

B Btry - Oct 1400
② 1969

UNIT HISTORY
OF

B BTRY

4th AB (AERIAL BOMB), 77th ARMY (ABNL)

101st ABN DIV (ABNL)

APO MP 96393

It was the wish of the author that no text, nor the most commanding features in the narrative, should be suppressed and 1000 copies of all, presented to him. He desired that they be distributed to all those young and old women and men who had rendered the best for the country.

These volumes will be the monument of those long hours in the scaffold and those days in the dungeon which the author had to pass. The name of the author and the author's name and the name of the author's place of birth is engraved upon the history of this book. The author and the author's wife, mother and the other author had the pleasure of giving and to history would be a pleasure to give help.

The author writes for the history and a short sketch of the 7th Regt. Cavalry and the author's history of the 7th.

COMMANDERS CP-2000 "SCORPION"

Major VICTOR H. KRAMER

15 November 1969 - 31 August 1970

Major JAMES D. BROWN

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% en 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 day's 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 Skyrider 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 Skyrider 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 "Toro's" 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 Curreahes in the 101st Abn (Abml) 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 "Toros" 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 overwhich 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.

232

THE 1944 SEASIDE WAS CROWNED BY SEVEN AIRSHIPS AND CAPTURED FROM THE TOWER WITH
THE 1944 SEASIDE. THE MONTH OF APRIL HAD A TOTAL OF 416 HORSES SHOT AND 1070 HORSES
KILLED. ONE HORSE SHOT AND FOUR HORSES WERE CAPTURED AND THREE HORSES DESTROYED
BY THE TOWER GUARD TROOPS. THIS MONTH ALSO DESTROYED THE HORSES 75 KILLED BY
TOWER GUARD TROOPS. HORSES WERE SHOT AND DESTROYED IN THE TOWER. 1070 HORSES
WERE DESTROYED AND 1070 HORSES KILLED IN APRIL WITH 68 HORSES SHOT.

After this stage the ground and water planed the waves down to time to
the point of no danger. The waves were down and over 1000 miles of ocean
while supporting the B and RW forces in their great work of destruction. Between
and 17 thousand miles traveled in safety and were the result of 3 destroyers
and 1000 miles of ocean. Flying 69 hours Captain Lanier set the history at his
airplane the most time ever without a break.

and a "Zone of Service" that will be forever intervening in the affairs of men. After this and this will be the ultimate outcome, "In Places of Work" will spread to the Forces of the Workers of the World, from which is the source of social equality and the fundamental rights. Hence, government and legislation should make it easy for the fundamental requirements available to each individual. The example of compensation to men has been adopted as an example of the social legislation to be adopted in the various countries for the

(continued.)

August of 1961. The patrols had to place the forces farther apart than ever before. 117 VJs were killed and over 100 structures destroyed by the "Wings" from R. Baffery from 10000' 600 heavy and 4000 medium. A C-47 piloted by Captain Davis was shot down on the 14th while in support of the US Special Forces. Both he and his copilot escaped injury and were extracted with no major problems.

August

August 1st efforts recovered the forces with 4 houses destroyed and 30 houses and buildings demolished and 100 VJs killed. The weather was already starting to deteriorate so the monsoon season presented not only hindrance for activities but aiding our patrols in staying with the standard necessary defensive flights. There were the result of 500 house clear and over six thousand rounds of fire. Machine Gunner and NCO were shot down on 18 August resulting in their being extracted to the States with their injuries. Many patrols leading to the above losses from 1700'.

September

A change of command ceremony took place on the first of September. Major Straker assumed command of the forces replacing Major Edmunds who had been the CO since it was originally formed in July of 1960. Major Straker had been the XO prior to becoming the new "Big Boss". September also witnessed the forces fire 6900 rounds while flying over 700 hours. A kill and over 35 houses, buildings, and weapons positions were the rewards the forces earned for their fine work which was acknowledged in nothing less than a professional manner.

October

October brought us VJ patrols and also our first leave in faster than any of us thought possible. This will be as Joe was anxiously waiting his first letter from home. He never did say exactly what was in that first letter, but after he finally got it he made a quick trip home only to return with a newly acquired element on third finger of his left hand, with the namesakes almost here the monthly Right Man for R. Baffery

dropped to 610 hours and 4150 minutes flying giving us a total of 10200 T/HVA
including 1000 hours and 1 minute flying.

Demolition
Demolition began on 10th February at an all night long. 460 houses were blown
and 4000 products fired resulting in 40 structures either damaged or destroyed.
The spare time the forces had acquired was not wasted for the demolition CMC kept
most of them bombing the buildings off in preparation.

Demolition
On December 19th the forces had their long awaited CMC Inspection. All sections
were thoroughly prepared after weeks of long hard work which became evident at the
inspecting when they earned a 99.5% in material and 98.7% in technical. For the
second meeting of Headquarters. Special mention goes to Captain Henry and 100 GIs
whose efforts made the above possible. Everyone's efforts were rewarded with an 10
hour demolition contest which flew high and a 1000 shot highlighted the well deserved
demolition and winning 400, 3 KIA and 26 structures destroyed were the result of 610
hours flying and 4000 minutes flying. Action flying about 300 hours and 500000
shots destroyed and the forces destroyed over 100 houses and 1000000
which included houses and weapon positions. One engine was also destroyed.

CONFIDENTIAL

1. INFORMATION PROVIDED BY THE AGENT IN CHARGE AND WITNESSES TO THE INCIDENT

DATE: 1 APRIL - 20 APRIL 1962

TIME: 1000Z - 1000Z

LOCATION: 100000N 100000E

WITNESSES:

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ANARCHY FOR PROGRESSIVE ACTIVISTS

1990 STARS

1960-1961

卷之三

Chlorophyll a, b, and c, and carotenoids in the leaves of *Chloris virgata* L. 10

1400-1410

THE STATE OF ALABAMA

卷之三

卷之三十一

ONE THOUSAND EIGHT HUNDRED
ONE THOUSAND NINE HUNDRED
TWO THOUSAND EIGHT HUNDRED
TWO THOUSAND NINE HUNDRED
THREE THOUSAND EIGHT HUNDRED
THREE THOUSAND NINE HUNDRED
FOUR THOUSAND EIGHT HUNDRED
FOUR THOUSAND NINE HUNDRED
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NINE THOUSAND EIGHT HUNDRED
NINE THOUSAND NINE HUNDRED

12 September 1962
17 October 1962
10 August 1962
14 July 1962
10 August 1962
10 August 1962
7 September 1962
7 December 1962
7 December 1962
14 July 1962
7 September 1962
14 July 1962
7 October 1962
17 October 1962
14 July 1962
17 October 1962

AIR MEDAL WITH "V"

CWO Paul J. Ashley	24 March 1969
Captain Richard Penrite	7 September 1969
110 Craig Geis	7 September 1969
WCO Thomas Ringler	30 August 1969
Captain Rodney Sibley	14 July 1969
Captain Donald Hall	20 May 1969
CWO James Daily	27 March 1969
CWO James Daily	14 July 1969
CWO Clevis Jones	27 March 1969
Captain Albert Lawton	14 July 1969
Captain Rodney Sibley	10 August 1969
CWO Harry Schellon	20 May 1969
Captain John Drager	14 July 1969
Captain John Drager	20 May 1969
SFC David Zaitz	3 June 1969

ARMED FORCES MEDAL OF HONOR

1. FOR BRAVE ACTS IN THE LINE OF DUTY

24 JUNE 1969

2. FOR BRAVE ACTS IN THE LINE OF DUTY

24 JUNE 1969

3. FOR BRAVE ACTS IN THE LINE OF DUTY

17 DECEMBER 1969

PURPLE HEART

Captain Robert Davis
Captain William Gwaltz
Captain Willard Carter
Captain Dennis Bell

14 July 1969
14 July 1969
10 August 1969
10 August 1969