WO-1	Basic Air Medal, Distinguished Flying Cross*
Braun, Larry A.	WO-1	Basic Air Medal, Silver Star*
Daly, Peter M.	WO-1	Basic Air Medal, Air Medal-1st OLC with "V," Distinguished Flying Cross*
Dean, Allen E.	WO-1	Basic Air Medal, Distinguished Flying Cross*(two)
Debay, John P.	CPT	Basic Air Medal, ARCOM*
Deryck, John L.	MAJ	Vietnamese Cross of Gallantry with Palm
Eason, Ferrin D.	WO-1	Basic Air Medal, Air Medal-1st OLC with "V," Distinguished Flying Cross*
Ensley, Conley C.	CW-2	Basic Air Medal, Air Medal-1st OLC with "V," Distinguished Flying Cross
Fluharty, Richard D.	CW-2	Basic Air Medal, Bronze Star, Vietnamese Cross of Gallantry with Gold Star
Grant, Thomas A.	CPT	Bronze Star-1st OLC*, Air Medal 1st OLC with "V"
Hampton, Teddy D.	CPT	ARCOM, Bronze Star*, Distinguished Flying Cross
Harper, Lawrence J.	WO-1	Basic Air Medal, Air Medal-1st OLC with "V"
Hughes, Barry	CPT	ARCOM, Basic Air Medal
Jimison, Michael T.	CPT	Basic Air Medal, Distinguished Flying Cross
Keeney, Robert M.	CPT	Basic Air Medal, ARCOM, Purple Heart
Lautenschlaeger, Donald	WO-1	Basic Air Medal, Bronze Star, Distinguished Flying Cross, Silver Star*
Lease, Jack A.	WO-1	ARCOM, Distinguished Flying Cross*
Lekites, Walter G.III	CW-2	Basic Air Medal, Distinguished Flying Cross
Manns, Harold R.	CPT	Basic Air Medal
McFall, Robert M.	CW-2	Basic Air Medal, Air Medal with "V"-1st and 2nd OLC, Silver Star*
Meyer, James M.	CW-2	Basic Air Medal, Distinguished Flying Cross, Bronze Star*, Distinguished Flying Cross-1st OLC*
Moutenot, Charles L.	WO-1	Basic Air Medal, Distinguished Flying Cross*
Lopez, Michael S.	CW-2	Bronze Star, Vietnamese Cross of Gallantry with Gold Star
Mullens, Ralph	CPT	Bronze Star, Basic Air Medal
Otto, Kenneth W.	CPT	Basic Air Medal, ARCOM*, Distinguished Flying Cross

NAME

Paulauskas, Edmund R.
Savage, Charles J.
Sherrin, Carl E.

Watkins, James M.
Monroe, Francis

Brown, Larry A.

Lucas, Wayne

Lee, Jeffrey

Angerbrandt, George
Crochet, Ergin
Calamarde
Carpentier, Steven E.
Garthwaite, Robert B.

Hager, Jimmy C.
Metelle, Thomas J.
Hogan, Glenn H.
Longfox, Gregory D.
Leissle, John
Lee, Larry D.
McIntyre, Durel
McNeil, Robert G.
Marshall, William J.
Metzler, William A.
C'Nan, Stuart M.
Porter, Julian A.

Rogers, Donald W.
Spittler, Donald C.
Smith, James L.
Thomas, Ola D.
Webster, Gregory A.
Benoit, Theodore
Amundson, Alva
Armstrong, Phillip
Bish, James F.
Brown, Thomas
Cornelison, Wayne L.
Collins, Joe C.
Fazekas, Joseph
Furney, Robert M.
Grummert, Clifford O.
Johnson, Michael S.
McMillen, James
Moore, Stanley F.
Matthews, Louis J.
Miron, Paul A.
Brown, Douglas
Sweet, Brian
Schachleiter, John

RANK

WO-2

CPT

WO-1

CPT

SGT

SGT

SP/5

SP/5

SP/4

SP/4

SP/5

SP/5

CPT

SP/4

SP/4

WO-1

SP/4

SP/5

SP/5

SP/4

SP/4

SP/5

SP/5

SP/4

WO-2

SP/4

SP/4

SFC

SP/4

SP/4

SSG

SP/5

SSG

SP/5

SP/5

PFC

SFC

SFC

MAJ

SP/5

SP/4

SP/5

SP/5

SP/5

SP/5

CPT

CPT

CPT

AWARDS

Air Medal-34th OLC with "V"

Basic Air Medal, Bronze Star

Basic Air Medal, ARCOM, Distinguished Flying Cross

Basic Air Medal

Purple Heart, Bronze Star, Silver Star (Posthumously)

Purple Heart, ARCOM, Silver Star (Posthumously)

Purple Heart, Bronze Star with "V," Silver Star*

Bronze Star with "V," Silver Star*

ARCOM

ARCOM

ARCOM

ARCOM

Purple Heart, Bronze Star, Vietnamese Cross of Gallantry with Gold Star, Air Medal OLCs-1st-27th

ARCOM

ARCOM

Basic Air Medal

ARCOM

ARCOM

ARCOM

ARCOM

Purple heart

ARCOM

ARCOM*

ARCOM

Bronze Star, Distinguished Flying Cross

ARCOM

ARCOM

Basic Air Medal

ARCOM

ARCOM

Bronze Star

ARCOM

ARCOM

ARCOM

ARCOM

Basic Air Medal

Bronze Star

Bronze Star

Bronze Star

ARCOM

ARCOM

ARCOM

Bronze Star

ARCOM

ARCOM

Basic Air Medal

Basic Air Medal

Basic Air Medal, Distinguished Flying Cross*

APPENDIX VII

NAME	RANK	AWARDS
Holzler, Charles	2/LT	Air Medal-20th OLC with "V"
Peck, Richard	WO-1	Basic Air Medal
Ray	SP/6	ARCOM
Steen	CW-2	ARCOM-1st OLC
Miggins, Gary	CPT	Distinguished Flying Cross
Renner, Paul	CPT	Distinguished Flying Cross
Ford, Barney	CW-2	Air Medal-1st OLC with "V"
Clotfelter, Mark	CW-2	Air Medal-1st OLC with "V"
		Distinguished Flying Cross
Jordan, Jack	CPT	Bronze Star, Distinguished Flying Cross
Waugh, Frank	CW-2	Bronze Star
Link, Lawrence	CW-2	Bronze Star
Whitford, Robert	CW-2	Air Medal-1st OLC with "V"
Pultz, Barney	CW-2	Bronze Star
Ulsaker, Christopher	CW-2	Distinguished Flying Cross

(Awards Pending*)