

132d ASHC Compilation of Vietnam Articles

Forwarding note from Leslie Hines, ADVA Vietnam era historian for 2008.

The Americal Division Veteran's Association Historical Data Base contains several articles and reports relating to units that served with the Americal Division. 132nd ASHC is also represented in the ADVA historical data base in reports and Tactical Operations Center reports.

One purpose for the historical data base is that a computer scan can be performed to extract information regarding the unit.

As an illustration I have scanned and extracted the Americal Division Information Office articles relating to 132nd ASHC activities. This includes the "Pacific Stars & Stripes" and the "Army Reporter" which published many of the articles provided by the Americal Division Information Office. The original transcriptions are on the ADVA historical data base with more information regarding the source of the materials and etc. Images of the original documents and photos may be available upon request. I have scanned some photos found in performing the extraction and have inserted some of these into this document to illustrate what might be available if someone would like to work with me.

For 132nd ASHC veterans I may have doomed the data base to being ignored. Since there are over 30 pages of articles on 132nd ASHC why would anyone bother to look further. The answer is that the articles are only a small sample of the information available for 132nd ASHC. There is much more information available regarding the unit than would be found in the looking only for Information Office articles. In fact there is so much that it is really difficult to extract and summarize the information. Many of these reports are 200-500 pages each and contain significant details about the unit. Reports such as the Division TOC and the Division ORLL reports would be of great interest if you are looking for information regarding action involving the 132nd ASHC.

Note: References to photos may indicate that we have an image taken from microfilm or xerox copy. These may be found in PDF files in the historical data base or you may request copies of the images the ADVA historian.

16th CAG Metal Angels Of Hope & Mercy

By SP4 CRAIG COUTURE

16th Ct. Avn Grp.

Nineteen Hueys cast dark silhouettes against the lava-red South China Sea. The early morning sky was blazed scarlet and clouds formed delicate designs that a carefree mind could mold into anything it fancied. But to a number of men of Americal's 16th Combat Aviation Group (CAG) the significance of their mission left little time for such pleasant diversions.

On this particular morning, 500 infantrymen had to be lifted into an area where the Viet Cong were suspected of hiding. The operation was a fairly large one; there would be two assaults. The first involved carrying over 200 men of the 1st Bn., 6th Inf., 198th Inf. Bde. into a valley 15 miles west of Chu Lai. The second was an assault involving more than 300 men from the 1st Bn., 6th Regt., 2nd ARVN Div. into the same general area.

Gunships approached the LZ first, firing their rockets and miniguns at any suspicious areas. The command and control ship dropped down and marked the LZ with smoke grenades. The smoke ship, affectionately called "Smokey" followed and circled the area with a protective ring of heavy smoke to conceal the approaching troop-carrying "slicks."

Despite small arms fire that kept bursting from the bushes of the surrounding hillsides, both assaults flown by the 176th Avn. Co. were successful in bringing Americal and ARVN soldiers to the enemy's doorstep.

Providing such air mobility and direct air support for the Americal and 2nd ARVN Div. is only one of many services the 16th CAG renders to allied forces in the I Corps Tactical Zone.

The 16th Group was first activated and organized on Dec. 20, 1967 and became operational on Jan. 23, 1968, at the Marine Marble Mountain Air Facility, DaNang. This was just one week before the 1968 Tet Offensive exploded throughout Vietnam. The 16th Group, as their motto implies, was truly "Born in Battle."

Originally part of the 1st Avn. Bde., the 16th CAG was attached to the Americal Div. on Dec. 1, 1968. Within a week, the Group relocated from Marble Mountain to its present location at Chu Lai. The unit has the distinction of being the only aviation group in the U.S. Army assigned to an infantry division.

Intent upon carrying out its mission, the 16th CAG, commanded by COL D. Townsend (Danbury, Neb.), is composed of a Hqs. and Hqs. Co., the 335th Trans. Co., and two battalions: the 14th CAB with units at Duc Pho and Chu Lai, and the 123rd CAB with units in the Chu Lai area.

The 14th Cbt. Avn. Bn. moved to Chu Lai from the Phu Bai Valley in 1967 to support Task Force Oregon. The battalion, commanded by LTC Jerry L. Teague (Alexandria, Va.), is comprised of the 174th and 176th Aslt. Hel. Companies (AHC) and the 132nd and 178th Aslt. Spt. Hel. Companies (ASHC).

The 71st Avn. Co. known as the "Rattlers" arrived in Vietnam in 1964. Three years later, the company moved to Chu Lai with the 196th Inf. Bde. as part of Task Force Oregon and have consistently supported that unit in the Americal's northern area of operations. In recent months, the "Rattlers" have supported the 196th Bde. in numerous operations in the Que Son, Hiep Duc, Phouc Chau, and Phouc Cha Valleys.

Commanded by MAJ William M. Price (Fayetteville, N.C.), the 71st set an envious record of 25 consecutive months of flying and over 50,000 combat hours without an accident in 1968.

Another unit with an envious safety record is the 174th AHC, located at Duc Pho. The company has the best accident free record in the Americal Div. with not a single accident in the current fiscal year. The pilots have a combined total of 10,500 accident free flying hours. In that time, the company has carried 75,000 passengers and 2,500 tons of cargo. To the soldier in the field that means a hot meal everyday and a quick trop to the rear when stand-down comes. While compiling its record the 174th has flown nearly 50,000 sorties, including night combat assaults, "dust-off" missions, and emergency ammo resupply.

Under the leadership of MAJ Virgil E. Blevins (Beeville, Tex.), the 174th has three flight platoons and boasts a motto of "Nothing Impossible" in carrying out its mission to support the 11th Inf. Bde. The troop-carrying aircraft are called "Dolphins" and the gunships called "Sharks."

To the infantrymen, the sight of the "Shark" gunships working out on the enemy while the "Dolphins" bring in the much needed ammunition is a vision long remembered. As one infantry officer said, "The Sharks give a morale boost to us and scare the devil out of the enemy. After the Sharks shoot up an area, you can count on it being quiet the rest of the night.

Another constant source of support for troops on the ground are the "Minutemen" of the 176th AHC commanded by MAJ O.R. Hite (Staunton, Va.). Since 1967, the 176th has been supporting the 198th Inf. Bde.

During August 1969, aviators of

Graphics - Two drawings of helicopters with the Americal Division patch nose art on each of the helicopters. The drawings are credited to "Anthony". (Note-the nose art identifies the helicopters as 3rd flight platoon helicopters from A/123rd Cbt Avn Bn.).

the 176th averaged 94 flying hours and was awarded the Americal Accident Prevention Award for the month.

To provide tactical air movement of combat, combat support, and combat service support units in the Americal area of operations is the mission of the 132nd ASHC. The company, commanded by MAJ William Jones (Glendall, Calif.), started operations with its Boeing-Vertol CH-47B Chinooks in May 1968. Since then the "Hercules" Chinooks of the 132nd fly an average of 1,000 hours a month lifting over 10,000 passengers and over 5,000 tons of supplies. Their motto of "Versatility, Reliability, and Endurance" describes the support the 132nd gives daily to the Americal.

Invaluable support is also given to the combat soldier by the 178th ASHC commanded by MAJ Robert W. Parker (Secane, Pa.). The "Boxcars" arrived in Vietnam in April 1966 and moved to Chu Lai as part of Task Force Oregon.

The 178th have to their credit the distinction of being the first unit to move a complete 155mm howitzer battery in one lift. Once the troops are safely in a combat area, it is up to the "Hercules" Chinooks to keep them supplied and combat ready.

123rd Cbt. Avn. Bn., like its sister battalion, provides air mobility and direct air support to elements of the Americal Div. The battalion, led by LTC Richard K. Dietsch (Manchester, N.H.), prides itself on the professionalism and consciousness in supporting the division. The battalion is comprised of A and B Companies; Hqs. and Hqs. Co. E Co., 723rd Maint. Bn; F Trp. 8th Cav; and D Trp., 1st Sqdn., 1st Cav.

Providing the Americal with general aviation support is the primary mission of A Co., 123rd CAB. While B Co. essentially has the role of an air cavalry troop. Man of B Co.'s missions are visual reconnaissance operations in which a team of four aircraft, one Light Observation Helicopter (LOH), two Cobra gunships, and one Huey "slick" with five infantrymen aboard search an assigned area for signs of enemy activity. During the past year, B Co. accounted for 429 enemy kills.

Known as the "Blue Ghost," F Trp. 8th Cav. arrived in Vietnam in October, 1967. Commanded by MAJ Charles E. Ivey (Urbana, Ill.), F Trp. has the primary mission of gathering intelligence. The unit accomplishes this by means of aerial and ground reconnaissance making maximum use of its firepower, communications, and mobility.

An organic infantry platoon, nicknamed the "Blues," is used for insertions to perform detailed searches of an area. Normally with the insertion of the "Blues" the aerial recon teams consisting of two Cobras and a LOH, screen in the immediate vicinity and provide armed escort for the platoon.

A newcomer to the 16th Group is D Trp., 1st Sqdn., 1st Cav., who arrived in Vietnam on May 1, 1969. D Trp., called the "Sabres," extends the reconnaissance and security capabilities of ground units by aerial means. To find the enemy, fix his position, and then annihilate him is the mission of the "Sabres."

Providing the Americal with aircraft direct support maintenance is E Co., 723rd Maint. Bn. The job of this unit like that of the 335th Trans. Co. is to support and help maintain the aviation units assigned to the Americal.

The officers and men of the 16th CAG pride themselves on the ability to do their jobs well regardless of any difficulties. With courage and determination and the professional competence of its subordinate units, the 16th CAG supports the Americal in I Corps.

Graphic black ink drawing of a helicopter being pre-flight inspected.

(Nose art identifies it as a 3rd Flt. Plt A/123rd Avn Bn helicopter.)

Color photo of a Chinook helicopter being marshalled in by a bare back soldier with a red smoke grenade popped by near his feet. (The helicopter can be identified as a 178th ASHC by the distinctive Dice markings on the front of the helicopter.) Photo credit - Crawford

The power and bigness is almost shocking as the huge birds hover over their cargo loads with the grace of gigantic eagles.

They are Chinook helicopters-- "big lifts" for field soldiers, supporting forward areas with combat efficiency.

"We give direct combat support to the 11th, 196th, and 198th Inf. Bdes.," said SP4 James Shembarger (St. Joseph, Mich.), a flight engineer with the 178th Aslt. Spt. Hel. Co. (ASHC). "Cargoes consist mainly of water, ammo, fuel, and C-rations. But sometimes we even carry ice, cream, and hot chow."

The normal "hook" crew is made up of an aircraft commander, pilot, flight engineer, crew chief, and gunners.

Assisted by the pilot, the aircraft commander has overall responsibility for operation of the helicopter. The flight engineer, aided by the crew chief, oversees maintenance, servicing, inspection, and security.

"Considerable time is required to maintain the Chinook," said SP5 John G. Lecates (Delmar, Del.) a 178th flight engineer. "An intermediate inspection is performed at 25-hour intervals and a periodic inspection every 100 hours. These inspections pro-rated amount to about 22 hours of maintenance for each hour of flying time."

During flight, the crew chief mans one 7.62mm machinegun, and an assigned gunner mans another. Machineguns are mounted in the forward cabin section, one at the cabin door and another at the cabin escape hatch.

"Whenever a combat assault is called, everyone wants to get into the action," said SP4 Timothy D. Brumley (Dallas), a 178th gunner.

"The gunners wait for just such action, and really apply themselves when it comes. 'Charlie knows and feels it too.'"

Under emergency conditions the Chinook can transport up to 40 Americal troops, at 240 pounds per man, with a reduced fuel load and radius of action of 25 nautical miles.

When the huge "hook" conducts extraction operations, security of the landing area becomes vitally important.

Loads must be planned and coordinated to avoid shutting down aircraft in the pickup zone. Unproductive ground time at the pickup site reduces the number of sorties between refueling and increases exposure to possible enemy fire.

"We can't waste time while putting troops in an area because every minute is essential to a successful operation," said SP4 Stephen Siganowick (Denver), a 132nd ASHC crew chief. "Recently we had to discharge some ARVN troops on a tiny mountain peak, and we couldn't even land--just hover over the area while they jumped out."

Because of unmarked obstructions and greater possibility of losing visual reference, night operations in unprepared landing areas can be extremely hazardous for Chinooks.

In an emergency, though, a makeshift LZ must be prepared. "Sometimes vehicle lights, five-gallon oil drums filled with gasoline-oil mixture used as flare pots, or flashlights illuminate the landing area," said SP6 Ken Anderson (Boulder, Colo.), a 132nd flight engineer. The "hook" is a sensitive, expensive machine. "Flying debris will damage rotary blades and down the aircraft," Anderson added. "And a Chinook costs 1.4 million dollars to build."

But the big bird is worth the care and cost. Capable of transporting 13,000 pounds, the 4,000-pound craft can be loaded internally or sling loaded externally, and holds 620 gallons of fuel.

As any field troop on a desolate LZ will attest, with its giant payload capacity and versatility the "hook" is worth its weight in gold.

Page 12 Photo - Chinook carrying an underslung 105 howitzer with additional items under the howitzer. Photo Caption - "With the barrel of a 105mm howitzer in the foreground, a Chinook muscles another 105 into place on a new firebase west of Quang Ngai City for D Btry., 6th Bn., 11th Arty. (The Chinook is from the 132nd ASHC, as identified by the words "Hercules" and the rotor emblem. The tail number (6)718451 is clearly visible.) Photo credit - Dotson

The Army Reporter

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11Nov68-**Bellyache for Charley**

Rice crop secured in valley

CHU LAI (AMERICAL) -

A joint operation involving Americal Division troops and Vietnamese civilians from the Que Son District of Quang Nam Province is striking a low blow to the Vie Cong in the area.

The objective is Charley's stomach.

CH-47 "Chinook" helicopters from the 178th and 132nd Assault Support Helicopter Companies, 14th Aviation Bn., have begun shuttling refugees from Que Son District Headquarters to the unsecure regions of the rice-rich Que Son Valley.

There, nearly 1,000 Vietnamese labor daily, cutting the rice and stacking it into bundles which are then airlifted in sling nets by the big ships back to the secure vicinity of district headquarters.

After touching down in the paddies, the workers are protected from the threat of enemy aggression by infantrymen from the 196th Brigade's 2nd Bn., 1st Inf., which provides security on the outer perimeter of the harvest area.

After the rice has been transported back to the district headquarters, it is flown to a processing plant in Hoi An, where the rice is polished before being transported back to Que Son.

As much as 155 tons of rice have been harvested in a week's time.

An unexpected dividend has cropped up since the operation began. An officer explained:

"After the first few days we noticed there were more people being transported out of the rice fields than had been flown in. Charley must have decided his stomach's cause was far more important than that of the Communists."

14Sep70- **Joint Chiefs of Staff to play musical dates in field** Page 9

CHU LAI - Did you know that the Americal Division has four Joint Chiefs of Staff? And they are all enlisted at that.

Actually the Joint Chiefs of Staff are the Americal's own band operating for the entertainment of troops all over the area of operation at their fire bases.

The group consists of Sgt. Wayne E. Hart, who plays organ; Spec. 4 James V. Satokoski, a medic from the 14th Cav on drums; Spec. 4 David C. Nealis, a bass player formerly of the 23rd MP Co.; and Pfc. Donald E. Russell, previously assigned to the 132nd Assault Helicopter Co. (132nd ASHC) on lead guitar.

In charge of the band is Lt. Chuck Leary, a former tour manager of the Bee Gees and co-owner of Northern Artists Limited, a recording company in New York City.

Headquarters for the musicmakers is the Americal amphitheater and Birthday Sound Studios. Birthday Sound Studios consists of two acoustically tiled rooms complete with a separate sound and recording room. "We worked for four days and nights to get it done, but it was worth it," they commented. The name came from the completion of the studio on the bass player's birthday.

The band was formed on May 8. Nealis was the first member. After a couple days' wait, the rest of the group showed up and began to mesh, through Leary's direction, their different styles.

It involved long 18-hour practice sessions in order to be ready for the deadline set to see if the group would stay in existence. They met it with flying colors despite having to work around Russell's country and western background, Hart's acid music experience, Nealis' experience with the Mauds and Buckingham's of Chicago and Satokoski's work with his hometown group. It was a real challenge.

A recording of "Proud Mary" was given to Lt. Col. James M. Eubanks, the

Americal adjutant general, in appreciation for all the help given in getting the band together and equipped. It was the group's first recording.

An average day starts about 6 in the morning. Everyone gets up and assembles at the studio and begins packing the equipment from the night of practice onto a blue pickup. They crowd on and proceed to the 23rd S&T pad near the main gate and meet with the FAST team which is there with their 201 files of the host unit and the mobile PX conex.

When a Chinook finally comes, the equipment is transferred to the waiting bird. On the journey to LZ Center, for example, some members of the band were bumped from the first flight and were forced to wait for another chopper that was not long in coming.

At LZ Center the equipment was waiting on the pad for the rest of the group to arrive. Only two had unloaded it from the first chopper. When the rocks and dust had settled from the last Chinook, the large cumbersome boxes were packed into two jeeps with trailer,s along with the FAST team.

The equipment was then moved down the rutted road to a chapel. Here it was unloaded to the outside of the chapel until someone scrounged a key. When that finally came, the door was opened and again the heavy boxes were moved.

As soon as everyone and everything was inside, the group was informed that they must move to another part of the LZ so that a promotion board could be held in the chapel. The move was to be to the "Gimlet Inn" where the board was previously scheduled. Two moves were performed, the outside and to the jeep.

Tables and chairs were moved at the "Gimlet Inn" so the equipment could be placed and more people could be squeezed in. Another blow was dropped. The mess sergeant made clear the group had to be out before noon so the individuals who eat there would be served on time. This meant the program was to be cut short by 20 minutes.

"It really makes us sad when we can't give the guys a show, but even half a program is better than none. So we give half a show," Dave Nealis pointed out.

25Oct71- Photo Caption Page 12

NOT WASTING ANY TIME are these crews of Battery C, 6th Bn., 11th Arty., 23rd Infantry Division, as they begin to fire immediately after being set up. (Photo shows a Chinook from the 132nd ASHC slinging in a 105mm howitzer.).

13Jul70- Photo Caption Page 5

HALF A DOZEN 'HOOKS' sit on the wet early morning flight line at the Americal Division's Chu Lai base camp. The division's CH47 Chinooks were being readied for their daily duties-making resupply runs to forward fire support bases. (Note: Hercules helicopters from the 132nd ASHC.)

"PATCHES" GETS REVENGE

(132nd ASHC-IO) CHU LAI, RVN-

Since the mighty "Guns-A-Go-Go," the heavily armed CH-47 left the fighting in Vietnam, CH-47 Chinooks rarely produces enemy KIA's.

Under fire, Chinook pilots must act with consideration for many troops in their compartment, or for the vital and unwieldy cargo slung beneath their aircraft. In such a situation, discretion is indeed the better part of valor, and the Chinook aviators must "beat the scene," often before the source of fire is identified and the fire is returned.

These tactics save many lives and much equipment, but create just a little frustration for the CH-47 crews who must passively sustain combat damage to their aircraft.

One "Hercules" crew of the 132nd Assault Support Helicopter Company has been endowed with quite a bit of such frustration, and after sustaining 32 hits in less than six months of combat duty the crew appropriately renamed their ship "Patches."

Last week however, "Patches" got some revenge when monsoon weather forced pilots CW2 Jeffrey Van Rope, Columbus, Ga., and CW2 William Cates of Houston, Tex., to fly the ship briefly at 700 feet above the ground.

Predictably, "Patches" came under fire, but this time the pilots and flight engineer, SP6 Herbert C. Kukuk of Toledo, Ohio, saw the VC soldier firing from a rice paddy. With the aircraft commander's instant permission, SP6 Kukuk quickly bagged one enemy KIA with the M-60 mounted in the door of the aircraft.

So ended a story that was most welcome to all the "Hercules" crews of the 132nd ASHC, and particularly to the crew of "Patches."

ROYAL BULLDOZER HAULER

(14th CAB-IO) CHU LAI, RVN

During Oct. 2-4, a "Hercules" CH47B helicopter and crew from the 132 Assault Support Helicopter Company, 14th Combat Aviation Battalion, stationed in Chu Lai, delivered a bulldozer to a remote village in Thailand.

After a long and tedious journey, the bulldozer was delivered and the crew was personally thanked by King Bhumipol Adulaya-Dej of Thailand.

In a letter to the Commanding General, 1st Aviation Brigade, General Creighton W. Abrams, Commander, United States Military Assistance Command Vietnam, commended the "Hercules" crew CW3 Billy Stafford, Columbus, Ga., CW4 Robert Merkle, Columbus, Ga., SSG Kenneth Kinjin, Sanger, Calif., SP5 Michael Bourgue, Berwick, Me., SP5 James Deming Birmingham, Ala., and SP4 Thomas Grillo, Fairlawn, N.J., on behalf of the American Ambassador of Thailand, Leonard Unger, for their "support and contribution to practical diplomacy."

BEST ACTION OF 1968
132nd ASHC HELPS WITH
INTERNATIONAL RELATIONS

CHU LAI, RVN, 132nd ASHC-IO

In May of 1968, a new unit, the 132nd Assault Support Helicopter Company arrived in Chu Lai. Lending welcome support to the ground commander in the central I Corps Tactical Zone area, the "Hercules" Chinooks soon earned their praise. The unit's impressive performance showed it to be well-suited for an assignment which would be the highlight of 1968.

Moving a bulldozer is not an unusual task for a "Chinook" heavy duty helicopter, but in this instance the bulldozer was located in Surat Thani, Thailand and the person requesting the move was the King of Thailand.

The mission could not be planned from only a logistical approach; there was more involved. An opportunity to further diplomatic relations between Thailand the United States, the aircraft crew members were chosen for their professionalism, they would represent the Army and their country.

Selected as the crew were CW3 Billy Stafford, aircraft commander, Columbus, Ga., CW4 Robert Merkle, pilot, Columbus, Ga., SP5 Mike Deming, flight engineer, Birmingham, Ala., SP5 Mike Borque, Beiweck, Me., and SP4 Tom Grillo, Fairlawn, N.J.

On Sept. 30, the crew left Chu Lai enroute to Ubon, Thailand. After reaching the Laotian border, the "Hercules" CH-47B was picked up on radar and escorted across Laos by fighter jets to assure safe passage.

The "Hercules" crew arrived at Bangkok where they were met by United States officials. In a briefing headed by Brigadier General Baer, Military Assistance Command, Thailand Chief of Staff Colonel Gardner pointed out the importance and the political implications of the success of the mission. Protocol in the presence of the King and Queen of Thailand was discussed.

On Oct. 3rd the aircraft flew to Surat Thani. The bulldozer, a gift to the village of Phra Soang from the King and Queen, was hauled some fifty nautical miles, and on completion of the lift, the crew was greeted by the village and received the personal gratitude of the King and Queen. Each member of the crew was given a gift by the King as token of his appreciation.

It was a job well done and a memorable event in the history of a young hard working 132nd Assault Support Helicopter Company.

178th Change of Command

(CHU LAI-178th ASHC-IO)

Ceremonies at Chu Lai, Vietnam marked the departure of Major Morris M. Jessup, Okanogan, Wash., as Commanding Officer of the 178th Assault Support Helicopter Company.

"Pride," said Major Jessup, "is the hinge on which a unit must stand or fall, and I'm proud to say I served with the 178th ASHC."

Major Jessup assumed duties as commanding officer on June 28, 1968. Perhaps his tour of duty can best be described by the motto inscribed above his office door---"The only difference between superior and outstanding is meticulous attention to detail." This was not only a motto, but the ground rule by which the former CO commanded.

He will now face new challenges as assistant operations officer for the 16th Combat Aviation Group.

The 16th CAG Commander, Colonel William C. Tyrrell attended the ceremony and praised the "Boxcars" enviable record.

He said, "Continue to give the Americal Division the fine support you've provided them in the past."

The command was then turned over to Major Rodney A. Pimental, form Plymouth, Mass.

Major Pimental is not a new-comer to the "Boxcars", he commanded the 400th Transportation Detachment which provides maintenance and avionic support for the 178th. The Major arrived in Vietnam on May 9, 1968, and served with the 132nd Assault Support Helicopter Company as service platoon commander, and company maintenance officer.

Cartoon...Large football player is holding a smaller player in the air by the face mask. He is distracted by an officer who apparently has complained to him about his treatment of the smaller player. The larger ignores the smaller player and looks at the officer and says, "WHAT DO YOU MEAN UNNECESSARY ROUGHNESS?"

Photo Captions-

- 1 - (Chinook from the, "Boxcars", 178th ASHC carrying a water trailer to an LZ) **Photo credit - SP5 John Stanton, 3d Bn., 16th Arty.**
- 2 - **After a 'hook's' rotor is repaired it carries cargo to the field.**
(Photos 1-2 must share the caption.) Three men are working on a "Boxcars", 178th ASHC Chinook" back at their base at Chu Lai.
- 3 - (Three Slicks coming in to land over a treeline. A gunship is following them much higher up.) **Photo Credit - SP4 Patrick F. Doyle, 14th Avn. Bn.**
- 4 - (A SP4 in flight helmet looks anxiously out of a helicopter with his M-16 at the ready.)
- 5 - (Photo of a "Rattler" 71st AHC helicopter being marshalled into a landing in an open area.) **Photo Credit - SP5 David L. Tyler, 523rd Sig. Bn.**
Caption- From a flight engineer's aerial observation to resupply to LRP extraction, the 'fighting 14th' runs the gamut in supporting ground troops. (Photos 4 & 5 & 6 share the caption).
- 6 - (Photo of a LRP being extracted on a McGuire rig? Perspective is looking up. from the ground)
- 7 - **Caption - 'Slicks' constantly undergo checks and rechecks before taking off for combat support missions. Photo credit - SP4 Patrick F. Doyle, 14th Avn. Bn.** (Appears that a P.E. maintenance team is working on the main rotor head of a 'slick'. The helicopter's tail is part way in a tent hanger.)
- 8 - (A flight of three slicks) Photo credit: SP5 David L. Tyler, 523rd Sig. Bn.
- 9 - A flight of twelve slicks with one gunship flying in formation. The angle is looking back at the flight that is following from a little bit higher altitude.

(Continued)

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The Fighting 14th

Busy 'Birds'

By SP4 PATRICK F. DOYLE

14th Avn. Bn.

Throughout the skies above the I Corps Tactical Zone aircraft of the 14th Cbt. Avn. Bn. are giving direct and general combat support to the Americal Div. and other select units.

Under the command of both the 1st Avn. Bde. at Long Binh and the 16th Cbt. Avn. Grp. at Da nang, the "Fighting 14th" is composed of three assault helicopter companies: the 71st, 174th and 176th; and two assault support helicopter companies: the 132nd and 178th.

The "Arab Battalion" came to Vietnam in 1964 to provide primarily fixed wing aviation support, but evolved into a strictly helicopter battalion while engaged in activities near Qui Nhon in 1966.

In April, 1967, the unit was sent to southern I Corps to support the newly formed Task Force Oregon. It immediately occupied unprepared tactical sites in the Chu Lai area and sent its craft skyward in aerial support.

In carrying out their mission the men of the 14th, under the command of LTC Charles A. Klopp, have established an outstanding record for fast, reliable response to any situation that calls them to action.

The majority of the 14th's support activities consist of resupply missions which carry food, water, ammunition and various types of equipment to the men in the field. These are the "birds" that bring out beer, soda, ice cream, and the mail from home. They also give that ride to Chu Lai everyone dreams about for the long awaited trip back to the world.

Direct combat support can be considered an everyday mission at the 14th--but seldom routine. Each combat assault, emergency resupply under fire, or medical evacuation presents a dangerous challenge. In addition to the constant threat of enemy ground fire and anti-aircraft positions, the pilots must be prepared to overcome the hazards of terrain here in the southern I Corps.

The 71st Assault Helicopter Co., under the command of MAJ Dehne W. McGinnis, has established the highest safety record of any helicopter company in Vietnam. In addition to their outstanding safety record the "Firebird" gunships and "Rattler" slicks of the 71st have accounted for the capture of numerous enemy weapons and supplies being transported by sampans on the waterways which lace the area of operations.

The 174th Assault Helicopter Co., commanded by MAJ Richard A. Brown, bears the responsibility of supporting the 11th Inf. Bde. in the Duc Pho area. The "Jungle Warriors" rely on the 174th for safe and timely insertions and extractions and for the potent firepower of the "Shark" gunships when they need instantaneous close combat support.

The 238 enemy body count recorded by the "Sharks" on Jan. 30, 1968, is proof of their savage capability. The number of extractions, medivacs and resupply missions accomplished by the men of the 174th under intense enemy fire gives life to their unit's motto, "Nothing Impossible."

MAJ Richard G. Adamski, commanding officer of the 176th Assault Helicopter Co., pilots one of the finest aviation units in Vietnam. The "Musket" gunships and "Minutemen" slicks are known throughout the I Corps for their outstanding combat support.

(Continued)

10Nov68-Southern Cross Vol. 1 No. 11 Centerfold Page 4-5 (Continued)

The Fighting 14th

Busy 'Birds'

The recent conflict near Quang Ngai and the action in the Hue-Phu Bai area were marked by countless examples of the courage and professionalism of the pilots and crew members of the 176th and their "Can Do" attitude.

The 132nd Assault Spt. Helicopter Co. arrived in Vietnam in May, 1968, becoming the battalion's newest unit. Under the command of MAJ Carl O. Johnson, the men of the "Hercules" unit have been quick to adapt to the demands of the tactical situation. In this short period of time they have established a record of excellent service with the units they support.

The 178th Assault Spt. Helicopter Co., commanded by MAJ Morris M. Jessup has the distinction of being the first fully operational CH-47B "Chinook" helicopter unit in Vietnam. Since their arrival in Chu Lai in April, 1967, the men of the 178th have earned both the Presidential and the Meritorious Unit Citations in recognition of their achievements.

Photo Caption: Up, Up, And Away

A lot of water comes from the sky in Vietnam, but in this case it's not in the form of rain. Slung beneath this "Hercules" Chinook Helicopter from the 132nd Air Spt. Helicopter Co. are a 400-gallon water trailer and three 500-gallon water blivots. (Photo by Steve Tipton, 11th Inf. Bde.)

(Note: the ADVA historian received a 5"x7" print of this photo that identifies the location. The location of the photo was LZ Cork.)



CHINOOK CREWS OFFER DETENTE TO RUFFLED COMRADES ON LZ

(**CHU LAI** -- Men hide in bunkers, shelter halves flap violently, empty sandbags fly up in a swirl of blowing sand, and the harried ground commander mutters a string of epithets at man and machine.

The cause of his displeasure is the CH-47 Chinook and its crew which have unleashed a man-made tornado as the aircraft resupplies the fire support base. The ground commander looks with dismay at his artillery, now covered with sand. Once again the ground crews must perform the tedious task of restoring order to the L Z.

Air CO Irked Too

Overhead, the aircraft commander expresses his dissatisfaction with the ground unit's performance. The loose sandbags and other debris have come close to hitting the rotor blades as they are tossed skyward.

Elsewhere, an unwary ground guide is motioning to an aircraft crew, indicating where he wants the inbound bulldozer set or the load of ammunition placed.

Difficult Target

He then watches in disbelief as the Chinook continues forward and downward, past the designated spot, seemingly flying into the ground.

In some instances, the point of touchdown is uncomfortably close to where the ground guide stands.

No, the aircraft crew is not trying to main him. The sling load is of such weight that a normal approach to the LZ, terminating at a hover over the point of intended touchdown, is not possible.

Caution: New Pilot

This is not to say that the aircraft crews are not blameless.

The novice pilot does not realize how sharp the sting of blowing sand is to the hook-up man perched previously on top of a sling load.

The first time a "Hook" pilot experiences the misfortune of being in the open in a dusty LZ when a Chinook makes an approach, he will come to appreciate the hardships of the ground guide, and plan his approaches more carefully.

See For Yourself

The crews of the 132nd Aslt. Spt. Hel. Co., "Hercules," welcome the opportunity to further the understanding between ground and aviation units.

Many aircraft carry spare flight helmets, and unit commanders are invited to sit in the troop commander's seat where they can gain a better understanding of the problems faced by aircraft crews.

Chances are the experience will prove helpful, both to the ground commander and to the 132nd Aslt. Spt. Hel. Co.

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Combat In Review

Pathfinders Insure

LZ Boxer's Move

CHU LAI -- The pathfinders attached to the 132nd Aslt. Spt. Hel. Co. assisted in the movement of a battery of 3-18 Arty. to and from LZ Boxer.

After being inserted with the first "Chinook" lift onto Boxer, PFC John Mott (Philadelphia, Pa.) and PFC Rick Williamson (Atlanta, GA.) took over the air movement control.

During the movement of the battery it was necessary for the pathfinder's to provide navigational assistance to the LZ and arty. advisors for the Hercules and Boxcar CH-47s carrying the battery's equipment.

The last aircraft completing the movement arrived in the area after dark and was forced to descend through a broken overcast to find LZ Boxer. The pathfinders assisted by having mortar illumination rounds fired to mark the LZ and then setting up ground lighting to assist in placement of the load and pickup of returning personnel.

The extraction was also completed with the aid of pathfinders, who were this time charged with load preparation and inspection of loads rigged by the battery personnel. They also provided the communications to tell the pilots the destination of each load.

As the extractions progressed anti-aircraft fire was encountered, and PFCs Mott and Williamson had to provide directional guidance to assure the safe arrival and departure of the aircraft.

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Combat In Review

Safety Record

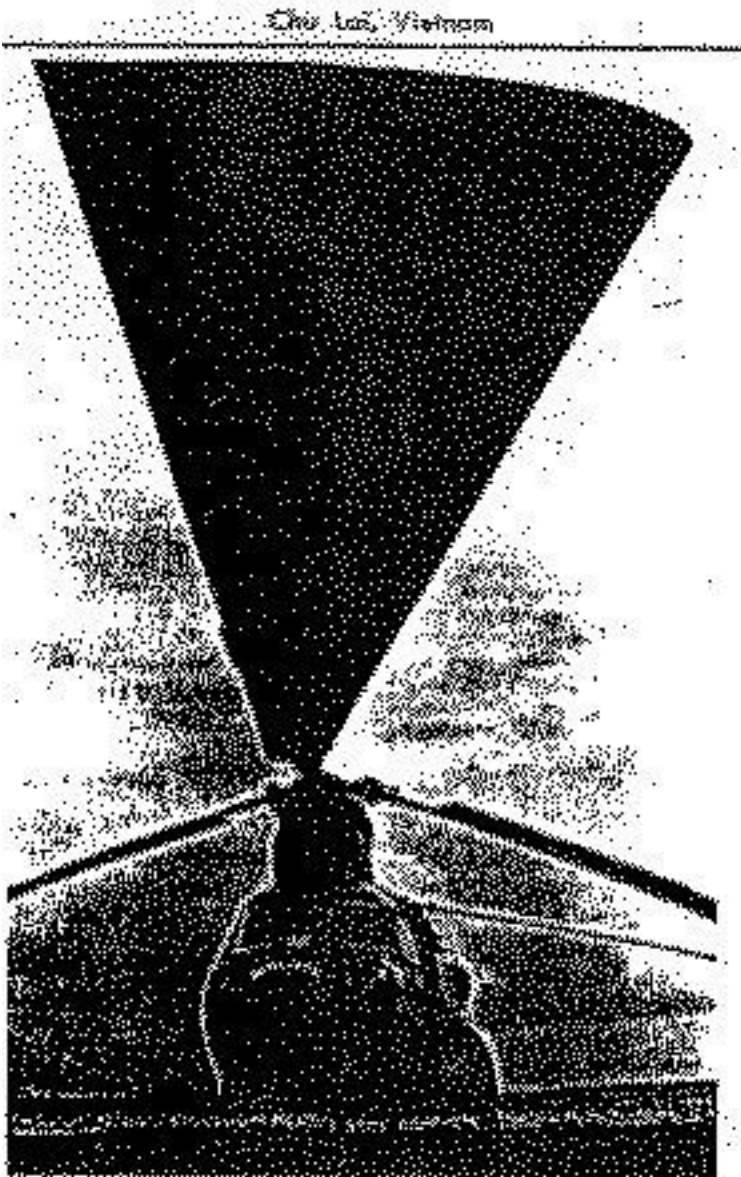
CHU LAI -- The 132d Assault Support Helicopter Company recently flew its 16,500th Hour of accident free combat flying time, in support of the Americal Division. This constitutes 18 months of operation in Vietnam.

The 132d has received USARV 5,000 Hour Award and has space available for the 10,000 and 15,000 Hour Awards when they arrive. The 132d was also awarded the 14th Combat Aviation Battalion Safety Award for the month of October.

The Unit Safety Officer, CW3 Robert V. Dobbs (Dothan [Dothan], Ala.), is justifiably proud of the unit's outstanding performance in comparison with USARV's overall statistics and large effort shown by Hercules personnel to keep their ships flying safely. (132d IO)

Photo Caption: **The Blade**

This distorted view of a CH-47 (Hercules 132nd ASHC) 'Chinook' was taken with a 20mm extremely wide angle lens. The photographer's object was not only the unusual view but an expression of the strength and power of the hook's engine and rotors, the apparent frailty of the blades. The hook can lift anything, but what lifts up the hook. (Photo by PFC Laszlo Kondor, Americal IO) (This photo came from a xerox copy obtained from Carlisle Barracks.)



The Blade

This distorted view of a CH-47 'Chinook' was taken with a 20mm extremely wide angle lens. The photographer's object was not only the unusual view but an expression of the strength and power of the hook's engine and rotors, the apparent frailty of the blades. The hook can lift anything, but what lifts up the hook.

(Photo by PFC Laszlo Kondor, Americal IO)

Tower Eases Air Jam

By SP4 Mark Geiser

FSB 4-11 - "Hercules 137 this is 4-11 control tower with air hazards, over."

"This is Hercules 137, send them."

"4-11 control, roger that, firing out of ..." the ground voice listed grids, azimuths, and maximum ordinances for artillery missions begin fired; hen then advised the pilot, "you are clear for landing at the present time."

This is one of the sounds of operations at the new aircraft control tower on this 11th Brigade firebase. The eight foot square structure, perched 15 feet above the highest point of the firebase, was constructed to accommodate air traffic in and around the area, generally heavy due to the proximity of busy Quang Ngai City airport.

The idea began in September of last year when two men from the 3rd Battalion, 1st Infantry were chosen for an on-the-job training course dealing with aircraft control.

SGT Michael Burr (Boulder, Colo.) and SP4 James Lewis (Pinehurst, N.C.) attended the month-long school.

The course was given under the supervision of the tower operators who control all the air traffic coming into 11th Brigade Headquarters at FSB Bronco. The course included instruction on landing patterns, weather readings, artillery fire plotting and emergency landing procedures.

After completing the course, the newly-trained tower operators began laying the ground-work for a new tower facility. The tower was positioned for a view of all three helipads, all mortar and artillery firing positions and all aircraft approach and departure routes.

The structure which is complete with meteorological equipment keeps close coordination with the tactical operations center, artillery , and resupply areas to keep the incoming aircraft informed of all air hazards. Guidance is also given to aircraft passing through the area.

The facility became operational in December and has been guiding about 35 aircraft per day.

According to Burr, "Judging from the favorable comments we receive from the pilots, the facility is very successful. After all, they're the ones who should know." (11th IO)

Hercules and Boxcars support man on the ground

Text by PFC Larry Campbell

Photos by 16th CAG IO

CHU LAI (16th CAG IO) - Everything from mail to bullets is transportable by the men and aircraft of the 14th Combat Aviation Battalion's two support helicopter companies. "Hercules" under the command of Major William Jones and "Boxcars" under the command of Brian Foote fly the re-supply missions to the remote landing zones and fire support bases throughout the Division's area of operation.

Hercules, also known as the 132nd Assault Support Helicopter Company, and its companion the 178th Assault Support Helicopter Company fly an average of 900 hours each month in support of units.

The work horse of these men is the Boeing-Vertol CH-47 helicopter. The Chinooks carry over 22,000 passengers and 11,000 tons of supplies every month. The reliability of the Chinooks and the pride the men take in their work is reflected in the thousands of accident free hours flown.

The enemy has named the big choppers "Buffalo" reflecting the enormous payloads of the Chinook. Another aspect of the Chinook's abilities, is the variety of cargo it can carry. They are capable of carrying artillery pieces, fuel and ammunition slung in cargo nets under the choppers belly. Troops are ferried in the choppers too.

All in all the Chinook's silhouette is a welcome sight to anyone stationed at a LZ of FSB.

Photo Captions:

- 1) With guidance from his door gunner and a man on the ground, the pilot eases the helicopter down at a fire support base. In addition to their supply carrying duties, the CH-47 also has a troop carrying capability. (Note: Helicopter carries the "Boxcar" emblem)
- 2) The powerful lift capabilities of the Chinook is illustrated in this photo which shows the hook carrying a Huey chopper which had developed mechanical problems (Note: Huey being carried appears to have a red cross on the nose and a charger (196th Inf Bde emblem of a knight on a horse).
- 3) On the flight line in the early morning hours, these helicopters stand ready for their day's duties. The Chinooks carry two M-60 machine guns in the nose as their standard armament. (Note: There are both "**Boxcars**" and "**Hercules**" helicopters in the line-up).
- 4) Swinging high is this load of ammo destined for the eventual delivery to the enemy. Under combat condition[s] such as these in Vietnam, the helicopter is often the only means to deliver supplies. (Note: Boxcar helicopter)
- 5) Swirling clouds of dust rise as this "Hook" descends to the chopper pad. The chopper will pause only long enough to pick up another cargo load.
- 6) All of the Army's helicopters undergo periodic maintenance checks to spot trouble before it happens. These aircraft repairmen are working on the rear rotor and tail assembly of the helicopter.

Photo Caption: A CH-47, "Hercules" is seen against grey skies above LZ Hawk Hill, as it lifts off with supplies for troopers of the 196th Infantry Brigade. (Photo By SP4 Garard Paulin)

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(continued from page 1)

Official standdown slated at Ft. Lewis

which to rocket Chu Lai Combat Base and to keep the enemy from massing troops for attack.

Major units standing down during October included 4th Battalion, 31st Infantry and 1st Battalion, 20th Infantry on Oct. 5, and 3d Battalion, 1st Infantry and the 123d Assault Support Helicopter Company [Note this must be an error. 132nd Assault Support Helicopter Company (Hercules) may have been the correct unit.] Oct 7.

The 11th Brigade and its 1st Battalion, 52d Infantry began standdown on Oct. 10. Two aviation battalions, the 14th Combat Aviation Battalion and 123d Aviation Battalion, went into standdown on Oct. 14.

Between Oct. 15 and 18, the 4th Battalion, 3d Infantry; 174th Assault Helicopter Company and 23d Medical Battalion, minus, commenced standdown.

Headquarters and Headquarters Company of the 198th Infantry Brigade began standdown Oct. 19, followed on Oct. 22 by 23d Administrative Company and on Oct. 23 by the 16th Combat Aviation Group.

Between Oct. 24 and 30, those units of Division Artillery which had not begun standdown were returned to rear areas to begin processing and on Oct 30, Headquarters and Headquarters Battery of Division Artillery closed out its mission as it received standdown instructions.

The 1st Battalion, 6th Infantry--which had been replaced in the mountains west of Chu Lai by the 3d Battalion, 21st infantry maneuver element to commence standdown. When it was ordered to the rear on the last day of October.

Division support units, including the 23d Supply and Transportation Battalion, 26th Engineer Battalion, 723d Maintenance Battalion and Division Support Command began standdown during the first week in November.

Division Headquarters and Headquarters Company was the final unit to conduct standdown activities, and as the colors are escorted to CONUS last this month, only the 196th Infantry Brigade, under the command of Brigadier General Joseph C. McDonough, remains.

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132d Flies Safely

CHU LAI- The 132d ASHC completed its 10,000th accident and incident free combat flying hour when a "Hercules" Chinook landed here April 14.

The 132d arrived here from Ft. Benning, GA., 11 1/2 months ago and has flown more than 30,000 sorties; 60,000 cargo tons; and 110,000 passengers. (Americal IO)

Pacific Stars & Stripes 10Oct71 - Page 6 Saturday

3 Flying Units Start Standdown

S&S Vietnam Bureau

SAIGON - The 389th Tactical Fighter Sq. at Phu Cat AB began standdown Friday, U.S. 7th Air Force spokesmen said.

Two units of the Army's 1st Aviation Brigade also began standdown, Army spokesmen said.

The 389th TFS will be the first F4 phantom fighter-bomber Squadron to leave Southeast Asia under the current U.S. withdrawal program, spokesmen said. There will be 650 space reductions.

The unit designation (389th TFS) will be transferred to Mountain Home AFB, Idaho.

The squadron arrived in Vietnam in March 1966, flying more than 13,000 combat missions since moving to Phu Cat AB in June, 1969.

The two Army units that began standdown Friday were **the 132nd Aviation Co. (CH47 medium helicopters)** and the 176th Aviation Co. (CH47 assault helicopters). The number of space reductions is 555.

The Americal Division History - published in 1970.

Cover has the silhouette of a soldier with a reddish background.

16th cag

The 16th Combat Aviation Group was first activated and organized on December 20, 1967 and became operational on January 1968, at the Marine Marble Mountain Air Facility, DaNang. This was just one week before the 1968 Tet Offensive exploded throughout Vietnam. The 16th Group, as their motto implies, was truly "Born in Battle." Originally part of the 1st Aviation Brigade, the 16th CAG was attached to the Americal Division on December 1, 1968.

Operations during 1969 and up to the present have centered around the support of the Americal's 196th, 198th, and 11th Infantry Brigades and the 2nd ARVN Division with the main obligations being: resupply, combat assaults and gunship support. Currently, the 335th Transportation Company is providing direct support and back up direct support to seven types of divisional and non-divisional army aircraft. With courage and determination and the professional competence of its subordinate units, the 16th Combat Aviation Group supports the Americal in I Corps.

14th avn bn

The 14th Combat Aviation Battalion, only a little over five years old, has a short but diverse history, having served all but two months of its existence in Vietnam.

The unit was constituted September 2, 1964 and activated the following day at Fort Benning, Georgia for ultimate assignment to Vietnam.

The 14th Combat Aviation Battalion moved to its present location in Chu Lai in mid April 1967 to support Task Force Oregon. At that time the 282nd and 196th Aviation Companies were replaced by the 71st Assault Helicopter company and the 178th Assault Support Helicopter Company respectively.

1967 found the 14th Combat Aviation Battalion supporting operations for armies of three nations: the US forces, the Korean 9th (White Horse) Division and the 22nd ARVN Division. With the addition of the 132nd Assault Support Helicopter Company in 1969 the 14th Combat Aviation Battalion now holds the distinction of being the largest aviation battalion operating in Vietnam with close to 1,600 personnel and 129 aircraft.

123rd avn bn

The 123rd Aviation Battalion was activated on December 8, 1967 from a nucleus formed by the old 161st Aviation Company. The 406 Transportation Corps Detachment and the 449th Signal Detachment, which had supported the 161st Aviation Company, were reassigned and attached to the 123rd Aviation Battalion in January 1968. During 1968, the 123rd Aviation Battalion compiled an impressive record. Company A supported the Americal's ground units by hauling 1,482 tons of cargo in over 3,736 sorties and in the process killed over twenty VC/NVA and medevaced over ninety-four persons. Company B learned their tactical lessons well, killing over seven hundred VC/NVA in 27,510 sorties.

On December 15, 1968, the 123rd Aviation Battalion was attached to the 16th Combat Aviation Group. January, 1969, two CH-47 units, the 132nd Assault Support Helicopter Company and the 178th Assault Helicopter, were attached to the battalion. A short period after this reorganization the 406th Transportation Corps Detachment and the 449th Signal Detachment were deactivated.

The 123rd Aviation Battalion has three air Cavalry units. The three units, Company B, F Troop 8th Cavalry and D Troop 1st Squadron, 1st Cavalry, are used to support each of the three infantry brigades in the Americal Division. Assets from the 123rd Aviation Battalion have been involved in every major operation that the Americal Division has undertaken since January, 1968

This is not an article, but illustrates that additional information that can be found by searching for references to the 132nd in transcribed reports in the ADVA historical data base.

S2/S3 1/52 Inf LZ Stinson From To
Page 1 of 2 BS 540825 0001 17 Mar 70 2400 17 Mar 70

01	0001	Journal Opened.	
02	0001	Fr 1/52 to TOC RTO: Foxhole Strength UNIT MAN OPR REAR PFD A Co 124 1 8 133 B Co 110 3 7 120 C Co 27 86 8 121 D Co 127 0 0 127 E Co 16 49 8 73 HHC 0 50 98 148	
03	0100	Fr BTOC to TOC RTO: 2/6 ARVNs at 320516 at 1900 while moving to NPD rec sniper fire resulting in 1xARVN KIA.	BTOC-Jellen
04	0110	Fr BTOC to TOC RTO: 2/6 ARVNs engaged 1xVC, WIA, CIA.	BTOC-Jellen
05	0120	Fr BTOC to TOC RTO: 4/6 ARVNs had an ambush and engaged an unk size enemy force. Results: 5xVC KIA. Also found 1xAK-47, 1xAK-44, 1xM-72 LAW, 1x45 cal pistol and 10xchicom grenades.	BTOC-Jellen
06	0845	Fr Sabre 74 to TOC RTO: Found 15 tunnels, 3xbunkers made of wood at 548844. C16 found documents in bunker vic 539839. Consisted of 8xsleeping bunkers w/sleeping boards on floor. Only one used recently. Found two 105 rd duds.	BTOC-Burnette
07	0900	Fr S3 Air to TOC RTO: Process grids at times indicated for P/P 180700 to 181900 at 487847.	BTOC-Hill
08	1000	Fr A Co to TOC RTO: At 587788 A26 captured 400lbs of rice and evac to LZ Stinson.	BTOC-Burnette
09	0800	Fr S3 Air to TOC RTO: Req CA for rcn Eagle Flight consisting of 1xCC, 3xlift birds, 1xlight cav tm. All LZ unsecure.	BTOC-Hill
10	1200	Fr BTOC to TOC RTO: Req 2xARVN AO extension DTG 190800 to 231800 at 5276 to 5281 to 604810 west along river to 5278, 52E, 57W, River south, 81N. Col Phillips approved.	BTOC-Hill
11	1210	Fr Sabre to TOC RTO: At 513833 a Hercules Hook went down #718442. Inserted C36 to secure. 1st LZ 1225. 4xbodies recovered and taken to graves registration.	BTOC-Burnette