

B Btry - Oct 1968  
(2) 1969

UNIT HISTORY  
OF  
B BATTERY  
4th BN (AIRIAL ROCKET), 77th ARTY (AMBL)  
101st ABN DIV (AMBL)  
APO SF 96383

## DEDICATION

It must be realized that no unit can be the most outstanding battery in the battalion without the cooperation and total support of all personnel assigned. Their history is dedicated to all those young and old warriors that have made the "Tussock" the best in the business.

The pilots are to be mentioned for their long hours in the cockpit and their even longer hours spent on their extra duties. The crew chiefs and the maintenance men who kept the aircraft flying deserve a special place in the history of this unit. The gun loader and the battery room clerks kept the ships armed and the personnel flying and no battery could survive without their help.

The morale shown by the history crew is a direct effect of the "All Force Spirit" and the outstanding teamwork of the "Tussock".



## THE FORCE

The mission of the Force is to provide reinforcing fire to the 1st and 2nd Divisions which is in direct support of the 1st Brigade of the 1st Airborne Division. The Force's main mission is support missions. It is a proven fact that when the Force arrives in position the enemy becomes confused and if they don't they are soon destroyed. This will also provide landing zone preparations allowing to fill the hull between the last artillery round and the "H" until the first troops get down on the ground from the aircraft. When the landing zone is tapped giving the forward observer instructions the response is to shoot down the enemy. Instructions of ground troops are also received by the Force as well as ground and air power units. A Battery is a major element in the Force's attack against the enemy and their ability by virtue of the aircraft's ability to land there and their immediate and accurate response. Along with the role of supporting the Division the Force also supply support to the Special Forces and troops in the Division's area of operations.

**COMPANIES OF THE "TOM"**

**Major Victor E. Hornum**

**15 September 1969 - 31 August 1970**

**Major Frederick E. Stoltz**

**1 September 1969 - 13 March 1970**

#### FORMATION OF B BATTERY 4/77th ARA

In General Order 232, dated 18 July 1968, the Department of the Army activated B Btry (Aerial Rocket Artillery), 4th Bn, 77th FA (Later known as Aerial Rocket Artillery). In the same General Order the 268th Transportation Detachment (Aoft Maint) was also activated. Thus entered two new units into a new field of the modern Army - the field of Aerial Rocket Artillery. They were to become members of the second Battalion of its kind, the 4th Battalion of the 77th Artillery. The 2/20th ARA was the first and was an integral part of the 1st Air Cav Division in Vietnam. 4/77th ARA, with the new B Btry would be the second and would act as an integral part of the 101 st Airborne (Airmobile) Division once it had completed training and was determined to be combat ready.

B Battery's mission would ultimately be "to provide aerially-mounted rocket direct fire support and to furnish its portion of the Battalion communications system," The 268th Trans Det had the follow up mission of providing "Direct support (DS) aircraft maintenance, avionics and supply support for Aerial Rocket Artillery Battery." As it turned out the supported Aerial Rocket Artillery Battery was B Battery 4/77th ARA. Since the activation of the two units they have worked hand in hand to mold one of the most formidable fire support units available to an Airmobile Division.

History has taught us that mere activation of a unit, assigning it men and material is not sufficient in itself in organizing a combat ready force. Many long days of training and preparation are essential in the

molding of an outstanding military unit. B Battery was no exception.

B Battery and the 268th Trans Det were assigned to the 82nd Abn Div at Fort Bragg, North Carolina to develop the skills and techniques that would be demanded of them. For all intents and purposes the unit was considered 100% on station on 15 September 1968. But prior to this date and following it the unit experienced numerous growing pains concerning the shortage of men and material. The Battery Commander, Major Victor M. Hernandez, did everything possible to expedite receipt of missing personnel and equipment. The primary concern was that the final arrival of personnel would come at a date late in the units training period. This would mean that a good percentage of the unit (46%) would have missed vital training which would be difficult to make up before the units deployment to Vietnam. Missing equipment vital to training and the accomplishment of the Battery's mission included the external stores for the M-3 subsystem.

Initial training began 1 October 1968. This included personal weapons qualification and chemical, biological, and radiological training. The rocket range was still in the process of construction near the St. Mere Eglis drop zone at Fort Bragg.

On 11 October 1968 Warrant Officers Davis, Hirano, and Sweeny were sent to Fort Sill, Oklahoma to receive gunnery instructor training. On 24 October 1968 Major Hernandez, the Battery Commander, Captain Gass and Captain Brokovich were sent to Fort Rucker, Alabama for gunnery instructor training. These men would be invaluable to the unit's gunnery training.



Rocket training for the unit commenced on 29 October 1968. The training was broken into two types termed "Wet" and "Dry" tactics. "Wet" tactics involved the actual deployment and firing of rockets. "Dry" tactics was the practice of the aerial tactics required to bring an element into position to achieve its objective. The two types of tactics were alternated every other day. Thus the aviators were not allowed to become bored with one nor forget the other. To further practice what the unit was learning, B Battery worked in support of the 82nd Aviation Battalion Special Forces in a three day field problem coded "Operation Gobbler Woods". This exercise occurred from 7 December 1968 to 9 December 1968.

On 11 December 1968, the unit moved tactically to Field Strip 17, on the Fort Bragg reservation, for its First Army Training Test. The effectiveness of the previous two months of training would be determined in the eyes of the Army through this test. The test would last until 13 December 1968.

The Army Training Test gave indications of what the unit was to shortly prove under fire in Vietnam; that B Battery was a highly professional unit. The Battery flew twenty missions during the test and was rated in eight areas of considerations. It received three excellent and five satisfactory ratings, this was an outstanding score by anyone's measure stick. The mess hall was to receive special recognition for outstanding performance under adverse conditions. SP/4 Hutton was commended for his exceptional job performance during the test. All of the

umpires had many favorable comments for the Toros during the ATT. With the end of the ATT came a long looked for rest, Christmas leave.

On 4 January 1969, Lt William Lawson, acting under secret directive from "higher" headquarters arrived in Norfolk, Virginia. Here he personally arranged for certain necessities that would be required by the "Toros" in Vietnam. He obtained refrigerators and air conditioners to ease the effects of the harsh, hot weather of South East Asia. He transported this equipment back to Fort Bragg by U Haul Rental Truck.

The unit was back to work on 6 January 1969. The aircraft were to be prepared for the ferry flight to the West Coast scheduled to begin on 19 January 1969. During this same period it should be noted that the "Toros" passed the Post, Third Army, and Department of the Army Command Maintenance Material inspections and the Inspector General Inspections with Flying colors.

The unit emblem, a bull snorting rockets, was originally designed by Captain Michael Brokovich. Refurbishing of the design was accomplished by WO Lester A, Hansen. This youthful artist was also responsible for painting the "Toro" emblem on the unit's aircraft and the flight helmets.



## THE MOVE TO VIETNAM

The ferry flight was to fly the 12 UH-1B's to the West Coast for deployment to Vietnam and to join the 101st Airborne (Airmobile) Division. The flight was composed of eleven pilots from B Battery and thirteen pilots from the 82nd Aviation Battalion and the Special Warfare Center, Fort Bragg, North Carolina. The movement consists of two flights which were led by Captain Michael Brokovich and Captain Willard Carter.

The scheduled date for the flight to commence was 19 January 1969. But Bad weather delayed the flight for a week. 25 January 1969 saw the Toros begin their cross country flight. The first day's flight terminated at the Fulton County Airport near Atlanta, Georgia. The crews all stayed at the Holiday Inn near the "Six Flags over Georgia" pavilion. Interesting highlights occurred with a confusion of identity between the Toro pilots and the Sparks High School Basketball Team by the young ladies in the area.

The following days flight (26 Jan 69) terminated at Monroe, Louisiana. The morning of the 27th found Captain Carter experiencing excruciating chest pains which prompted immediate evacuation to the St. Francis Memorial Hospital where he remained for treatment for nine days. (The Toros are still puzzled over an implied connection between the chest pains and a Hertz Rent-a-Car Girl) Due to marginal weather the fearless Toros were grounded for another day at Monroe. Boredom was alleviated by an official interest in the Huey rocketships expressed by Delta airlines hostesses - Miss Patti Bird, and Miss Donnave Owens - from Dallas, Texas.

Their curiosity was satisfied by a complete briefing from certain key members of the crew.

By 1530, 28 Jan 69, the weather improved enough to permit the Toros to take off. They encountered six rain storms and one thunderstorm enroute to their next destination. They were forced to hold five miles east of Barksdale Air Force Base as they waited for B52's to land. Finally they were able to land without any further disruptions. That night was spent at the Town and Country Lodge at Bossier City. The Bossier City strip was found to be dull and tame. The next day's flight was cancelled by high winds and tornado warnings. Our fearless group spent that evening at the Western Hills lodge in Bossier, Louisiana. The second night was as disappointing as the first.

The next day turned out to be clear and beautiful as the flight made its way to abilene, Texas. On 31 Jan 69, the Toros headed for El Paso, Texas. They landed at El Paso at 1300 and pulled intermediate inspections at the El Paso International Airport. The crew spent the night at the Hilton Inn and toured Juarez for souvenirs to send home (Ed Note: WANNA BET?).

On 1 Feb 69 the flight split in two with one flight going to Tucson, Arizona and one to Phoenix, Arizona. The flight to Tucson spent the night at the Tucson Inn. The flight to Phoenix stayed at the Sky rider Inn. Those at Phoenix were invited to the home of WO Stephen Davis for barbecued steaks, baked beans and salad dinner.

2 Feb 69, found our dauntless fliers at Bakersfield, California. They spent the evening at the Sky rider Inn adjacent to Meadow Field. Smog rolled in the next morning constituting IFR conditions until 1530. The flight took off and "flew on top" for thirty minutes before landing at Fresno Air Terminal, Fresno, California. The morning of 4 Feb 69 found the skies once again obscured by smog. At 1530 the flight finally took off for Sharp Army Depot, Stockton, California. Finally in steadily deteriorating weather the flight of 12 UH-1B's landed through a 100 ft ceiling, 1/16 mile visibility due to fog/smog. There the crews proceeded to the Sharp Officer's club and chartered a Greyhound bus to San Francisco International Airport. Here a majority of the crew caught a Delta flight for the return to Atlanta, Georgia and then on to Fayetteville, North Carolina.

The completion of the "Toros" ferry flight marked the first time that any D-1 unit had gone completely through its training cycle and ferry flight to the West Coast without an accident or incident of any type.

While the "Toro" aircraft moved by air to the West Coast, the remainder of the "Toro's" vehicles and equipment was moved by convoy to Charleston, South Carolina. Captain James Goss commanded the move with CW2 James Johnson, CW2 James Taylor, and SSG McCowan. Mr. Taylor and Mr. Johnson provided the security for the move as the convoy escorts. The remainder of the equipment arrived at Charleston. Eventually the vehicles and equipment were sent by sea to Da Nang, Vietnam to be reunited with

the rest of the "Toros". This phase of the "Toro's" move was again accomplished without accident or incident.

After a predeployment leave the Battery was back at Fort Bragg, North Carolina on 17 March 1969. The advance party, led by Major Lunsford, left for Vietnam on 11 March 1969. The main body left 22 March 1969. A second and final load left on 25 March 1969.

The "Toros" arrived at Camp Eagle where they were to become an integral part of the 101st Airborne Division (Airmobile), Division Artillery. Here the UH-1B's were replaced by UH-1C's.

The "Toros" were given 21 days to transition and train all pilots and crews to the UH-1C. The transition requirements were met on 12 April 1969. The first combat mission was flown by Major Frederic H. Stubbs, the Battery Executive Officer, as section leader, and Captain James Goss as wing man. Both aircraft expended all rockets at a bunker complex, destroying one bunker with no known enemy kills.

The original Toros all received in country transition to the AH-1G Cobras that eventually replaced the UH-1C's.

The first Toro aircraft to take a hit from hostile fire was on 24 May 1969 in 68-15050. The aircraft commander WO Stephen Davis and Copilot/Gunner WO Nolan Black escaped injury. No details can be spelled out, in that the mission was classified. The "Toros" continued to play "cloak and dagger" on many occasions.

The Toros provide Aerial Rocket Artillery response to on call contact missions. They provide landing zone preparations serving to fill the lull between the last artillery round on the "LZ" until the first troops set foot on the ground from the Huey's. Then the landing zone is capped giving the forward observer instantaneous ARA response if he should desire it. Extractions of ground troops are also covered by ARA units. Toros fly ground and air convoy escorts. They are also a major deterrent against night attack against Camp Eagle due to their immediate and accurate response. Along with the role of supporting the Division the Toro's also supply support to the Special Forces and indigenous troops in the Divisions area of operations.



## OUTSTANDING AWARDS AND DECORATIONS

On 14 July 1969, Captain Michael Brokovich and Captain Robert G. Davis received the Silver Star and Major Frederic H. Stubbs and Captain Willard T. Carter received the Distinguished Flying Cross for the following action:

On the morning of 14 July 1969 a section led by Captain Davis and with Captain Brokovich as his wingman was assigned to cover the insertion and, later, the extraction of a reconnaissance team west of FSB Currahee in the 101st Abn (Ambl) Div AO.

The insertion of the team was accomplished under heavy fire, including 37mm and .50 Cal. Later during the morning the team became surrounded and the Toro ARA section returned to support them once more. The section was forced to descend to dangerously low altitudes in order to locate the panel marking the friendly position. After the section had marked the Team's position they were able to deliver effective supporting fire.

Three VNAF CH-34's arrived in the area to make the extraction of the team. As the section laid down suppressive fires one of the CH-34's was shot down by a .50 Cal machine gun and crashed in flames. The Toro section then placed fire on the machine gun emplacement and observed a survivor running from the wreckage. The remaining two CH-34's, realizing that their lead ship had been shot down started to depart the area abandoning the team on the ground. The section leader talked the CH-34's into following him down to the LZ. The Toro wing ship covered the descending aircraft. As the second CH-34 came into the LZ, Captain

Davis in the Toro lead ship received devastating fire and reported the failure of his engine. Immediately Captain Brokovich, in the wing ship, broke to cover Captain Davis' successful autorotation. Remaining at low level the wing ship broke around and escorted a UH-1H in to pick up the downed crew.

At this time Captain Brokovich and his single AH-1G, along with a USAF cover ship, were the only ones left in the area to provide support to the downed aircraft. It would either have to be evacuated or destroyed. The only reasonable course of action was the total destruction of the aircraft due to the intensity and proximity of the enemy.

At this time Captain Brokovich took his aircraft over the area of contention at low level, despite intense ground fire, to try to determine if the ground team had been totally evacuated.

Shortly thereafter another Toro section arrived led by Major Stubbs, with Captain Carter as his wingman. At this time Captain Brokovich reported spotting two more VNAF survivors on the ground. Major Stubbs went back towards Currahee to pick up two UH-1H's that had been dispatched to recover the downed pilots. As Major Stubbs led the two slicks into the area the anti-aircraft fire intensified. The lead slick was hit losing his hydraulics. At this time Major Stubbs also took three hits, which noticeably effected the control of the aircraft. As Major Stubbs aircraft was forced to depart he was able to give cover to the crippled UH-1H. This enabled the remaining UH-1H to enter the LZ under the protection of Captain Brokovich and Captain Carter. The slick successfully picked up and brought out the remaining Vietnamese crew members.

Still the Toro section under the leadership of Captain Brokovich remained on station to direct the F-4's that had arrived to complete the destruction of the downed AH-1G. Antiaircraft fire was so intense that the F-4's first had to devote their attention to silencing the .50 Cal positions. They then dropped five 750 pound napalm bombs and five 500 pound HE bombs. It was the direct hit from a 500 pound bomb that finally destroyed the downed gallant machine.

It is actions such as these that the Toro's reputation for reliability under all circumstances is based.

On 12 August 1969 Captain Willard Carter and Captain Donald Ball received an impact award of the Distinguished Flying Cross, and Major Victor Hernandez, the Battery Commander, and 1Lt Rodney Sigle were recommended for the Distinguished Flying Cross for the following section:

On 10 August 1969 a "Toro" section composed of Captain Carter, as section leader with Captain Ball as his copilot/gunner, and Major Hernandez at the wing aircraft commander with 1Lt Sigle as his copilot/gunner, was covering a long range reconnaissance patrol extraction southwest of Landing Zone Ashau. The "Toro" section was in the process of covering the extraction being conducted by Vietnamese Air Force CH-34's when they encountered intensive small arms fire.

Both Captain Carter and Captain Ball let their aircraft take numerous hits followed shortly thereafter by engine failure. They reported their situation as Captain Carter immediately entered autorotation. Major Hernandez on his wing immediately set to the task of covering the stricken aircraft's descent.

The terrain over which they were flying was composed of jungle canopy offering little advantage for an autorotation. However, Captain Carter skillfully brought his aircraft down heading for the only available clearing in the area. The aircraft entered the clearing successfully, however the dense vegetation proved to almost be their undoing as the main rotor crashed through the trees causing a extremely hard landing. Captain Carter managed to keep the aircraft upright and both the copilot and himself evacuated the aircraft successfully.

As they emerged from the downed "Cobra" they immediately became aware of small arms fire being placed on them from three sides. They were able to put up a defense long enough for the rescue helicopter to arrive and lower slings to them. They were successfully pulled out and flown to Camp Eagle.

At Camp Eagle it was determined that they had received serious back injuries as a result to their hard landing. Only their extreme desire to live enabled them to overcome the pain and handicap to their injuries as they defended themselves, crawled to the rescue lines, and finally managed to stay on the lines without losing consciousness.

Following initial treatment at Phu Bai they were evacuated to Japan and on to the United States to become the first "Toros" to be evacuated back to the United States as a result of injuries obtained in combat.



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April  
After the first mission was flown by Major Spitzer and Captain Goss the forces were  
on in March the month of April with a total of 416 hours flown and 2910 rockets  
fired. Surveillance showed four structures damaged and seven totally destroyed  
by the T-28s deadly rockets. This month also passed the first VC killed by  
B Battery's forces, an honor many more are to receive in the future. VC Spitzer  
working overtime was high time pilot in April with 68 hours flown.

With their feet firmly on the ground and roots planted the forces began to pick up  
business at an alarming rate. 787 hours were flown and over 1000 rockets expended  
while supporting the 1st and RVN forces in their Corps area of operations. 3 structures  
and 77 structures either destroyed or severely damaged were the result of B Battery's  
efforts this month. After flying 69 hours Captain Lanette earned the honors as high  
time shooting the forces a new record to break.

Just one month that no force will forget. The statistics give us all a month to  
be proud of. With nearly a thousand hours flown in the US-10 "Charlie Models" and  
AN-10 Huey Helicopters of B Battery fired over eleven thousand rockets destroy-  
ing the forces of evil and oppression as never before. The VC were  
killed by the forces of B Battery and over 60 bunkers and hangers were left in such a  
state "Charlie" will never recognize them.

Just brought a new set of events that will be forever outstanding in the annals of force  
history. After what seemed like endless struggling, "In Place de Force" was opened  
on the fourth to the officers of B Battery. "The Club" is the center of social  
activities as can be seen on most nights. Sports equipment and television along  
with a varied assortment of recreational equipment are available to suit individual  
tastes. This example of cooperation between the men concerned is an example of the  
"force" determination to constantly improve themselves by working together for the

(continued)

benefit of all. Not stopping long to plug, the Toros worked harder than ever before. 11 VC were killed and over 20 structures destroyed by the "Hogs" from B Battery from their 800 hours and 4000 rockets. A Cobra piloted by Captain Davis was shot down on 14 July while in support of the US Special Forces. Both he and his co-pilot escaped injury and were extracted much to their pleasure.

#### August

August's efforts rewarded the Toros with 1 weapon destroyed and 30 hooters and bunkers demolished and one VC killed. The weather was already starting to deteriorate as the monsoon season approached not only hampering our activities but adding new problems in coping with the occasional necessary instrument flight. These were the result of 530 hours flown and over six thousand rockets fired. Captains Carter and Hall were shot down on 12 August resulting in their being adrift to the States with back injuries. Their efforts leading to the above earned them JVC's.

#### September

A change of command ceremony took place on the first of September. Major Stubbs assumed command of the Toros replacing Major Hernandez who had been the XO since it was originally formed in July of 1968. Major Stubbs had been the XO prior to becoming the new "El Toro". September also witnessed the Toros fire 6900 rockets while flying over 700 hours. A kill and over 25 hooters, bunkers, and weapons positions were the rewards the Toros reaped for their fine work which was accomplished in nothing less than a professional manner.

#### October

October brought us WO1 Hansen and also saw him leave us faster than any of us thought possible. Like all of us Joe was anxiously waiting his first letter from home. He saw all my stuff that was in that first letter, but after he finally got it he made a quick trip home only to return with a newly acquired wound on third finger of his left hand. With the monsoon almost here the monthly flight time for B Battery

dropped to 610 hours and 6100 rockets fired giving us a total of thirty TO/HVA structures destroyed and 1 suspect sunk.

#### **Summary**

November found us with activity at an all time low. 466 hours were flown and 6000 rockets fired resulting in 40 structures either damaged or destroyed.

The spare time the Force had acquired was not wasted for the upcoming ONI kept most of them working the all night all in preparation.

#### **Summary**

In December 1961 the Force had their long awaited ONI inspection. All sections were thoroughly prepared after weeks of long hard work, which became evident at the briefing when they earned a 97.5% in material and 92.7% in maintenance for an overall rating of satisfactory. Special mention goes to Captain Hagg and 1st Co for their efforts made the above possible. Everyone's efforts were rewarded with an 10 hour window flying which flew very well and a IBC show highlighted the well deserved afternoon and evening off. 3 KIA and 16 structures destroyed were the result of 636 hours flown and 4000 rockets fired. After flying almost 950 hours and firing over eight thousand rockets the Force destroyed over 100 houses and other enemy positions which include bunkers and weapons positions. One suspect was also destroyed.



# OPERATIONS

## 1. BRISTOL SQUARE, MASSACHUSETTS OFFICE AND NEIGHBOUR'S HANDYMAN

a. DATE: 1 April - 20 August 1949

b. INS PLACE: 1000

c. BOMBERS FIRED: 70,990

d. RESULTS:

- (1) 12 KARA
- (2) 4 houses damaged
- (3) 100 houses destroyed
- (4) 5 houses damaged
- (5) 500 houses destroyed

## 2. CLARENCE STREET

a. DATE: 20 August - 20 September 1949

b. INS PLACE: 1000

c. BOMBERS FIRED: 509

d. BOMBERS FIRED: 8,025

e. 7.52 FIRED: 75,870

f. 40th FIRED: 7,000

g. RESULTS:

- (1) 7 KARA
- (2) 20 houses damaged
- (3) 2 houses damaged
- (4) 15 houses destroyed
- (5) 2 houses damaged
- (6) 4 secondary explosions

## 3. HARVARD SQUARE

a. DATE: 20 September - 7 December 1949

b. INS PLACE: 1000

c. BOMBERS FIRED: 19,600

d. RESULTS:

- (1) 2 houses destroyed
- (2) 100 houses, houses, destroyed
- (3) 5 KARA

## 4. RANDOLPH STREET

a. DATE: 7 December -

AVAIL FOR FURTHER ACTIONS



**SILVER STARS**

**Captain Robert G. Davis**

**14 July 1949**

**Captain Michael J. Ziskewich**

**14 July 1949**

**CW2 Paul J. Ashley**

**7 December 1949**

# MEMORANDUM FOR THE RECORD

Cdr Paul J. Ashby	15 September 1969
Cdr Paul J. Ashby	17 October 1969
Captain Robert Hall	10 August 1969
Captain William Carter	14 July 1969
Captain William Carter	10 August 1969
Captain Robert Davis	10 August 1969
Cdr James Kelly	7 September 1969
Cdr Steven L. Smith	7 December 1969
Captain Paul Haver	7 December 1969
Captain William Gurdick	14 July 1969
122 Richard Hulse	7 December 1969
Captain James Lynch	14 July 1969
Captain Albert Lawrence	3 October 1969
VO1 Alan Murray	17 October 1969
Major Frederick Smith	14 July 1969
Captain Robert Smith	17 October 1969
Cdr James Taylor	3 October 1969

# AIR MEDAL WITH "V"

GWR Paul J. Ashley	24 March 1969
Captain Richard Fennite	7 September 1969
1LT Craig Geis	7 September 1969
WO1 Thomas Ringler	30 August 1969
Captain Rodney Sigle	14 July 1969
Captain Donald Hall	20 May 1969
GWR James Dailly	27 March 1969
GWR James Dailly	14 July 1969
GWR Clavin Jones	27 March 1969
Captain Albert Lanston	14 July 1969
Captain Rodney Sigle	10 August 1969
GWR Harry Scheiber	20 May 1969
Captain John Twagus	14 July 1969
Captain John Twagus	20 May 1969
SF5 David Zeitz	3 June 1969

ARMY COMMEMORATION MEDAL WINNERS

Captain Richard Franklin

14 July 1963

C12 Richard Smith

14 July 1963

C12 Paul J. Ashley

17 November 1963

PURPLE HEART

Captain Robert Davis

14 July 1969

Captain William Ginski

14 July 1969

Captain Willard Carter

10 August 1969

Captain Donald Hall

10 August 1969