A photo of a 178th ASHC chinook in the tri-color markings used prior to
“Box Cars” Dice markings from the 1967 14th Combat Aviation Battalion yearbook.

178th Assault Support Helicopter (Hercules) articles and related materials compiled from the Americal Division Veteran's Association (ADVA) database.

Compilation documents have been made for Vietnam era Americal Division veterans who might not have computer skills or time to search the extensive files for materials about their unit.

This document was compiled for veterans of 178th ASHC and other Americal Division Veterans from the ADVA Historical Data Base. The compilation is based on text searches which will not handle some variances in the way the unit name appears in the documents.

The Americal Division Veteran's Association has several items of interest to veterans of the 178th Assault Support Company that is not in this compilation. This is a partial listing:

A 1969 unit yearbook for the 123rd Combat Aviation Battalion included a section for the 178th ASHC company and individual photos. This yearbook was unusual in that individual photos were only provided for the unit that the person buying the yearbook served in. I was able to collect the variants made for HHC/123rd, A/123rd, B/123rd, E/723rd Maint., 132nd ASHC and 178th ASHC. In this way I have made a printable version that includes the entire set of individual photos for all units. The last unit to be located was the 132nd ASHC and that was done in 2020-2021.
It is also unusual as I had served with the 123rd Avn Bn. from Feb 68-Apri70 and never thought the 132nd or the 178th ASHC had ever been part of the 123rd Combat Aviation Battalion. I checked with others I had served with and they all agreed they only thought of the 178th ASHC as a 14th Avn Bn.
A 1970 unit yearbook exists for the 132nd ASHC around 75 pages) with photos, but not for the 178th ASHC. In 1970 the 16th Combat Aviation Group prepared a yearbook that had 8 pages allocated to the 178th ASHC. Newsletters exist for the 16th Combat Aviation Group. Only one example of a quarterly Americal Safety Newsletter exist from June 1969.

There are pilot guides that were created for Air Force Pilots. Different versions of the guides were printed in 1967, 1968, 1969, 1970, and 1973. Locations that could accommodate C-7 Caribou fixed wing cargo planes and larger were described in the booklets with photos and etc. Sometimes it is humorous to note warnings regarding approaches over contested areas near the airfields. The booklets are over 700 pages and the historian can only provide electronic images by mail. A smaller version was made of just the locations in the Americal AO that is small enough to email.

Maps of the Areas of operation marked with Landing Zones and etc. are available for areas that the Americal Division and 196th LIB operated by contacting the ADVA Historian.

Casualty reports for the Americal Division exist for wounded or killed soldiers from January 1970-January 1971. We only have records for soldiers who died or were POWs for other periods of time.

After their service in Vietnam the Hercules and Boxcar veterans from the 132nd ASHC and the 178th ASHC have connected and conduct joint reunions.

There was always demand for the medium lift helicopters to resupply remote fire bases where convoy operations were precarious. Without the food, water, ammunition the bases could not have existed. The movement of artillery pieces to support operations was very critical and of course the recovery of the helicopters like the Huey required the medium lift capability of a Chinook.

In April 1967 there was only the 178th ASHC to provide medium helicopter (Chinook) support in the whole I Corps region. It was very critical that other Chinook units were brought in to support I Corps operations. The Americal operations improved tremendously with the arrival of the **132nd ASHC** on 23 May 1968 from Ft. Benning, GA.

Pilot assignments for the Chinook helicopters were only offered to second tour pilots with a great deal of experience. The Chinook was a complex aircraft and required a very skilled crew to operate successfully. Because the Chinooks were so large they were a vulnerable target. There were guidelines to follow when Chinooks were used in assault operations to protect the 1.4 million dollar aircraft.

The first really big story I had heard about involving the Boxcar helicopters was the action at Kham Duc on May 12, 1968. Later there were more stories including the loss of a Boxcar Helicopter at LZ Judy that resulted in over 30 deaths. Then action in the Lam Son 719....Lots of dangerous mission flown under stressful situations over many years. A great legacy of service.

A connection will always exist between the Americal Division veterans who owed their very logistical survival on remote LZs due to the operations and support provided by Boxcar crews.

178th Aviation Company

SOURCE: **Department of the Army Pamphlet 762-3**

Unit Citation and Campaign Participation Credit Register
(1960-1978) **Dated: May 1980**

VUA4-20 Nov 66 DAGO 17, 1968
VUA13-19 Aug 67 DAGO 37, 1970
VUA12 May 68 DAGO 43, 1970
MUC Apr 66 - Jan 67 DAGO 17, 1968
MUC1 Jul 67 - 31 May 68 DAGO 36, 1970
RVNGC27 Mar 67 - 17 May 68 DAGO 21 & 46, 1969
RVNGC24 Aug 69 - 31 Dec 69 DAGO 42, 1972
RVNGC31 Mar 70 - 30 Jun 70 DAGO 42, 1972
RVNGC8 Feb 71 - 31 Mar 71 DAGO 42, 1972
RVNGC1 Apr 71 - 30 Jun 71 DAGO 6, 1

ABBREVIATIONS:

DAGO: Department of the Army General Order
RVNGC: Republic Of Vietnam Gallantry Cross with Palm Unit Citation
VUA: U.S. Army Valorous Unit Award
MUC: U.S. Army Meritorious Unit Citation

According to the Coffelt Database, there were 22 soldiers who lost their lives while in service with the 178th ASHC in Vietnam.

DEPARTMENT OF THE ARMY
Headquarters, United States Army Vietnam
APO San Francisco 96375

GENERAL ORDERS 30 March 1970
NUMBER 782

VALOROUS UNIT AWARD ***[For Evacuation of Kham Duc]***

TC 439. The following AWARD is announced.

By direction of the Secretary of the Army, under the provisions of paragraph 202rlg(2), AR 672-5-1, the Valorous Unit Award is awarded to the following named units of the United States Army for extraordinary heroism while engaged in military operations during the period indicated:

The 14TH COMBAT AVIATION BATTALION and its assigned and attached units:
Headquarters and Headquarters Detachment, 14th Combat Aviation Battalion
348th Aviation Detachment
534th Medical Detachment
14th Security Platoon
71st Assault Helicopter Company
151st Transportation Detachment
94th Signal Detachment
174th Assault Helicopter Company
409th Transportation Detachment
452d Signal Detachment
756th Medical Detachment
176th Assault Helicopter Company
411th Transportation Detachment
454th Signal Detachment
178th Assault Helicopter Company
400th Transportation Detachment

The citation reads as follows:

The 14th COMBAT AVIATION BATTALION and its assigned, and attached units distinguished themselves by extraordinary heroism while engaged in military operations on 12 May 1968 in Quang Tin province, Republic of Vietnam. Demonstrating exceptional bravery and professional competence, the officers and men of the battalion gallantly extracted besieged friendly forces from the Kham Duc Special Forces came while under intense hostile fire. Severely threatened by an estimated two North Vietnamese Army/Viet Cong regiments, the camp had suffered heavy mortar, rocket and automatic weapons fire and numerous large-scale ground assaults and was clearly un-tenable. Although enemy gunners were well-secured on strategic high ground positions in command of the airfield, aerial extraction of the defenders was necessary and the members of the 14TH COMBAT AVIATION BATTALION rapidly responded to the emergency situation. While a devastating rain of hostile mortar and machine gun fire poured into the path of oncoming helicopters, unit personnel expertly maneuvered their ships onto the runway and began evacuating the American forces. As airstrikes bounded enemy positions and gunships agressively supported the lift helicopters, the men of the command effectively completed a vital resupply of ammunition and continued to evacuate the hard-pressed troops. Despite severe damage to numerous aircraft, the determined aviators repeatedly entered the dangerous battlefield, ultimately evacuated the entire battalion and contributed immeasurably to the safety of seven hundred American lives. The extraordinary heroism and devotion to duty displayed by the members of the 14TH COMBAT AVIATION BATTALION are in keeping with
the highest traditions of the military service and reflect distinct credit upon themselves and the Armed Forces of the United States.

FOR THE COMMANDER

GEORGE L. MABRY, JR
Major, General, US Army
Chief of Staff

Post Kham Duc Action....

Interview: James L. Busby, Warrant Officer and pilot of the 178th Assault Helicopter Company, Chu Lai, 28 May 1968

On the morning of 12 May, I was number two aircraft in trail formation on approach to Kham Duc, when on short final the lead aircraft received intense weapons fire and went down on the runway in flames at which time myself and the other aircraft behind me broke off the approach and orbited for approximately twenty minutes waiting on further word as to whether to continue the Mission or whether the mission was to be cancelled. We returned to LZ Ross and refueled at which time were directed to return to Chu Lai. At approximately 1015, the remaining five aircraft were directed to return to Kham Duc and complete the extraction. At approach end of Kham Duc three aircraft landed and picked up loads successfully and I was number four aircraft and I had to break off because of intense fire. I again orbited for about an hour and ten minutes until my fuel state became critical and I returned to Ross to refuel. At approximately 1300, we were directed to try again and the weather started to move in and the lead aircraft advised that Marine helicopters were on the way to assist and possibly Air Force aircraft. Throughout the mission Arab 3 and his relief Boxcar 23 were in contact with Helix aircraft who were controlling the air strikes and were in contact with personnel on the ground and were advising all aircraft of the best routes into and out of the area. After departing the airfield all aircraft would call Arab 3 or Boxcar 23 and report the number of personnel on board their aircraft and whether they were US of allied personnel. Mostly personnel extracted by UH-47s were US personnel. We completed the mission at approximately 1630 in the afternoon and returned to Ross. After assessing our battle damage, we returned to home plate.

Post Kham Duc Action....

Interview: Major Ernest M. Wood, US Army, Commanding Officer of the 178th Assault Support Helicopter Company, Chu Lai, 28 May 1968 (Note Boxcars C.O.)

On the evening of 11 May 1968, This unit was given a mission for two aircraft to make two sorties out of Kham Duc, with a drop off zone of LZ Ross. Later that evening the decision was apparently made to evacuate Kham Duc and the mission was changed to four aircraft for a two sortie move out of Kham Duc. The remainder of personnel at Kham Duc were to be evacuated by other airlift. The first four ships were scheduled to make an 0715 landing at Kham Duc and on the initial landing approach, the first aircraft was shot down and all three remaining aircraft returned to Ross to standby for further evacuation instructions. The unit was then levied for two additional aircraft. They were dispatched to LZ Ross and at approximately 1315 hours, the decision was made to go back in to Kham Duc. Successive loads were initiated out of Kham Duc. The control agency for this entire operation was principally a UH-1 piloted by a Major Todd and a Lt Col Carson, Commanding Officer and S-3 of the 14th Combat Aviation Battalion. Throughout the entire day, approximately 12 hours, they were providing the direction and the tactical and intelligence information regarding Kham Duc over the 178th UHF frequency. Other Air Force aircraft were on this frequency also, and those not on the frequency were attempted to be contacted and brought up on these frequencies by the Crown aircraft operating in the area. The operation was sporadic pending entirely on the amount of fire that was received on the initial attempt and subsequent attempts into the LZ. It was finally determined that the best approach route was a high speed dive from High altitude, landing to the south east coming in low level across the hills to the north and northwest of Kham Duc airfield. The Arab 3 element the, control element of this operation, was instrumental in directing both C-130 aircraft, CH-46 aircraft, and CH-47s in and out of the area on numerous sorties. He also directed a UH-1 pickup a six ship mission twice. This control consisted of advising the troop carrying helicopters and the C-130s of the latest known firing positions and advising them of the best routes in and out of the area. In addition, he was directing numerous air strikes throughout the day. I think the total was in the vicinity of 70 or more air strikes. These were all controlled by Arab 3. The C-130s were cleared in and out by either Arab 3 or the Boxcar 23, which was Arab 3s airborne relief during refueling operations. What was used throughout this whole operation was the control aircraft would require the pilot on climb out from Kham Duc to announce his actual or estimated passenger load, call sign, and type aircraft. And then in this manner they kept some kind of running total and had some idea of how much was going out. The only confusion throughout this whole operation was a C-130 that crashed on take off. It took a considerable amount of time to determine if one crashed, or what it had on board either American or allied. The statistics for the Boxcars of the 178th were 19 sorties completed with a figure of 774 evacuees, almost entirely US personnel. There were two unsuccessful attempts for load exits with aircraft being shot down.

Post Kham Duc reporting from 178th ASHC historian:

From 178th Assault Support Helicopter Company (Boxcars)

05-11-68 Six 105mm howitzers are moved from LZ Bowman to the Special Forces/CIDG (Civilian Irregular Defense Group) camp at Kham Duc. Kham Duc is a battered black asphalt airstrip, flanked by red dirt, sitting in the middle of vivid green mountains with peaks two to four thousand feet above its 1200-foot elevation. Kham Duc (about 60 miles west of Chu Lai) is more than 40 miles beyond any friendly supporting artillery.

05-12-68 Kham Duc evacuation - A/C CH-47B 67-18475 is hit by 51 caliber while on final approach to Kham Duc at 300 ft. The crew escaped. Aircraft crashed and burned with a total of 108 hours.

A/C 67-18469 is hit by intense 51 caliber while taking off from Kham Duc. No. 2 engine was shot or blown off and both hydraulic systems were lost. Several hits were taken in the forward rotor area and one blade was reported lost at approximately 400 feet. With a full load of troops the aircraft crashed uncontrolled and burned. One fatality to a passenger was reported as a result of enemy. The crew escaped. SP/4 Shoplock was first gunner, and the last gunner on A/C 469. Kham Duc was overrun by 5000 to 7000 NVA troops from the 2nd NVA Division. The **178 ASHC** and the 400th Trans Det are awarded a Valorous Unit Award for their action at Kham Duc. Aircraft crashed and burned with a total hours of 108.

Stanton Order of Battle Vietnam reference book documentation on the 14th Combat Aviation Battalion.

178th Assault Support Helicopter Company – 14th Combat Aviation Battalion service

The 14th Aviation Battalion was responsible for aviation support in the northern coastal region of II CTZ and initially was located at Nha Trang, moving to Qui Nhon on March 1966 as part of the 17th Aviation Group. On 22 April 1967 the battalion was moved to Chu Lai as part of Task Force OREGON. In September 1967 it became part of the FALCON Aviation Group (Provisional) and became part of the 16th Combat Aviation Group in January 1968. It then served with the Americal Division under that group.

Company
178th Avn Co Medium Helicopter April 1967 – October 1971/
Transferred to 212th Aviation Battalion.

Vietnam Service
178th Aviation Company- "Boxcars" 6 March 1966 – 5 March 1972

Authorized Strength	1966	1968	1970
	173	186	268

Only one issue of the Americal Division Daily News sheet mentioned the actions of the 178th ASHC. ....

Volume 1 No. 283 Americal Daily News Sheet Sunday January 28, 1968

AMERICAL DIVISION NEWS

CHU LAI (AMERICAL IO) - Action increased again yesterday as Americal Division forces reported killing 49 VC and three NVA soldiers in a day that saw air support and ground fighting throughout southern I Corps. Americal units reported that two U.S. soldiers were killed and 12 wounded in yesterdays' activities.

.....

Americal's 14th Aviation Battalion flew 741 sorties, carried 375 combat troops and hauled 404 tons of cargo in support of division units yesterday.

The 178th Aviation Company of the battalion hauled a 155mm howitzer from a fire support center of LZ Ross with a CH-47 "B" model. This is the second time this has ever been done in Vietnam. The first time was on January 20 and was also done by a 178th aircraft.

The following section contains material compiled from the Americal Division quarterly magazines.

This is the inaugural issue of the Americal Division Magazine. There were only two issues in 1968. This first issue has a different format from the subsequent issues. This issue uses 8"x10" paper folded over and stapled like a pamphlet. Nearly all the photos are B&W, unlike subsequent issues that had a full 8"x10" size and with abundant glossy color photos and graphics.

Americal Division Magazine - May, 1968

Two combat aviation battalions help the Americal Division carry the war to all parts of its large area of operations.

The 14th Combat Aviation Battalion, attached to Task Force Oregon since April of 1967, contains four assault helicopter companies and one assault support helicopter company. Known as the "Fighting Fourteenth," the battalion furnishes aircraft facilities for combat operations.

The 123rd Aviation Battalion was activated as the division's aviation battalion when the 161st Aviation Company was deactivated last December. In a typical week, the "slick" troop ships of the Company A "Pelicans" and the Company B "Scorpions" (note- later renamed to Warlords). will spend some 280 hours in the air carrying about 2,800 soldiers to the enemy's doorstep. The Pelicans fly about 49 tons of cargo a week.

The unique Company B comes equipped with its own airmobile infantry section as well as light observation helicopters and gunships and is equally adept at providing reconnaissance support for infantry elements and at meeting the enemy on its own. It is the only aero scout company in Vietnam.

At the Bottom, The Seriousness Of A Combat Assault Is Shown On The Face Of A Soldier Moving Out Of A Chinook.

eilers

Photo Caption: B&W photo 3 - Soldier wearing helmet, flak vest, and carrying an M-16 runs out away the back end of a Chinook set on top of a hill/mountain. Helicopter has the Tri-color markings of the 178th AHSC. Photo credit - Eilers

Americal Division Magazine - October, 1969
AMERICAL

Page 11 HOOKS:BRUTES ON HIGH By SP4 JAMES BROWN

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.

(Continued)

(Continued)

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, 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.

(Continued - photo on next page)

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.

Dotson

AMERICAL

OCTOBER, 1969

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

Americal Division Magazine - January, 1970
AMERICAL

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 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,

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.).

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.)

Americal Division Magazine - July, 1970

Page 14 - From the July 1970 issue of the Americal Magazine.

Mary Ann - Story and Photos by SP4 James Majerus

Fat Hueys hover above the valley floor. In a few moments they disgorge their scrambling load of heavily laden troops and then strain to reach a safer altitude.

Tearing, grasping vines slow, the determined push to the hill's summit. The stillness spreads its ominous cloak over the terrain. The Americal soldiers have come to do a job.

Mission:

Seize and build FSB Mary Ann.

19 Feb: D Co, 1/46 air assaulted into LZ Mary Ann. HQ, second, and third platoons of A Co, 26th Eng. Bn. lifted into LZ Mary Ann at 1045.

Okay, lets clear this brush.
This damn thing won't start.
Kick it!
Easy now.
Hey! Watch that blade.
Case 450 bulldozer brought into LZ Mary Ann at 1145.
Perimeter positions here, here, and here.
Where ya want the pits?
Three gun pits, FDC, and command bunkers finished at 1400.
Demo team clearing treeline to NW.
Fire in the hole!
Where?
Over there.
Fire in the hole!
Now where?
The other side.
Where's my pot?
Ouch! Damnit!
Hurt?
Only when I laugh, clown.
It's getting dark.
I know. I can't see.
Fire in the hole!
Not again.
.....Additional page of similar comments....

Continued – photos on following pages:

Continued -

- Photo Caption (1) **Boxcar Chinook** (178th Avn Bn) helicopter dropping off equipment.

- Photo Caption (2) **Chinook** dropping off 105mm howitzer with net of boxes underslung beneath the howitzer.

.....series of many photos taken during the creation of LZ Mary Ann ..... follow. ...

Americal Division Magazine - Fall 1971

AMERICAL LOG

By SP4 MARK A SCHULZ

Action in the 23d Infantry Division's (Americal) area of operations (AO) slacked off slightly between June, 1970 and June 1971 except for action during certain periods, as more emphasis was placed on pacification and Vietnamization, especially toward the end of this period.

During this 12-month period, five long-standing operations were ended and three new operations were initiated.

.....

JANUARY 1971

The new year was characterized by light to moderate action, but the year started off with heavy activity when **LAMSON 719** began.

Operation LAMSON 719 was a large, complex operation designed to sever the enemy's supply lines and destroy the stockpiles along his supply routes in Laos. American forces were to reopen QL-9 through Khe Sanh to the Laotian border. ARVN forces would then attack into Laos to interdict the enemy's supply routes.

Logistical and airmobile support would be provided by the United States. To insure the security of QL-9, a shifting of American forces westward toward the Laotian border had to occur.

The 23d Infantry Division was called upon to place forces under operational control, and augment those of the **101st Airborne Division (Airmobile)** and the **1st Brigade, 5th Mechanized Division**. Elements of the 23d Infantry Division began moving north on January 29-the date of movement depending upon the unit. **4th Battalion, 3rd Infantry** moved north on January 29, 1st Squadron, **1st Cavalry** arrived at Tam Ky on January 30. **F Troop, 8th Cavalry** moved north on January 29, as did the 116th Assault Helicopter Company, 176th Assault Helicopter Company and the **178th Assault Support Helicopter Company**.

Headquarters Company**, 71st and 174th** Assault Helicopter Companies moved north at the same time, and

The Army Reporter
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17Dec66-4 Avn Companies Fly Record Sorties In 'Attleboro' Action

CU CHI, (25th INF-IO) - A record number of sorties were flown in a one-day period by four aviation helicopter companies during Operation Attleboro in the Viet Cong infested jungles of War Zone C.

As the missions for the day flowed into the 25th Infantry Division Tactical Operations Center (DTOC), each was quickly coordinated with the various aviation companies. This was the job of Army aviation personnel working in the DTOC. "It was our responsibility," explained Maj. Leslie A. Layne, 25th Aviation Battalion, "to get the choppers to the right place at the right time."

The first mission of the day was handed to the Little Bears of the of the 25th Aviation Battalion and the Thunderbirds of the 118th Aviation Company. The mission was to transport the 2nd Battalion, 14th Infantry, 25th Inf. Div. to a forward support base. Battery C, 1st Battalion, 8th Artillery, which was supporting the 2nd Bn. was also lifted to this time by four CH-47 Chinooks.

Every chopper that was flyable was airborne. While the Hornets from the 116th Aviation Battalion lifted elements of the 4th Battalion, 31st Infantry, and the 3rd Battalion, 21st Infantry, both of the 196th Light Infantry Brigade, the 175th Aviation Battalion Outlaws were hauling supplies to the Tropic Lightning 2nd Brigade forward command post, plus three other forward bases.

With the missions mounting and the need for more choppers increasing, the 127th Aviation Battalion Mustangs were committed to the action. The four aviation companies which had been placed under the operational control of the 145th Aviation Battalion then began to lift the 1st Battalion, 27th Infantry Wolfhounds, who were involved in a combat assault.

Shortly after noon, with the battle plans changing at higher headquarters, the Thunderbirds and the Hornets started to extract the morning drops of the 2nd Bn. and the supporting artillery. At the same time the Wolfhounds called for extraction and were lifted back to the forward base. The rest of the day was used for resupplying five 25th Division Inf. Div. forward battalions.

The statistics for the four aviation companies totaled 350 combat sorties, 100 resupply missions and 2400 combat troops transported. The four Chinooks from the 178th Aviation Battalion had moved two artillery batteries and flown 30 resupply missions which totaled more than 75 tons of ammunition and supplies.

But shortly after 7 p.m. as the Little Bears were enjoying their supper, a call was received from a Special Forces headquarters requesting helicopter support for a Civilian Irregular Defense Group, engaged with a VC force three miles west of Tay Ninh.

Jumping back into their ships, they returned to make a night combat assault to reinforce the CIDG unit in contact. In the hours to follow they hauled troops and ammunition and evacuated the wounded to the Tay Ninh base camp.

Army Reporter News

14Jan67- **Vietnam Communique**

Recent interest has been focused on the truces that marked the holiday season. The Christmas truce saw 23 reportable incidents among all the services, with 24 over the New Year period. The major Army units and reportable incidents are as follows:

196th Light Infantry Brigade- No incidents reported

14Jan67- copy not complete?????... escape routes.

Engineers guarded by 1st Squadron, 4th Cavalry tracks sliced through the matted grass and vegetation along the roadside, and worked with minesweeper teams to relieve the threat of antitank and antipersonnel mines. In the critical stretches, trees and vegetation were removed for about 100 yards on each side of the highway.

By the operation's end, 73 VC had been killed, four captured, and almost seven tons of rice and 1500 pounds of salt had been evacuated or destroyed. The 1st Brigade suffered only light losses in vehicles and personnel.

In one episode of the operation an experienced and far ranging reconnaissance patrol checked out a suspect area adjacent to the Song Be River, searching for VC base camps transport routes, storage locations, and troop concentrations. After three days of stalking and searching, the patrol, led by Sgt. Cleetus Sanders, observed two VC columns nearly 200 men - moving down a jungle trail. A dry twig snapped alerting the VC, the patrol hit swiftly and heavily with all its firepower. Despite the automatic weapons of the VC, 30 of them were brought down.

The platoon leaser, Lt. Robert G. Pasour, in a chopper hovering near the firefight, decided to extract his men with the aid of the gunships of the **178th Assault Helicopter Company**, 11th Aviation Battalion.

A fire team from Troop D, 1st Battalion, 4th Cavalry held the VC at bay while patrol members SSgt. Melvyn Finnegan and Sp4s Kenneth Good, Ralph Harrison and Robert O'Malley clambered up the ladders of the waiting helicopters. There were no Big Red One casualties.

Operation Bismarck has ended but road clearance and security patrols continue to ensure the safety of resupply convoys rolling north.

Army Reporter News story.

28Jan67-Chinooks Push Up Statistics

TAN SON NHUT, (USARV-IO) A CH-47 Chinook helicopter company flying support for Operation Cedar Falls, a multi-divisional search and destroy operation, has set a one-day record for combat heli-lifts.

During the first day of the operation, being carried out in the Iron Triangle, units of the 11th Combat Aviation Battalion provided instant mobility to combat units by lifting nearly 3000 troops and 440 tons of cargo.

During the opening phases of the major operation, the **178th Assault Support Helicopter Company** whirled into action with the 1st Infantry Division, moving 287 tons of artillery, ammunition, vehicles, and rations from four staging areas to Ben Suc.

The six **178th** Chinooks also ferried 742 infantrymen into the battle zone that day.

Another Chinook from the **178th,** flying support for elements of the 25th Infantry Division moved 91 tons of cargo to the battlefield during the first day of the operation.

According to officials in the U.S. Army Vietnam Aviation Office, the **helicopter company** airlifted 377.5 tons of cargo during that day, setting a one day operation for the company and, possibly a record for all Chinook units in the Army.

Army Reporter New story.

11Feb67-'Keep 'Em Flying' Is Byword

PHU LOI, (1st AVN-IO) How do you turn a generally un-glamorous, unappreciated job into one of great personal pride and well-deserved recognition? The men of the **400th Transportation Detachment** and the Maintenance Platoon of the **178th Assault Support Helicopter Company** Boxcars have found the answer.

It is to keep the CH-47 Chinooks of the **178th** flying. They constantly pursue the accomplishment of this vital mission with unsurpassed dedication, professional skill, and initiative.

A recent situation will illustrates this. While extracting an artillery unit from a forward area about 60 miles north of Saigon near Quan Loi, a Boxcar CH-47 damaged a rotor blade and was forced to remain in the tactical area.

Repairs of this nature are normally accomplished at the company area in here, where the area is secure and the necessary parts and equipment are on hand, Getting the damaged ship back would tie-up another CH-47, many men and hours all needed elsewhere.

Taking stock of the situation, Maj. Davis Clark, maintenance officer gathered together the necessary tools, his repair team, and a 600-pound replacement rotor blade, and flew to the downed ship to repair it on the spot.

On arrival, he discovered that a previously requested five-ton wrecker was unavailable to lift the rotor blade. Undaunted, he organized his 12-man crew and rigged-up available straps. Then using sheer brawn the crew removed and lowered the old blade and hoisted and replaced the new one.

Army Reporter News story:

25Mar67- Record Set

PHU LOI, (1st AVN-IO) - The 178th Assault Support Helicopter Company broke its own Vietnam record early last month for cargo airlifted in a day by a CH-47 company by transporting 386 tons of cargo.

The previous of 377 tons of cargo transported in a single day was established during the "Cedar Falls" operation.

The 178th, a 1st Aviation Brigade unit, established the record while in support or the 25th Infantry Division, the 173rd Airborne Brigade, and II Corps. Six disabled UH-1 helicopters, 105mm howitzers and ammunition, water trailers, POL, barrier materials, and a variety of lesser items were air lifted. The unit also carried 170 passengers.

Army Reporter News story:

29Jul67-**Chinook Braves VC Fire During Rescue**

CHU LAI, (1st AVN-IO) - A Chinook helicopter from the 178th Assault Helicopter Company successfully extracted nine wounded soldiers while under continuous fire during a recent operation with **Task Force Oregon**.

Company A of the 101st Airborne Division, engaged with a VC force 15 miles west of Duc Pho, radioed a request for a medevac to remove nine wounded troopers but warned that they were receiving extremely heavy enemy fire.

The "Boxcar" ship piloted by Capt. Robert E. Cicyle and Capt. David Lloyd accepted the mission.

Locating the rescue area was difficult because of low cloud cover and rain. After finding the area, the big chinook could not land because of trees.

For one hour and 20 minutes the aircraft hovered at tree top level, receiving constant enemy fire, while Sp4s James Clark and Harold Wilkens, flight engineers worked the rescue hoist.

As the ninth wounded man was being extracted the hoist jammed about 50 feet below the chopper. Due to the intense VC fire the Chinook left the area and landed gently on a nearby sandbar where the wounded man was taken on board.

Upon arrival at a nearby hospital it was found that the Chinook had received numerous small arms hits, but there were no injuries among the crew and only light battle damage to the helicopter.

Army Reporter News story:

30Sep67-**Crew Chief Plugs Oil Leak; Downed Helicopter Goes Up**
Article was also printed later with the following heading:
21Oct67-**Crewman Saves Copter**

CHU LAI, (AMERICAL-IO) - Heavy enemy ground fire nearly stopped the flight of a Chinook from the **14th Aviation Battalion**, but an alert reaction by a crew chief saved the aircraft and possibly the lives of others on board.

Flying in support of American Division's Operation Benton, 11 miles west of Tam Ky, a .30 cal round ripped through the metal skin of a **178th Assault Support Helicopter Company "Boxcar."** and sliced open one of the main oil lines. Specialist Four John Davis reacted rapidly to the emergency.

Davis ignored a shell fragment which had struck his right shoulder and made a quick survey of the damage to the aircraft.

He notified the pilots, Capt. Albert R. Stratron and CWO Granvil C. Thurmond, and urged them to land the helicopter as quickly as possible.

"We were about 1,500 feet up when we were hit," Davis recalled. "We had just come out of a landing zone on a supply drop, and while going back down, the flight controls jammed.

The crew chief explained that the bullet had wedged itself between the push-pull tubes of the pilots controls, and the wobbly Chinook bounced "Three or four times" before coming to rest on a rough slope.

"The pilots were ready to leave the ship and dash for cover. Our company commander was overhead in his helicopter," Davis said, "but by the time we hit the ground, I had managed to repair the broken line."

Davis had capped the two lines together and filled the empty hydraulic reservoir with enough fluid to make the controls functional again. The Chinook then flew back to its base camp at Chu Lai for repairs without further incident.

Finally able to look after himself, Davis found that the shell fragment which ad hit his right shoulder had spent itself in the padding of his protective flake vest. Neither he nor any of the crew on board the Chinook had been injured.

Army Reporter News article:

14Oct67-1600 Soldiers Air Assaulted In Operation

CHU LAI, (1st AVN-IO) - Operation Benton a multi-battalion combat assault force from the Americal Division, placed nearly 1600 fighting men into fierce ground action on the first day of the operation.

Massive airmobile assaults planned and staged by the 14th Combat Aviation Battalion's five assault helicopter companies (Note: this must refer to the 71st AHC, 161st AHC, 174th AHC, 176th AHC, & 178th ASHC who participated) contributed over 60 aircraft during the first day of Benton. That day, 637 hours were flown, lifting the combat troops and 259 tons of cargo.

Assistant S-3 officer of the 1st Aviation Brigade unit, Maj. Derald Smith, called it "by far the most complicated assault operation we've run."

Final figures showed the 14th had lifted 12,256 men and 2046 cargo, flown 2804 hours, and evacuated 48 casualties.

In addition, the battalion's gunships had been credited with 49 Viet Cong killed and 125 enemy structures destroyed.

The initial fleet of heliborne troops touched down in the lading zones (LZs) at 7:30 a.m. Intelligence sources reported the area was "heavily saturated with anti-aircraft positions and .50 cal. automatic weapons."

Another factor which concerned the flight leaders was the extreme care taken to prevent aerial reconnaissance of the LZs by aviation commanders. Only spotter-type airplanes had flown the operational area the day before so as not to arouse enemy suspicion of the assault.

All LZs were picked by map reconnaissance and verified by infantry battalion commanders and mission aviation leaders riding in the same chopper on the day of the assault.

Once on approach to the secreted LZs, conditions proved less than desirable. While a command and control helicopter was marking all LZs for landing, fierce sniper and automatic weapons fire opened up from wood lines.

Later, the LZs were found to be mined - one even had anti-helicopter devices. Another was filled with punji stakes and hostile fire was reported from most of the villages in the well-populated area.

However, ground commanders later said the gunships had drastically cut friendly casualties. Gunships from the 161st and 176th Assault Helicopter Companies made repeated runs in support of the operation.

*[***Note: This related information was found in the Aviation ORLL report for the 14th Aviation Battalion referring to moving the 101st ABN Division troops in Operation Benton.*

(6) On 13 August 1967, the Battalion committed 52 UH-1D's, 13 UH-1C(gunships), and 10 CH-47's to start operation Benton. This massive operation involved moving 2 Infantry Battalions, two artillery batteries and support elements for a total of more than 1,500 combat troops. The combat assault was conducted in a morning and afternoon phase, however there was no break in pace as indicated by a new Battalion high of 637 hours flown in one day. Nine aircraft of the Battalion were hit by enemy ground fire, however there were no crewmember casualties.]

Army Reporter News article:

21Oct67-178th 'Box Cars' Break Records

CHU LAI, (101st ABN-IO) - More than 140,000 passengers - about the population of Madison, Wis. - have been carried by the 178th Assault Support Helicopter Company here since its arrival in Vietnam 18 months ago.

The 178th - known as the "Box Cars of Chu Lai" is a Chinook helicopter unit commanded by Maj. Joseph Rutkowski.

"Experience is the backbone of our operation," he said. "Our pilots have up to 5000 hours flying time. Some are now serving their second tour in Vietnam and key NCO's have eight to ten years of service with Army aviation."

Experience was demanded of the unit when it began supporting the 101st Airborne Division in combat operations with Americal Division.

Supporting the Screaming Eagles, the 178th broke its previous records for tonnage, passengers, sorties and hours in the air.

During Operation Malheur II last June, the "Box Cars of Chu Lai" transported the population of the Song Ve Valley as the 101st completed the largest refugee relocation program in the history of Quang Ngai Province. More than 18,000 passengers most of them civilians, were carried by Chinook crews.

In addition to their impressive record of support to ground troops, the Chinook company has recovered more than 300 downed aircraft. "These recoveries alone have saved the government millions of dollars," said Rutkowski.

The men of the 178th carry water, rations, howitzers, ammunition, livestock, refugees, and riflemen. "If you can get it through the door or in a sling we'll carry it."

There have been lighter moments, too, for box car pilots. Like the time CWO Thomas H. Payne was carrying a load of refugees, pigs, ducks, and chickens from the Song Ve.

"A pig got loose in the aircraft and ran up the incline out the back of the chopper," he recalled. "We were about 300 feet in the air. The crew chief had to hold the owner to keep here from going out after it."

Chief Warrant Officer Sanford E. Parr said he almost broke up with laughter during Operation Malheur II when 101st aviation officer Maj. James R. Rafferty radioed to ask how many cows he could sling load.

Army Reporter News article:

13Jan68-With 105mm Howitzers

198th Assaults VC Positions (Story by USARV-IO Photos by Capt. Dennis Eilers AMERICAL-IO.

LONG BINH, (USARV-IO) -The rugged mountainous area around Chu Lai is no longer a sanctuary for the Viet Cong.

Relying upon the speed and high degree of mobility provided by Chinook helicopters, artillery crews from the Americal Division are hitting the enemy in areas the VC once considered safe and because of their isolation and inaccessibility.

On a recent artillery assault cannoneers from the 198th Light Infantry Brigade were airlifted to a strike position on a hilltop 15 miles northwest of Chu Lai.

The 198th is one of the newest fighting units in Vietnam, and its men have recently completed extensive in-country training to prepare them for battle with the Americal Div.

From the first base position atop Hill 183, the artillerymen pumped round after round into enemy concentrations miles away, providing artillery support for division ground units operating in the area.

The artillery assault was conducted by the men of **Battery B, 1st Battalion, 14th Artillery** in conjunction with Americal operations.

Minutes after they had been lifted into position, the cannoneers had set up their 105mm howitzers as part of the surprise assault.

The artillery support by men of the 198th plays an important part in the success of the Americal Division in destroying enemy strongholds in the I Corps area.

Photo-Captions. ARTILLERY ASSAULT - A mountain gun crew fires at enemy positions minutes after being airlifted to a hilltop 15 miles northwest of Chu Lai. The crew is from **Battery B, 1st Battalion, 14th Artillery** on a 198th Light Infantry Brigade operation in the Americal Division area.

Photo-Captions. LEADING THE WAY-An artilleryman from the 198th Light Infantry Brigade leads the way during an artillery assault with the Americal Division northwest of Chu Lai. (Helicopter has tri-colors of the **178th ASHC**).

Photo Captions-SILHOUETTE-Cannoneers of the 198th Light Infantry Brigade's **Battery B, 1st Battalion, 14th Artillery** are silhouetted in the dust and smoke as they pump rounds at Viet Cong positions miles away.

Photo Captions- LAYING THE GUN-Sergeant Robert F. Bush lines up his howitzer gun sight as he lays the gun on a direction of fire.

Army Reporter News article:

20Jan68-Raft Used To Supply ROK Base

CHU LAI, (USAECV-IO)- A joint Army-Navy support effort here is keeping Korean Marines on the Batangan Peninsula well supplied.

In order to ferry supplies from Red Beach on the Song Cho Moi River, south of here, to a Republic of Korea Marine camp on the peninsula, a 12-ton tactical raft had to be constructed.

Engineers of the 554th Engineer Company, 45 Engineer Group were assigned the task, and assembled four M4T6 bridge floats in their bridge yard here.

Chinook helicopters from the 178th Assault Helicopter Company flew each of the three-ton floats to the raft site where the superstructure, ferried by a landing craft from the Naval Support Detachment, Chu Lai was waiting.

Marines from the 9th Marine Engineer Battalion assembled the floats and constructed a tramway system to pull the raft across the 300-foot stretch of water.

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."

Army Reporter -

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 music makers 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 Buckinghams 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

(Continued -1)

(Continued -1) **Joint Chiefs of Staff to play musical dates**

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 trailers, 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.

[Historian Note: Music CDs from the "Joint Chiefs of Staff" May be purchased online. The group originally was made up of pilots from the 14th Combat Aviation Battalion. Later the musical group was also known as "High Priced Help" and "Three Majors and a Minor". The group was a favorite at many of the Americal Division's Officer and Enlisted Men clubs. I checked today and the CD was out of stock. It had been selling for $6.98. I had a cassette version and a couple years ago obtained a CD version from the Amazon web-site (Search for "High Priced Help Music CD")

Action increases for Americal (23rd) & 101st

In Quang Ngai Province of Military Region 1 on the morning of July 24, helicopter gunships of the Americal (23rd) Infantry Division, 27 miles west-southwest of Quang Ngai City, observed and engaged an undetermined-size enemy force. U.S. tactical air strikes were also delivered on the target. There were 15 enemy killed in the action. (Note: Americal Division ORLL report had **B/123rd Avn Bn Warlords** as recording 18 NVA kills in two separate contacts vic BS107237 and 3 individual weapons captured).

Early the next morning, the helicopter gunships returned to the area and again engaged an undetermined-size enemy force. U.S. tactical air strikes also supported this action. Sixteen more enemy soldiers were killed, two bunkers destroyed, and two secondary explosions occurred in this action. There were no friendly casualties in either action. (Note: Americal Division ORLL report had **B/123rd Avn Bn** Warlords as recording 20 NVA kills vic BS241636.)

Earlier in the week on the morning of July 19, an element of the 196th Bde.*[Historian Note: **B 1/46th Inf. Bn**. at AT913638*], while operating 13 miles south-southwest of Da Nang in Quang Nam Province, found a one-ton rice cache and one individual weapon; 1,500 pounds of the rice was in good condition and was evacuated. There was no enemy contact.

Further south in Quang Tin Province that morning, an element of the 198th Bde. [*Historian Note: **2nd platoon A Company 4th of the 3rd Infantry Battalion** at BT194125,]* was engaged by an undetermined-size enemy force 10 miles southwest of Tam Ky. Small arms and automatic weapons fire was exchanged. Enemy casualties are unknown. One U.S. soldier was killed and four wounded in the action.

In Quang Ngai Province that morning helicopter gunships of the 23rd observed and engaged an undetermined-size enemy force 26 miles southwest of Quang Ngai City. Three enemy soldiers were killed. U.S. tactical air was requested and upon arrival engaged the target, killing an additional five enemy soldiers. There were no friendly casualties. (Note: Americal Division ORLL report
had **B/123rd Avn Bn Warlords** as recording 3 VC kills vic BS293538).

Late in the morning of July 23 in Quang Tin Province, an element of the 198th Bde. [*Historian Note:, **Recon platoon of 4th of the 3rd Infantry Battalion** at BT127275]* engaged an unknown-size enemy force 11 miles west-northwest of Tam Ky. Five of the enemy were killed. There were no friendly casualties.

Military Region 1

On the afternoon of July 18, a U.S. Army OH6 helicopter received enemy ground fire, crashed, and was destroyed eight miles west-southwest of Thuong Duc in Quang Nam Province. There were no U.S. casualties. (Americal ORLL report: **F/8th Cav** had a LOH shot down vic ZC033500 w/ 1 WIA(E).)

On the afternoon of July 21, a U.S. Army CH47 helicopter *[Historian Note: **178th ASHC (Boxcars)** at AS962997 (100 meters from LZ Mary Ann)] with load of 77 ARVN Rangers],*crashed and was destroyed 28 miles southwest of Tam Ky in Quang Tin Province. The helicopter crashed due to a mechanical failure. Five U.S. personnel were injured; in addition, 21 RVNAF were killed and 31 RVNAF were injured.

Late in the morning of July 22, a U.S. Army light observation helicopter received small arms fire 30 miles west-southwest of Quang Ngai City. Gunships were called and engaged an estimated 10 enemy soldiers. Six of the enemy were killed and one secondary explosion occurred. There were no friendly casualties. (Note: Americal ORLL reports have **B/123rd Avn Bn** with 6 kills
from 10 military aged males vic BS175667).

Early in the morning of July 23 in Quang Tin Province, the Chu Lai combat base came under an indirect fire attack when fewer than five rounds of 122mm rocket fire impacted. Light casualties with no fatalities and light materiel damage were sustained.

The next section contains articles printed in the Pacific Stars & Stripes newspaper related to the 178th Aviation Company:

Stars & Stripes Page ?. May 27? 1969

An Old Veteran at Age 27
USA Photos

CHU LAI, Vietnam (Special) – Born in the steamy jungles of New Caledonia on May 27, 1942, the Americal Div. is celebrating its 27th anniversary.

As the only American military unit formed south of the equator, the Americal got its official name by shortening the cumbersome title of "American Forces In New Caledonia." The heritage of the unit's carried forward on the shoulder patch Americal men wear-the four white stars of the constellation "Southern Cross" on blue field.

On Sept. 23, 1967 the division was reborn in South Vietnam from units of Task Force Oregon operating in southern I Corps. Once more as on Guadalcanal, the Americal is the "Marine Corps' Army" working directly for the 3rd Marine Amphibious Force headquartered in Da Nang.

The division is the largest in the Army, is composed of the 11th, 196th and 198th Inf. Brigades and the 1st Sq., 1st Cav. under the command of Maj. Gen Charles M. Gettys.

Seven photos: with captions.

1) TROOPS OF THE 196TH INF. BRIGADE RETURN NORTH VIETNAMESE FIRE DURING BATTLE ON NUI CHOM MOUTAIN.
2) TROOPS AND ARMOR SWEEP NEAR QUANG NGAI.
3) ONE WAY TO GET WATER ON A HILLTOP POSITION *(Historian Note: Photo of 132nd ASHC "Hercules" Chinook dropping water at LZ Cork).*
4) CHINOOKS FROM 178TH ASSAULT SUPORT HELICOPTER CO. DELIVER A 155MM HOWITZER TO FIRING SITE.
5) A 4.2-INCH MORTAR STARTS ITS SLIDE DOWN THE TUBE DURING 198TH INF. BRIGADE ACTION.
6) SELF-PROPELLED 175MM GUNS GO AMPHIBIOUS DURING MOVE TO NEW FIRE BASE.
7) COMBAT ENGINEERS CLEAR A ROAD FOR ARTILLERY TO TRAVEL ON.

Pacific Stars & Stripes
24Jul71 Page 6 Saturday

Helo Crash Kills 21 Viet Rangers; U.S. Crew Hurt

S&S Vietnam Bureau

SAIGON – Twenty-one South Vietnamese Rangers were killed and 31 injured Wednesday when a U.S. Army Chinook helicopter crashed 50 miles south of Da Nang.

All five American crewmen on the CH47 were injured when it went down from mechanical causes while ferrying the Rangers to Fire Base Mary Ann, spokesmen said.

The twin-engine helicopter crashed about 100 yards from the fire base, sources said.

Thirty-three GIs were killed and 76 wounded when Communists attacked Mary Ann March 28.

Reference books list the Chinook's capacity as between 33 and 44 troops, depending on the seating. It can lift up to 14,000 pounds under normal conditions a U.S. Command spokesman said.

Meanwhile, a South Vietnamese Command spokesman said several Saigon battalions had been participating in large-scale troop movements in Cambodia.

Refusing to label the troop movements a "new operation," the spokesman said the government forces had not encountered Communist soldiers.

U.S. helicopters didn't fly any troop-lift missions in support of South Vietnamese forces in Cambodia, Wednesday, according to a U.S. Command communique.

On the ground in South Vietnam, the ARVN 1st Inf. Div.'s elite Hac Bao (black panther) Recon. Co. skirmished with guerrillas near the A Shau Valley, spokesmen said. Nine government soldiers were wounded in the fighting while Communist losses were unknown.

Spokesmen said 70 enemy houses and two tons of rice were destroyed.

In other ground action South Vietnamese forces killed 18 Reds while suffering five killed and three wounded in scattered fighting.

[Historian Note: Reported by the 198th Brigade: 178th AHSC CH47 while on mission for 77th ARVN Engrs. had a mechanical failure outside LZ Mary Ann (AS962997) at 1:00 p.m. coming at 200 feet and 60-80 knots on the approach. 3 dustoff helicopters were sent with gunship support to the crash. 2/5 ARVN regiment secured the crash site. 3 ARVN killed, 22 injured, and 1 U.S. injured.]

This section will contain articles related to the 178th ASHC from the Americal Division's weekly newspaper, the "Southern Cross". It was published from May 1968 until October 1971.

15Sep68-Southern Cross Vol. 1 No. 7. Centerfold spread Page 4-5
(Southern Cross patch) Division Artillery Supports Infantrymen (Artillery insignia)

Photo Captions-
(1) Forward observe calls in coordinates... (3rd Bn., 16th Arty.)
(2) FDC computes trajectory...(523rd Sig.
Bn.

Another 155mm Howitzer is lowered on a remote LZ

(3) Another 155mm Howitzer is lowered on a remote LZ. (3rd Bn., 16th Arty)
(178th AHSC Chinook is shown lowering a howitzer behind the close in shot of a howitzer sitting on the ground).
(4) Weather data checked .... (523rd Sig. Bn.)
(5) Calculations complete, round is readied (523rd Sig. Bn.)
(Looking down the business end of a large howitzer as the gun crew set their sights.)
(6) Powerful protection comes in fours (523rd Sig. Bn)
(view of soldiers standing at the rear of a quad .50. One man has "TOP CAT" on his helmet. Another has "SHAC" on his helmet. The land to their front looks pretty desolate with mountains in the horizon.)

Division Artillery, commanded by COL Lawrence M. Jones, Jr., has fired more than two million rounds in support of the Americal's combat operations in the southern I Corps.

Headquarters and Headquarters Battery has administrative and tactical control of all assigned artillery battalions, detachments, sections, and platoons in Divarty. Assigned directly to Divarty are the 3rd Bn., 16th Arty., 3rd Bn., 18th Arty., and the 1st Bn., 82nd Arty.

Air transportable

The 3rd Bn., 16th Arty. has three air-transportable batteries. This battalion operates throughout Americal's area of operation and has simultaneously operated from as many as seven fire bases. They have performed direct support missions for the 1st Sqdn., 1st Cav. Their 155mm Howitzers have a range of 14,600 meters and fire a 193-pound high explosive projectile, illumination, or propaganda.

The 3rd of the 18th Arty is an 8-inch Howitzer and 175mm gun battalion. Their three batteries give general support to the entire division area and reinforcing fire for the direct support battalions. Elements of this battalion have given support to operations outside the division--Dak To during the Tet offensive and the Hue-Phu Bai during their liberation.

Both the 8-inch and 175mm are mounted on track vehicles. A 200-pound projectile can be fired 16,000 meters from the 8-inch Howitzer, and a 150-pound high explosive or white phosphorous round can be launched over 32,000 meters from the 175mm gun.

(continued)

(Continued)
15Sep68-Southern Cross Vol. 1 No. 7. Centerfold spread Page 4-5 (continued)

Recent Arrivals

The 1st Bn., 82nd Arty., recently arrival from Ft. Lewis, Wash., became operational on Aug. 9. It is a composite battalion consisting of three 155mm Howitzer batteries and one 8-inch Howitzer battery. It is organized as a standard general support battalion for an infantry division. Its role is the same as that of the other two battalions.

Also assigned to Divarty are G Btry., 55th Arty. (Machinegun) and the 251st and 252nd Radar Detachments. The primary mission of the machinegun battery is to provide perimeter protection. The radar detachments give counter-mortar protection and information to further bring first-round accuracy on suspected enemy mortar, rocket, or artillery locations.

The searchlight Plt. of G Btry., 29th Arty., which is attached to Divarty provides illumination for all supported fire bases in the division area.

Important Sections.

Under Headquarters and Headquarters Battery are four important sections. The Ballistic Meteorological Section collects weather data for fire adjustment. The Surveillance Radar Section detects targets moving on the ground up to a range of 18,000 meters. the Aviation Section gives air intelligence, and the Communications Section provides the division commander with an alternate division communication network.

In addition to the units previously mentioned, there are other direct support artillery units which are organic to Americal's three brigades: the 6th Bn., 11th Arty, with the 11th Inf. Bde; the 3rd Bn., 82nd Arty, with the 196th Inf. Bde; and the 1st Bn., 14th Arty with the 198th Inf. Bde.

Combat In Review

Engineers Utilize Choppers To Build Isolated Outposts

CHU LAI-- "White Lions" from the 26th Engr. Bn. are confronted daily with mission ranging from sweeping Highway 535 in search of mines to floating pontoon bridges across rivers.

One of the most challenging assignments given the combat engineers is the construction of a new outpost in the division's area of operation.

It takes from three to five days to create a fire support base or landing zone.

Unfortunately from a logistical standpoint, the construction sites are usually mountain tops, dense forests, or other isolated locations.

The difficult task of transporting the essential earth moving equipment and building materials overland is made easier by a helicopter airlift operation. CH-47Bs and CH-54's, known to most ground observers as Chinooks and Cranes, play a major role.

The boxcar-shaped Chinook is capable of carrying an 11,000 pound load; the Crane, which appears to have had a bit taken from its underside, can hoist 16,000 pounds skyward.

LTC Mathew W. Hoey, commanding officer of the 26th Engr. Bn., praised the chopper units that support his engineers.

"As far as I'm concerned," he said, "without the assistance of the Army aviation units our job would be at least five times more difficult. They give us a tremendous advantage over the enemy."

Photo Caption - AIRBORNE DELIVERY--"Flying Crane" airlifts construction equipment for 26th Engr. Bn. to be used in building a new LZ in the division area. (Photo by SP4 David L. Tyler)

'Operation Golden Fleece' Takes Viet Cong's Rice Supply In Que Son

CHU LAI -- A joint operation involving division troops and Vietnamese civilians from the Que Song Valley closed last week, after successfully delivering a punch to "Charlie's" stomach.

Nearly one million pounds of rice were snatched from the enemy in the rice rich Que Son Valley during "Operation Golden Fleece," which began Sept. 15.

"In a sense we lodged a two-pronged assault against the communists who had free access to the Que Son rice," remarked COL Frederick J. Kroeson, 196th Inf. Bde. Commander.

"Not only did we make a concerted effort to confiscate his stores of rice, we also transported refugees into VC/NVA territory where they labored right under the enemy's nose to harvest this year's crop."

Airborne Workers

The big job of flying nearly one thousand workers daily from Que Son district headquarters to the unsecure ricefields was handled by CH-47 "Chinook" helicopters from the 178th and 132nd Assault Support Helicopter Cos.

"We flew into the area with some apprehension," said CW2 Philip C. Jeszek, assistant operations officer for the 178th.

"Shortly after the operation began, we started taking rounds when we approached the enemy territory. "That's when we called upon the 123rd Avn. Bn. for gunship support.

Hooks Haul Harvest

"Hooks" were used to transport the harvested bundles of rice in massive nets, slung beneath the choppers.

The "birds" capable of a 6,000-pound load, transported the grain to Que Son district headquarters where Air America took over, flying the rice to a processing plant in Hoi An. The rice was then flown back to Que Son for distribution to the refugees.

"These people are willing to work under the most trying conditions," commented MAJ Franklin Donahue, senior Que Son district advisor.

Problems Defied

"An occasional sniper or mortar round and torrents of monsoonal rains failed to break an almost defiant desire to get the job accomplished," the major said.

The big job of securing the outer perimeter of ricefields was handled by the 2nd Bn., 1st Inf., which played a major role throughout "Golden Fleece." Further security was provided by elements of the 4th Bn., 21st Inf.

A number of Regional and Popular Forces (RF/PF) kept a wary eye out for snipers in the immediate vicinity of the workers.

'Rice Bear II'

Supplementing this large scale effort was a smaller harvest conducted by elements of the 4th Bn., 31st Inf. and RF/PFs in another portion of the valley. This operation within an operation, referred to as "Rice Bear II" by the battalion, netted the refugees of Nui Loc 15,000 pounds of rice.

But this was only one aspect of Operation Golden Fleece.

"While the Vietnamese worked to deprive the communists of their bread and butter, our men were making regular raids on his waning stores of rice," COL. Kroesen said. "Each man carried with him 10 empty sandbags to remove any rice discovered during a sweep."

"The suspected enemy we have detained recently give us a good indication of the success of Operation Golden Fleece. They're hungry."

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The Fighting 14th

Busy 'Birds'

Photo Captions-

SP5 John Stanton, 3d Bn., 16th Arty.

After a 'hook's' rotor is repaired it carries cargo to the field.

SP4 Patrick F. Doyle, 14th Avn. Bn.

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)

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, medevacs 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)

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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.

Combat In Review

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. Nice photo although this is not a Boxcar.)

BOXCARS LOG 30,000 HOURS

CHU LAI- The 178th Aslt. Spt. Hel. Co has become the second Chinook company in Vietnam to log 30,000 hours in the air.

The "Boxcar" unit was formed at Ft. Benning, Ga., in October 1965 and came to Vietnam in February 1966. The company's first year in country was spent in general support of III Corps.

Aid In Oregon

April 1967 saw the 178th move north to Chu Lai on a temporary basis to support Task Force Oregon, the forerunner of the Americal Div.

The transitory assignment has become a permanent relationship and the company's parent organization, the 16th Cbt. Avn. Grp., recently became part of the division.

The nickname for the unit is emblazoned on each helicopter in the form of three pairs of red and white dice, each showing a six, which in dice jargon is "Boxcars."

The company's CH-47B helicopters provide a vital link between major supply points and desolate fire support bases and landing zones inaccessible by road.

Missions performed by the 178th now commanded by MAJ Rodney A. Pimental, range from hauling ice cream to airlifting artillery pieces. During its first 30,000 air hours the company flew 109,132 sorties, moved 166,256 tons of cargo, and transported 283,424 passengers.

Last fall the 178th joined with other helicopter units to transport rice harvested in the Que Son District of Quang Nam Province.

The operation is credited with depriving the enemy of 155 tons of rice.

The "Boxcars" have written and published a widely used training manual explaining proper techniques for using Chinooks.

Mechanics Tops

Behind every good aviation unit is an equally good maintenance outfit and the 178th is backed up by the 400th Trans. Det.

The aircraft mechanics work around the clock in two shifts to insure that each one of the $2-million helicopters will stay in the air the next time it is pressed into service.

One of the many inspections performed on the big choppers is the preventive maintenance periodic inspection, which is conducted every 100 flying hours and takes 3,780 man hours to complete.

The fact that a 178th Chinook has never been lost due to a lack of or improper maintenance indicates the quality of support continually offered by the 400th.

CHOPPER CREW IN TROUBLE
BOXCAR 470 ORDEAL BY FIRE

CHU LAI-quick action and the right decisions saved crew members of a Chinook CH-47B of the 178th Aslt. Hel. Co. when it was forced down by intense hostile fire on a tactical emergency resupply mission northwest of here recently.

Aircraft commander CWO Fred Lindsley (Lebanon, Tenn.) and pilot WO1 Charles Preaus (Tulsa, Okla.) responded to an urgent request of the 198th Inf. Bde. to resupply two forward fire bases, one of which was under mortar attack. Suddenly, the crew heard the heart stopping sound of .50 cal. slugs ripping through the fuselage, followed by loud grinding from the combing transmission.

The flight engineer, SP5 Earl Evans (Portland, Ind) shouted, "Get us on the ground, we're on fire:" The crew remained calm as CWO Lindsley started an immediate emergency descent and WOI Preaus keyed a mayday call.

Meanwhile, Evans attempted to fight the fire with an extinguisher. He kept the fire at bay, but then the No. 2 engine failed on the way down.

Realizing that the sling held a load of ammunition, Lindsley did not release the load until the craft was 200 yards from landing.

On touchdown, the crew removed weapons from the aircraft and established area security.

Evans had to be bodily removed from his position inside the aircraft. "I've spent six months building this bird," he exclaimed, "I'm not going to let it burn now."

Despite the crew's efforts, "Boxer 470" burned to the section just aft of the fuel cells in the center of the aircraft.

When the fire was finally extinguished, the fuel cells, loaded with 3500 pounds of jet fuel, were smoking.

"Boxcar 470," already short, has returned to the states for major repairs.

(16th CAG IO)

[Historian Note: This incident occurred on February 23, 1969].

Americal Band Serenades ARVNs At Quang Ngai City

Story and Photos by SGT DERRILL C. DALBY Division Support Command

The magical baton brought the flow of entrancing music. It was also the signal starting the second in a series of cultural exchange visits between the Americal Band and its counterpart with the 2nd ARVN Div.

The Band, which is part of the Div. Support Command, travelled by "Chinook" to Quang Ngai City to give a concert for the Vietnamese troopers. The ARVN band had previously appeared at Chu Lai.

Everything from folding chairs to chimes went aboard the 178th Assault Support Helicopter Co. "Flying Boxcars," in addition to more than 40 musicians.

Americal Bandmaster, CW2 John Murat, led the full concert band is [in] such numbers as "America the Beautiful" and "How the West Was Won." Then the ensemble broke down into the dance band, placing deeper emphasis on rhythm and the swinging sounds of the sixties.

The "gig" changed its pace again a while later, revealing the trade secrets and elements of soul music to the fascinated ARVN audience.

The pulsating beat of "Soul Incorporated" hummed in the air, and progressed the ARVN listeners from toe-tapping into "Groovy-feeling."

Such a response keeps true the traditional saying: Music is an international language and peaks clearly loud.

Photo Captions (Five Photos): After a thorough briefing by Americal Bandmaster CW2 John Murat and SSG John Bomstrom, band members, load themselves and their instruments aboard waiting CH-47 Chinooks." Although the chimes proved a bit cumbersome, these musical "Miracle Men" arrived in Quang Ngai City and played with gusto and virtuosity for the soldiers of the 2nd ARVN Div., Vietnamese officials, their wives and children.

Note: The photo of the Chinook shows the "Boxcar Dice on the cowling under the front rotor, and the number 59 on the nose of the helicopter.

Rangers Hit Beach

CHU LAI--"Boxcars" from the 178th AHC [ASHC] have opened a swimming beach complete with lifeguard tower and covered picnic area. But not without a few problems.

A Chinook set out the buoys marking boundaries of the swimming area. Unfortunately, in hovering into position to accurately drop one of the closer barrels, the choppers rotorwash completely blew down the beach house.

The Rangers really weren't too pleased about the situation. However, the "Boxcars" felt they had done a fine job in setting out the barrels. Grumbling the Rangers rebuilt the shed, and the beach area is ready for enjoying. (16th CAB IO)

BUILD HUGE HANGER

CHU LAI-One of The major problems That faces any aviation unit in Vietnam is the lack of proper maintenance facilities. This difficulty has been remedied for the 178th ASHC by the completion of their giant new hangar.

The huge structure, built by RMK-BRJ Construction Co., has a few features which are unique to Vietnam and are duplicated only in the twin hangar built for the 178th's sister company, The 132nd ASHC. Measuring a generous 10,000 square feet. The hangar has three single spans, each 78O feet long-the longest unsupported span in Country.

Another first for Vietnam, a 6000 lb. motor rail, was installed to handle the massive components of The Chinook. Originally planned to be re-fabricated in Saigon and shipped here in sections, the building was completely fabricated in Chu Lai.

Welders used were Vietnamese given training as welders. (16th CAB IO)

Stork Stats

PFC VICTORY W. HOWELL, 723rd Maint. Bn., son born June 11, Savannah, Ga. SP4 STEVEN SAVAGE, 4-21 Inf., daughter born June 16, Quincy Mass. SP5 ROBERT WARNER, 723rd Maint.
Bn. daughter born June 18, Northhampton, Mass, 1LT TED M. KELLY, 2-1 Inf., daughter born June 18. SP4 STEVEN MOODY, 5-46 Inf., daughter born June 18, Everett, Washington, SP4 RONALD D. DUNNING, **5-46** Inf., daughter born June 18, Seattle, Wash. SP4 REGINALD ASPLT, HHC 11th Bde., son born June 18, Sayer AFB, Michigan, PFC WILLIAM M. JONES, HHC, son born June 19, Flat River, Mo. 1LT KIRK SWENSON, HHC, son born June 19, Trenton, Neb. SP4 MICHAEL MANNING, Cbt. Center, son born June 19, Spencer, Iowa. PVT LEWIS WILSON, 26th Engr. Bn., daughter born June 19, Jacksonville, Fla. SGT THEODORE H. ROSOVICH, **3-1 Inf**., daughter born June 20, Tuscon, Ariz. SP4 JUNIOR HELTON, **5-46** Inf., son born June 20, Savannah, Ga. PVT JOHN G. ONOFRYTON, **F Trp., 17th Cav**., daughter born June 20, Detroit, Mich. PFC ALVIN CORNELIUS, 39th Engr. Bn., daughter born June 20, New York, N.Y. SP4 TERRY E. GODFREY,
1-52nd Inf., daughter born June 21, Tulsa, Okla. SGT CECIL G. SPENCER, **3-18 Arty**., son born June 21, Jackson, Tenn. SGT DONALD M. MONTGOMERY, 523rd Sgn. Bn., daughter born June
21, Long Beach, Calif. SFC LARRY B. MARTIN, **723rd Maint. Bn**., son born June 21, Ft. Polk, La. PFC PETER M. MORFOID, **1-52nd Inf** Inf., son born June 22, Amsterdam, N.Y. SP4 ARTHUR S. PERKINS, 335th Trans. Co., daughter born June 22, Tuscon, Ariz. MAJ GEORGE A. INGLERIGHT, **4-3 Inf**. daughter born June 23, Florance, Ala. SP4 EUGENE P. BECK, **295th Ord. Co.**, daughter
born June 23, Columbus, Neb. SP4 RAYMOND L. NETTLES, **4-21** Inf., son born June 23, Palestine, Tex. SP4 JAMES W. THEFORD, **4-31** Inf., son born June 24, Hamilton, Tex. SP4 JAMES L. FINEFROCK, **174 Avn. Bn**., son born June 24, Canton Ohio, 1LT D. JOHNSON, **4-31 Inf**., son born June 24, Dothan, Ala. SP4 BRUCE NOENNICH, 2-1 Inf., son born June 24, China Lake, Calif. PFC
SCOTT A. BROMAN, **3-82 Arty**., son born June 25, Rockford, Ill. SSGT LARRY STIPE, **1-1 Cav**., daughter born June 25, Temple, Tex. SP4 FREDDIE LEONARD. Cbt. Center, daughter born June
25, Altus, Okla. PVT LEE S. SCARBOROUGH, **59th IPSD**, 11th Bde., daughter born June 27, Janesville, Wisc. SSG THURMAN VINCENT, 123rd Avn. Bn., son born June 27, Hopkinsville, Ky. SP4
RONALD F. LABRIE, **75th Inf**., daughter born June 27, Beverly, Mass. PFC ELMER J. KELLY, **3-21 Inf**., son born June 27, Kewanee, Ill. **PFC LEONARD CLARK, 178th Aslt. Hel. Co., daughter born June 27, Chicago, Ill**. SP4 STEPHEN K. HOENER, **126th S&S Co.,** daughter born June 29, Quincy, Ill. SGT DONALD R. RAHM, **55th Arty**., daughter born June 30, Seattle, Wash. SP4 GLEN MCBEIGH, **14th Avn. Bn**., son born June 30, Elyria, Ohio. PFC BARRY C. SMITH, **71st Avn. Bn**., daughter born June 30, Beaumont, Tex. SP4 Richard Haskins, 1-4 [1-14?] Arty., daughter born July,
Onawa, Iowa.

PILOT EARNS DFC AND GOLD BARS

CHU LAI - Chief Warrant Officer Richard Farris (Washington D.C.) received a Direct Commission in the U.S. Army and was decorated with the Distinguished Flying Gross in ceremonies at Americal headquarters.

The Oath of Commissioning was administered by the young helicopter pilot's father, Lt. Col. Harold Farris, also a pilot, but with the U.S. Air Force. BG Edwin L. Powell Jr, assistant division Commander, pinned the gold Second Lieutenant bars on the newly commissioned officer.

The Direct Commission, fourth to be awarded to an Americal Division Warrant officer, was in Signal Corps branch while the DFC was awarded to 2LT Farris for his actions while flying a night tactical emergency mission during February, 1969, according to the citation read by MAJ Kenneth A. Sines (Friendsville, MD.), commanding officer of the 178th Aslt Hel. Co. [ASHC]

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Texts For School Children

CHU LAI - "Boxcars" of books have been delivered to the children attending the Ly Tin School just outside Chu Lai as the results of an aviator from the 178th Aslt. Hel. Co., known as the "Boxcars."

1LT Donald Procida (Long Island, N.Y.), sustained a leg wound from a 30-caliber round while extracting Americal troops from a landing zone before he could personally fulfill his objective of supplying English books for Vietnamese students learning our language. But through his efforts and in spite of his absence, the delivery was made.

LT Procida had always been interested in the Civic Action Projects conducted by his unit. After several trips to an orphanage and the Ly Tin School, he established a pen-pal correspondence between these children and those attending St. Mark's School in Long Island where his wife is a teacher.

During these visits, the lieutenant realized the need for books printed in English. He wrote of this need to his wife and she persuaded the school officials to let her have old text books that were replaced with newer editions. Before long, Mrs. Procida mailed a package containing 500 books.

Before the books arrived, LT Procida was wounded, sent to a hospital in Da Nang, evacuated to Japan, and was finally sent to the United States for recovery.

In spite of his absence, LT Procide's [sic] persistence succeeded in supplying the Vietnamese pupils with English texts to advance their studies. (Americal IO)

We're Going In That Thing?

Vietnamese Girl Scouts, loaded with camping gear, board a "Chinook" of the 178th Aslt. Hel. Co. that transported the scouts to Cu Lao Island where they joined 800 other scouts for a week-long campout, organized by the Civil Affairs Section (G-5) of the Americal. (U.S. Army Photo)

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Photo Caption: We're Going In That Thing?

Vietnamese Girl Scouts, loaded with camping gear, board a "Chinook" of the 178th Aslt. Hel. Co. that transported the scouts to Cu Lao Island where they joined 800 other scouts for a week-long camp out, organized by the Civil Affairs Section (G-5) of the Americal. (U.S. Army Photo)

10September69-Southern Cross Vol. 2 No. 24 Page 7

BEST CREW EARNS REST

CHU LAI - In July, the 178th Aslt. Hel. Co. started what is now known as the "Crew of the month" award.

On the basis of "prior planning, attention to detail, and conscientious efforts to keep the aircraft in the air and on schedule," a flight engineer, crew chief, and door gunner are selected as the crew of the month.

The crew is chosen by MAJ Kenneth Sines (Columbus, Ga.), commanding officer of the 178th ASHC, and the aviators of the company.

For July, the crew of aircraft 105 was chosen for the award. The door gunner, SP4 Thomas Izzarelli (West Madison, Ohio), SP4 Paul McNeill (New Orleans), the crew chief, and SP5 Carl Harrison (Escondido, Calif.), the flight engineer were selected as the top crew.

Each man received a tie clasp which bears a miniature Chinook helicopter, a letter of recognition from MAJ Sines and, best of all, each man received two days off.

When the crew members were asked about their plans for the two-day vacation, their reply was unanimous, "sleep."

The award was initiated by the company to develop a sense of pride and responsibility within the crews. The award comes as a well-deserved pat-on-the-back for a job well-done.

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178th Sets Division Record

CHU LAI -- The Division's 178th Assault Support Helicopter Company (ASHC), commonly known as the "Boxcars", became the second Chinook company in the Army to fly 40,000 hours in the CH-47 helicopter.

Presentation

LTC Jerry L. Teague (Alexandria, Va.), commanding officer of the 14th Combat Aviation Battalion, and MAJ. Robert W. Parker (Secane, Pa.) commanding officer of the 178th, were on hand as the big CH-47 flew into the "Boxcar" ramp at Chu Lai, officially logging the 40,000th hour.

Mr. Michael DiGangi, Vitrol representative, presented the bronze plaque to the pilots, WOs Alan K. Olson (Salt Lake City, Utah) and Earl E. Akerhurst (Freeland, Mich.). Virtrol manufactures the CH-47 for the Army. (Note: maybe the company name was Vertol?)

Brief History

The "Boxcars" were organized at Ft. Benning, Ga., in September 1965 and became fully operational at Phu Loi in March, 1966. They moved to Chu Lai as part of Task Force Oregon and have supported the Division since April of 1967. (Americal IO)

Combat In Review

Boxcars Undaunted Resupply Complete

CHU LAI -- Two CH-47 Chinooks from the Division's 178th Assault Helicopter Company (Note: Assault Support Helicopter Company, ASHC) recently made a daring resupply mission to LZ Professional despite adverse weather conditions and reports of heavy enemy activity.

The weather had been bad for two weeks. Low clouds, scattered squalls and poor visibility made flying difficult.

Almost all aircraft were grounded and resupply of remote LZ's and FSB's had been sporadic.

Most LZ's, however, have enough supplies in store to keep them functioning at a normal level for a number of days.

On this particular day, LZ Professional had met with an unusual amount of enemy harassment.

The "hooks met with two Huey Cobras from F Troop, 8th Cav. which 1LT Robert Lockwood (Cockeysville, Md.) piloted one bird, WO1 Philip Washington (Claremont, Calif.) and CW Richard Dominy (Seattle) the other.

Fifteen minutes after notification the ships were -on their way to the LZ loaded with ammunition.

The "hooks" rendezvoused with two Huey Cobras from F Troop, 8th Cav. which flew as armed guards.

An H-model Huey, also from F Troop, 8th Cav., accompanied the mission as a recovery vehicle in case a ship got shot down.

No ships received any hits and LZ Professional received its ammunition, weather and all. (16th CAG, IO)

Vol. 3, No. 10 CHU LAI, VIETNAM April 10, 1970 Page 8

15 Soldiers Complete Safety Course

Fifteen men representing the Americal Division, MAG-13 and NSAD, recently completed the first Water Safety Instructor's Course ever offered in Chu Lai.

The intensive nine-day program was designed to enable Special Service to man the 13 beaches in the area with better qualified lifeguards. Ten beaches are used exclusively for swimming.

The 45 hours of instruction was conducted by Mr. Jon Ekstrand, USARV Director of Safety Programs.

Those receiving water safety instructor's badges and certificates were Sgt. Peter E. Arsenault, 71st Aviation Co.; SP5 Joseph J. Cahours, 26th Engineer Bn.; PFC Jack H. Caldwell, 444th Transportation Co.; SP4 Dennis R. Clark, 178th ASHC; PFC Chester Crabtree III, 23rd Administration company; SP4 Larry J. Dedeaux, 176th AHC; Cpl John W. Fagan, MAG-13; Sp4 Dennis E. Kearns, 196th Brigade; Sp4 Jeffry McClintock, 23rd Administration Co.; Seaman Michael W. McQuade, NSAD

SOUTHERN CROSS

Vol. 3, No. 13 CHU LAI, VIETNAM April 17, 1970

Soldiers Compete In Name Game

By SP4 Henri Gilpin

CHU LAI - Enola Gay, lady that she was, achieved her fame during The final months of WWII. She was the B-29 Stratofortress that dropped THE first atomic bomb on Japan.

The B-29 endeared with the title Enola Gay was not alone. Nearly all the aircraft that flew in WWII carried the personal touch of its crew: a girl's name, a cartoon, a caricature, etc.

Those WWII aviators, in their attempt to add a little bit of home to their olive-drab aircraft, started a custom that has carried through to the present involvement in Vietnam.

A walk through any flight line in the 14 CAB will tell the story. Most of the aircraft carry the mark of their crews, names they have affectionately chosen to personalize their craft.

Some names tell a story, other immortalize a song or rock group and still others leave the onlooker with questioning stare.

White Lighting, a 132nd ASHC Chinook, was named by a homesick Missourian. Rumor has it that the crew chief's father was involved in a little under-the-table bootlegging and the name White Lightning made him feel a little closer to home.

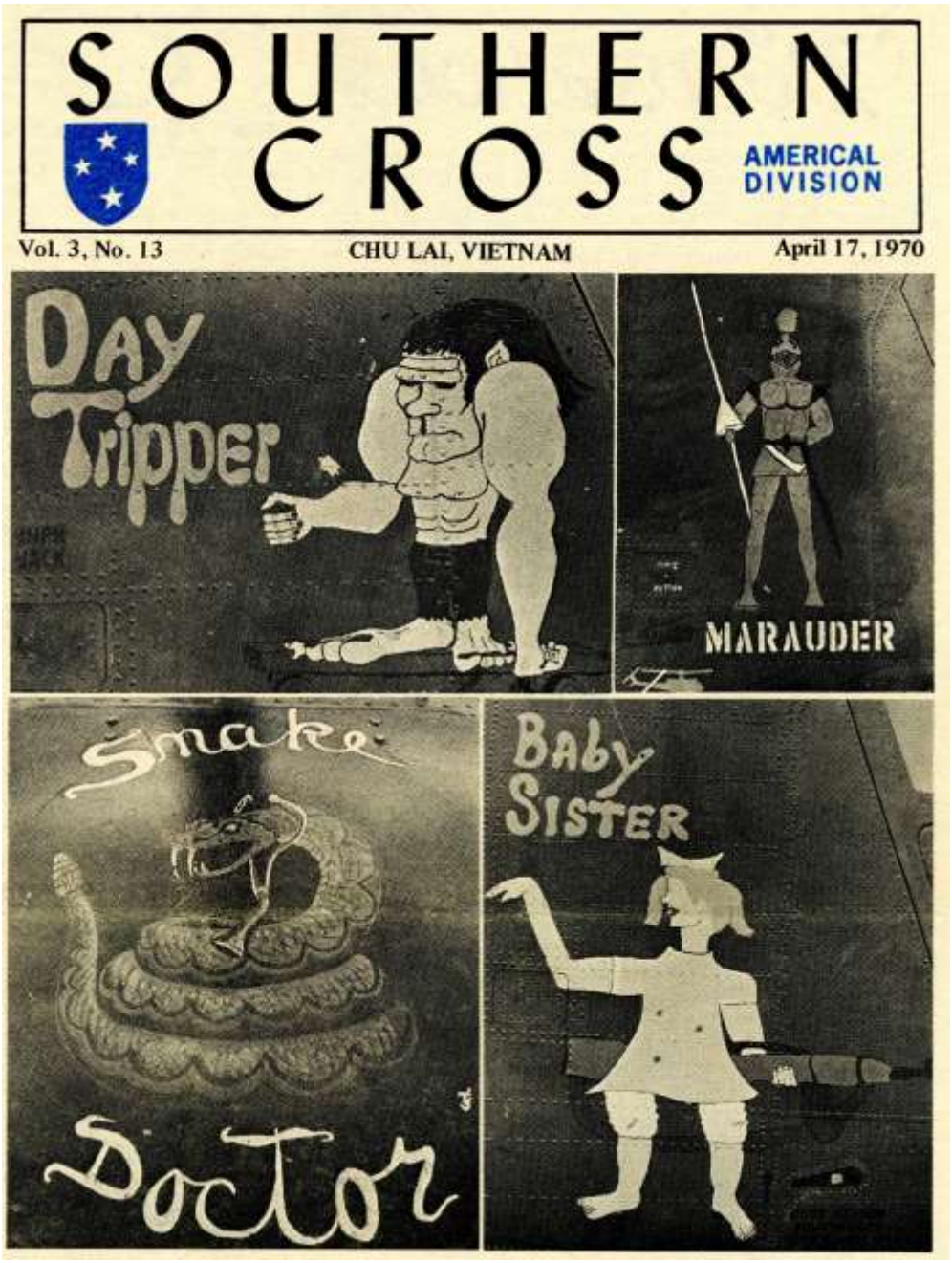
SP4 Edward Madarus, 132nd ASHC crew chief, flies on a ship called the Virgin Hunter. He explained, "There's no special way the guys pick a name. They just put their heads together and throw names back and forth 'til they find one they all like."

One of the biggest inspirations seems to be today's rock music. Lady Will Power, Foxy Lady and Day Tripper can all be attributed to a popular song, and Iron Butterfly was borrowed from a fairly well known rock group.

Baby Sister, a 178th ASHC ship, has a little history behind its name. Crew chief SP5 Thomas Harmon (Dallas) named his first ship Big Sister. It was shot down. His next ship was called Little Sister. It made a hard landing and was shipped out for repairs. Big Sister and Little Sister gone, he had no recourse but to name his third, and yes, last ship Baby Sister.

SP5 John Martin (Cleveland), fight engineer with 178 ASHC, came up with the name Turnabout for his ship. He related, "I just got sick of the usual names. I wanted something opposite, turned around. Couldn't think of anything really original so I just called it Turnabout."

One ship received its affectionate title after being grounded quite a few times for mechanical failures. The crew very appropriately named it The Rag.



Photos captions: 1) Day Tripper 2) Marauder 3) Snake Doctor 4) Baby Sister

Most of the names are accompanied by complimentary drawings and illustrations painted on the craft by the crews with various degrees of artistry and detail. (14th CAB 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.

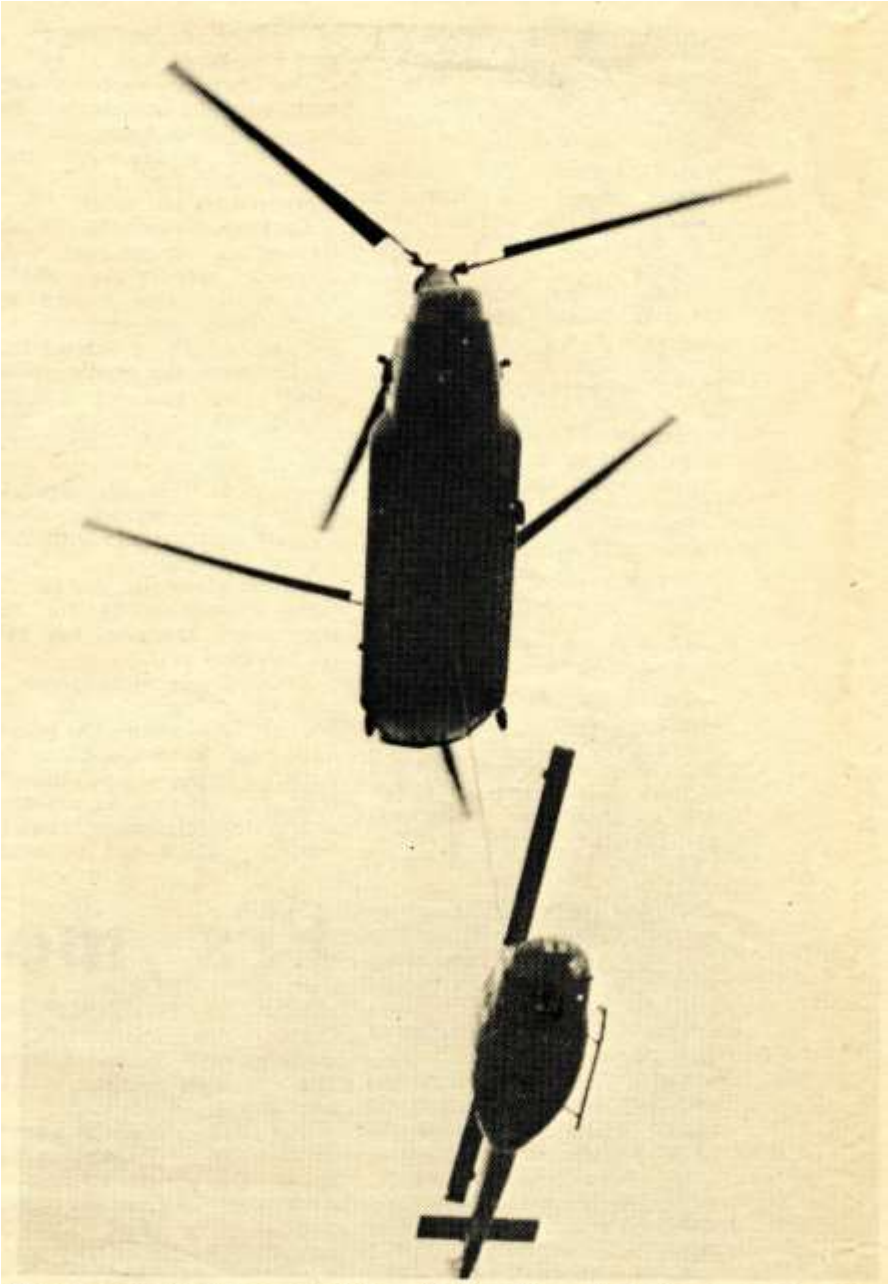
The enemy has named the big choppers "Buffalo" reflecting the enormous payloads of the Chinook. Another aspect of the Chinook's abilities, is the variety of cargo it can carry. They are capable of carrying artillery pieces, fuel and ammunition slung in cargo nets under the choppers belly. Troops are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

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.

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: Chinook helicopter carries the 178th ASHC "Boxcar" emblem)



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.

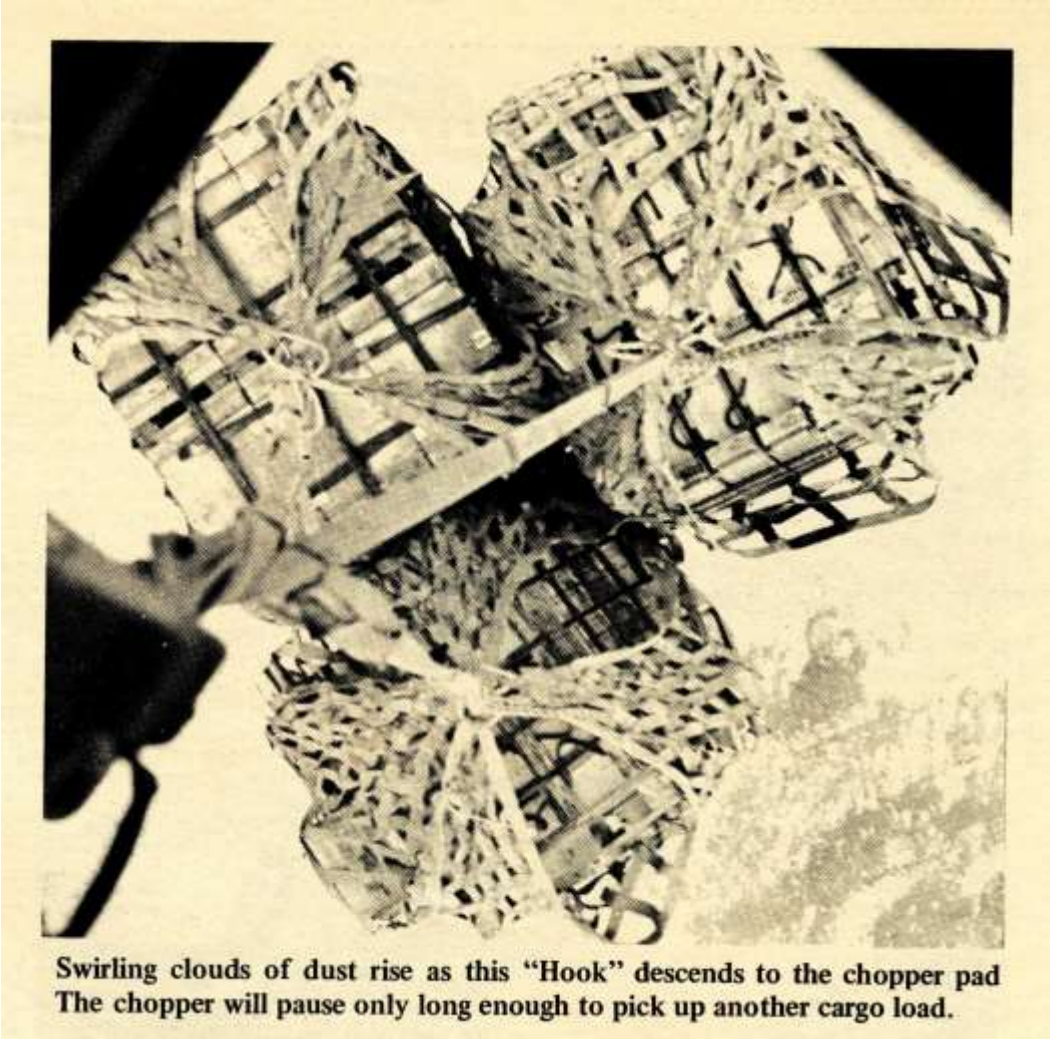
2) The powerful lift capabilities of the Chinook is illustrated in this photo which shows the hook carrying a Huey chopper which had developed mechanical problems (Note: The Huey being carried appears to have a red cross on the nose.)

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 s in the nose as their standard armament.

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: **A "Boxcar"** helicopter from the **178th ASHC** was second in the line-up).

Swinging high is this load of ammo destined for the eventual delivery to the enemy. Under combat condition such as these in Vietnam, the helicopter is often the only means to deliver supplies.

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 from the 178th ASHC)



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.

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.

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.

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.

Boxcars awarded MUC

CHU LAI (AMERICAL IO) - A presentation on the "Boxcars" flight line gave the 178th Assault Helicopter Company (Note: actually Assault Support Helicopter Company), part of the 14th Combat Aviation Battalion, the Meritorious Unit Citation, First Oak Leaf Cluster. The award is for the period June 1, 1967 to May 31, 1968.

Brigadier General Edwin L. Powell, Assistant Division Commander-Maneuver, presented the award.

The officers and men of the company worked long and difficult hours under extremely hazardous conditions and intense hostile action to successfully airlift thousands of allied troops into tactical landing zones. With great skill and courage, they provided excellent aviation support, critical supplies and combat equipment to the ground elements enabling them to sustain operations against the enemy.

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14th Combat Aviation Battalion cited

CHU LAI (AMERICAL IO) -- The 16th Combat Aviation Group's 14th Aviation Battalion and its subordinate units received the Valorous Unit Award at Chu Lai.

Major General A.E. Milloy, Commanding General, affixed streamers to the guidons of the 71st, 174th, 176th, and 178th Helicopter Companies as well as the Headquarters Detachment, Medical Detachment and the 14th Security Platoon.

It is the second Valorous Unit Award for the 178th ASHC.

General Milloy remarked at the presentation ceremony, "I would say, without taking anything away from this award, that an account of any seven day period for this unit would read the same as the citation."

The unit was given the award for its performance during the period August 13 to August 19, 1967 during Operation Benton. During the operation, the unit successfully lifted artillery and infantry personnel over rugged mountain terrain and inserted the troops in an unfamiliar area west of Chu Lai.

The unit continued, often under heavy enemy fire, to provide fire support with gunships, fly numerous-resupply missions and perform emergency medical evacuations.

Siberia; home of Charlie Battery, 3rd Bn, 82nd Arty

Story by 1Lt. Steven Gailer
Photos by SP4 A.C. Barnett

LZ SIBERIA (DIV ARTY IO) - On a hilltop overlooking the Song Tran River, this Division firebase is aptly named.

LZ Siberia is the home of **Charlie Battery, 3rd Battalion, 82nd Artillery**. It may not have comforts like hot and cold running water, television or swimming pools; but the cannoneers make the most of what they have and call Siberia home.

The artillerymen must rely on helicopters to bring them everything they need from mail to projectiles for their howitzers. An aviator bringing in supplies can always be sure that a group of smiling faces will greet his chopper, all more than willing to lend a helping hand to unload whatever treasures might be aboard.

The mission of Charlie Battery is to provide direct support for the **4th Battalion, 31st Infantry**, 196th Infantry Brigade. With muscles straining and cold sweat rolling down their backs, the artillerymen pump out the rounds twenty-four hours a day. These seemingly tireless young cannoneers have made their battery one of the most active direct support units in Vietnam.

The enemy is not happy that artillery is perched atop this hill. On several occasions, they have launched concerted attacks against the outpost. Charlie Battery cannoneers have proven equal to all challenges. Manning well fortified bunker positions along with the infantrymen, firing self-illumination, and lowering their howitzer tubes for direct fire, the artillerymen have developed defenses that assure than many of the enemy will never go on another attack.

For the men stationed on LZ Siberia, a year is a very full 365 days. When the tour finally ends, they can look back and know that the discomforts they have endured have caused immeasurable damage to the enemy in what he likes to refer as "his territory".

Photo Captions:

1) 'Old Glory' waves defiance from the hilltop (Note: **"C Btry 3rd Bn 82nd Arty** - LZ Siberia" text and crest adorns a sign in front of command bunker.

Much needed supplies are delivered by Chinooks

2) Much needed supplies are delivered by Chinooks (Note: Boxcar of the 178th ASHC slings a load of artillery rounds in)

3) FADAC puts them where they count. (Note: shirtless soldier operates the FADAC)

4) Constant vigil is maintained by artillerymen (Note: Soldier in steel helmet and O.D. t-shirt stands guard in a bunker made from culvert sections. He has an M-60 machinegun at the ready, an M-16, plenty of flares and grenades.)

5) Artillerymen put another in Charlie's hip pocket. (Note: Shirtless soldiers wearing Steel helmets are manning a 105mm howitzer.

6) Cannoneers readying another round for Charlie. (Note: 105mm howitzer ejects brass as soldier is starting to insert the next round)

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 s in the nose as their standard armament.

This is the same photo that appeared in the Americal Division's Southern Cross Newspaper with the caption shown above. The caption below is from the Army Reporter newspaper:

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: A "Boxcar" helicopter from the 178th ASHC is the 2nd Chinook in this line up.

A 178th Aviation Company, "Boxcars", flies out with a load of mortar rounds. The chopper is a CH-47 Chinook that is the main workhorse in Vietnam.
(Photo by SP4 Gerard Paulin, 523rd SIG BN)

24Jul70-Southern Cross Vol. 3 No. 27 Page 3
Photo Caption: A **178th Aviation Company, "Boxcars",** flies out with a load of mortar rounds. The chopper is a CH-47 Chinook that is the main workhorse in Vietnam. (Photo By SP4 Gerard Paulin, 523rd SIG BN)

Choppers brave clouds to resupply mortarmen

By SP4 William Hayes

LZ WEST (AMERICAL IO) - Just above LZ West, home of the 196th Infantry Brigade's **4th Battalion, 31st Infantry**, flat bottomed clouds that formed the foundation of at 1500-foot ceiling scudded southward through the Division area of operation.

The small group of men working on the resupply pad watched the dense cover as it slid by a few yards above their heads, sealing out the rest of the world from them. Just below the {typo?].

The surrounding clouds had rolled in fast--so fast that a few Huey choppers in the area had to set down wherever they could on West, rather than to slide between treacherous peaks while flying blind.

Right above the hilltop, a small hole opened in the gray ceiling, hesitated, blinked, and then grew to the size of a football field. The hilltop brightened-not from direct sunlight, but from that eye-squinting brightness reflected from the cotton cumulus

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(Continued)

clouds that hovered 500 feet above the area.

Through the gaping hole in the ceiling, a CH-47 helicopter swooped toward the LZ on visual approach, a load of mortar ammunition swinging beneath it.

The battalion's mortars had fired almost continuously the day before in support of the infantry companies in heavy contact with an enemy main force element right at the foot of the hill.

As the first pallet of mortar ammunition settled to the ground, the hook clutching it to the bird was released. As the Chinook rose to a point just below the dark ceiling and started flying back out of the mountains, the mortarmen were already scrambling over the load, breaking it down for storage and arming.

Through the afternoon, the cloud cover began to break up, letting more supply helicopters into the hilltop.

The breakdown and stacking of rounds and fuzes continued until dark when the mortar pits were loaded and the storage bunkers were stretching from the stacks of round crammed into them. The mortar platoon was fat-they were again ready for the long sustained contact that would need massive mortar fire.

By sundown, the night's watches had been set, and the men pulling their first guard took their places in the pits, waiting for the word that might come at anytime. And the word came soon.

When the section chief cried, "Fire mission!" he wasn't disappointed, the rounds went out.

Photo Caption: A disabled Huey helicopter, which only moments before had auto-rotated west of LZ Judy, is lifted back to Chu Lai airbase by a husky Chinook. (Photo by SP4 Thomas J. Neville)

starrt

They come in many shapes and sizes, but all provide mobility to the Americal Photo Captions:

1) A Huey Cobra gunship from the **123rd Aviation Battalion** roars from its helipad in pursuit of the enemy. Choppers such as this fly missions near the division's Fire Support Base Bronco. (Photo by SP4 Lou Pearson) (Note: the Cobra has the **"Warlord" marking of B/123rd Avn Bn**.)

2) This light observation helicopter pilot may not be able to see the forest for the trees as he dips his craft down to tree level for a better view of the enemy. The chopper is from **F Troop 8th Cavalry**. (Photo by 1LT Robert Pennington)

A gigantic Chinook (CH-47) carries a load supplies to one of the division's firebases. The husky crafts transport supplies throughout the divisions area of operations daily.
Photo by SP5 A.C. Barnett)

3) A gigantic Chinook (CH-47) carries a load of supplies to one of the division's firebases. The husky crafts transport supplies throughout the divisions area of operations daily. (Photo by SP5 A.C. Barnett)

4) Dozens of Huey helicopters resemble rush hour traffic on a stateside highway as the choppers get set to embark on a massive combat assault with troops from the 196th Infantry Brigade. (Photo by SP4 Robert Spangler)

5) The "Flying Crane" is an appropriate nickname for this CH-54 which easily carries a heavy truck to LZ Stinson. (Photo by SP4 Gerald Paulin, 523rd Sig. Bn.)

Much needed supplies are gently lowered to the Americal's new firebase LZ Melon by a Chinook. (Photo by SP4 Jim Logue)

6) Much needed supplies are gently lowered to the Americal's new firebase LZ Mellon by a Chinook. (Photo by SP4 Jim Logue) (Note: the "Boxcar" markings identify this as a 178th ASHC helicopter.)

Chinooks make big wind, big medicine-
provide water, food, supplies and mail
Story and photos by SP4 Guy Winkler

CHU LAI (AMERICAL IO) - "Getting shot at in mid-air is about the only thing I don't like about it."

That's what Warrant Officer Dennis McCracken of Atlanta had to say about piloting one of the huge **CH-47 Chinook** helicopters from the **178th "Box Car"** Assault Helicopter Company, Americal Division.

Mr. McCracken, as any Chinook pilot, has good reason to feel the uneasiness of possibly being shot down while flying over enemy territory. The size of the aircraft makes a target that would be almost impossible to miss while coming into a hot landing zone or flying below a heavy overcast.

The twin-engined, tandem rotor helicopter has an internal cargo space of 1,450 cubic feet, stands about 19 feet tall and is 51 feet long.

To U.S. and ARVN soldiers on landing zones scattered throughout the Americal area of operation, the sight of the **178th "Box Cars"** means water, food, supplies and mail. To the crew of chopper number 436, "It makes you feel like you're doing something worthwhile," commented Specialist Four Fay Brudos of Viroquia, Wisc., one of three doorgunners for the aircraft.

A doorgunners primary job is to defend the Chinook against enemy fire. He must be alert and keep his M-60 machinegun in top condition. His other duties include keeping an eye open to warn the pilots against possible mid-air collisions and pulling maintenance to keep the big bird in the air.

Up every morning, often before dawn, crew members and pilots for the 178th begin the day with a routine maintenance check of fluid levels and samples, safety wires, lube levels, bolts and nuts, rotor damage and a number of other pre-flight checks.

After receiving their missions for the day, the big bird leaves for 10 to 12 hours flying supplies and transporting troops to and from landing zones anywhere in the division.

"One of the things I like most," says Specialist Carl Friend, "Is flying to different places and seeing all of the landing zones which few people have the opportunity to do. It never gets boring."

At times, the Chinook is called on to handle more than hooking supplies and transporting personnel.

The craft is equipped with an external cargo hook of 10-ton capacity which is regularly used to recover other downed aircraft. During September and half of October, the **178th "Box Cars"** had recovered 18 disabled helicopters.

Flying and maintaining the big bird is an all day job which requires the utmost attention from both pilots and crew members. Each man has an intricate function and performs each task knowing that hundreds of men are depending on him.

At the end of each day, the Chinook is refueled, cleaned and reexamined before it is parked to away the next workday.

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**Chinooks make big wind, big medicine-
provide water, food, supplies and mail**

Photo Captions:

1) The latest report are that Snoopy is alive and well at his "mansion" on LZ Center in the 196th Infantry Brigade of the Americal Division.

The pilot for a Chinook must be fully alert and check his instruments constantly.

2) The pilot for a Chinook must be fully alert and check his instruments constantly.

Most Chinook helicopters from the 178th Assault Helicop
on the side of the cock-pit.

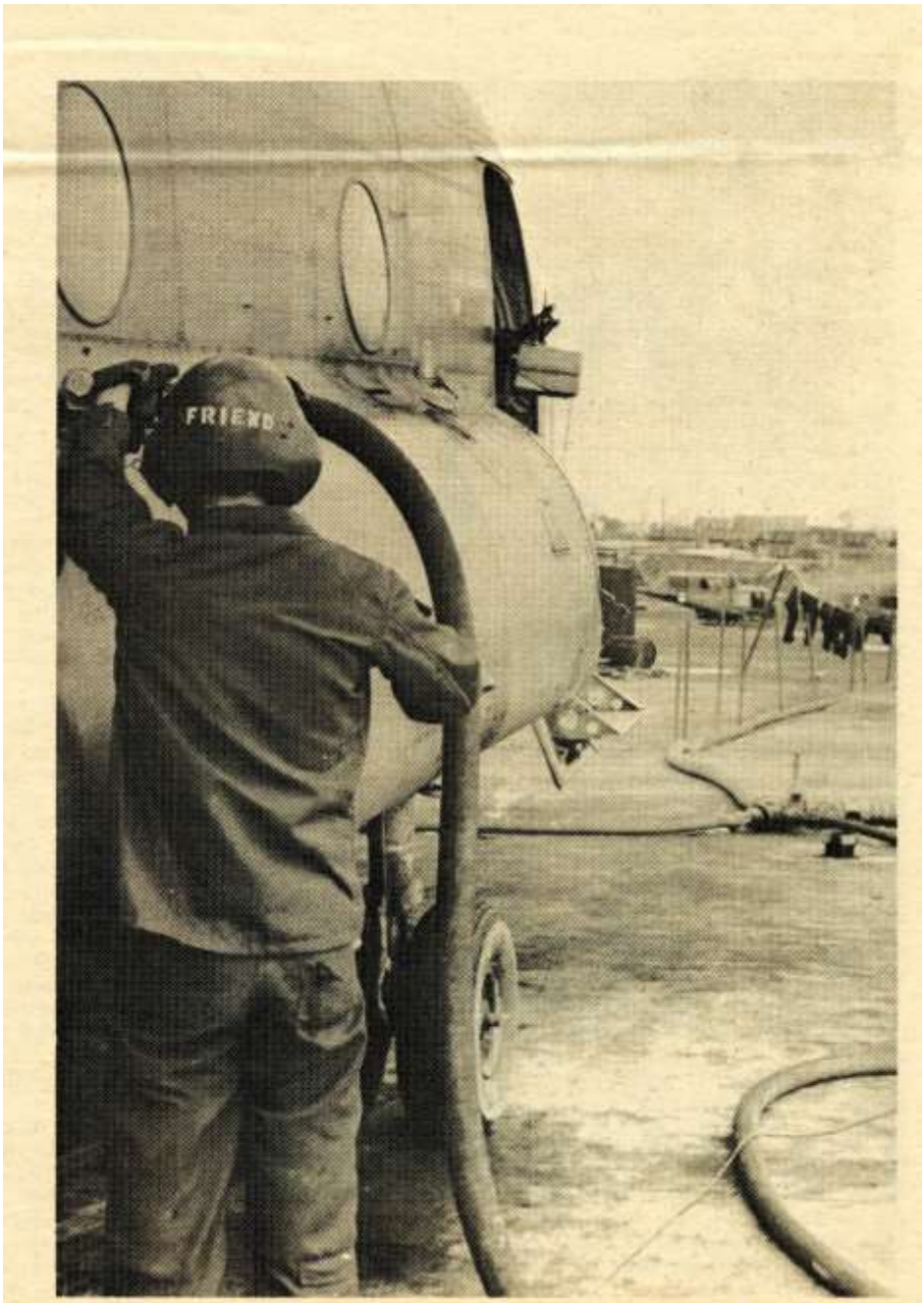
Company in Chu Lai have their own favorite personality painted

3) Most Chinook helicopters from the 178th Assault Helicopter Company in Chu Lai have their own favorite personality painted on the side of their cockpit. (Artwork of a rabbit with the text "OLE DADDY RABBIT". (Note: this seems to be the same helicopter that was in the "OP Legionnaire" video sold commercially in stores.

This soldier from the Americal Division "hooks" a large crate of ammunition to a Chinook helicopter, which is hovering above the soldier's head. The Chinook carries the ammunition to fire support bases in the division's area of operation.

4) This soldier from the Americal Division "hooks" a large crate of ammunition to a Chinook helicopter,

which is hovering above the soldier's head. The Chinook carries the ammunition to fire support bases in the division's area of operation.



Specialist Four Carl Friend refuels the Chinook to keep the big bird flying.

5) Specialist Four Carl Friend refuels the Chinook to keep the big bird flying.

An aerial defense?

By SGT Matt Gryta

If you happen to look up one day and spot an immense helicopter toting what looks like a small house under its belly, have no fears; division headquarters isn't moving out from under your nose.

Its defense system is merely being rearranged to a certain extent.

Since the end of October, working in conjunction with the Chu Lai Defense Command, the third platoon of **Company C, 29th [?26 or 39?] Engineer** Battalion has been involved in the re-location of guard bunkers and watch towers along the Chu Lai defensive perimeters.

The engineers have seen to the air movement of nine bunkers and one fifty foot tower to date.

"A typical bunker lift recently took place when an abandoned bunker was moved more than two miles from the southern tip of the perimeter more than two miles from Combat Center beach," explained 1st Lieutenant Michael L. Shaw, Forest Park, Ga., platoon leader.

"A similar bunker situated there had washed away during Typhoon Kate."

Before a structure can be safely lifted by the helicopter, they must be partially dismantled, Lt. Shaw pointed out.

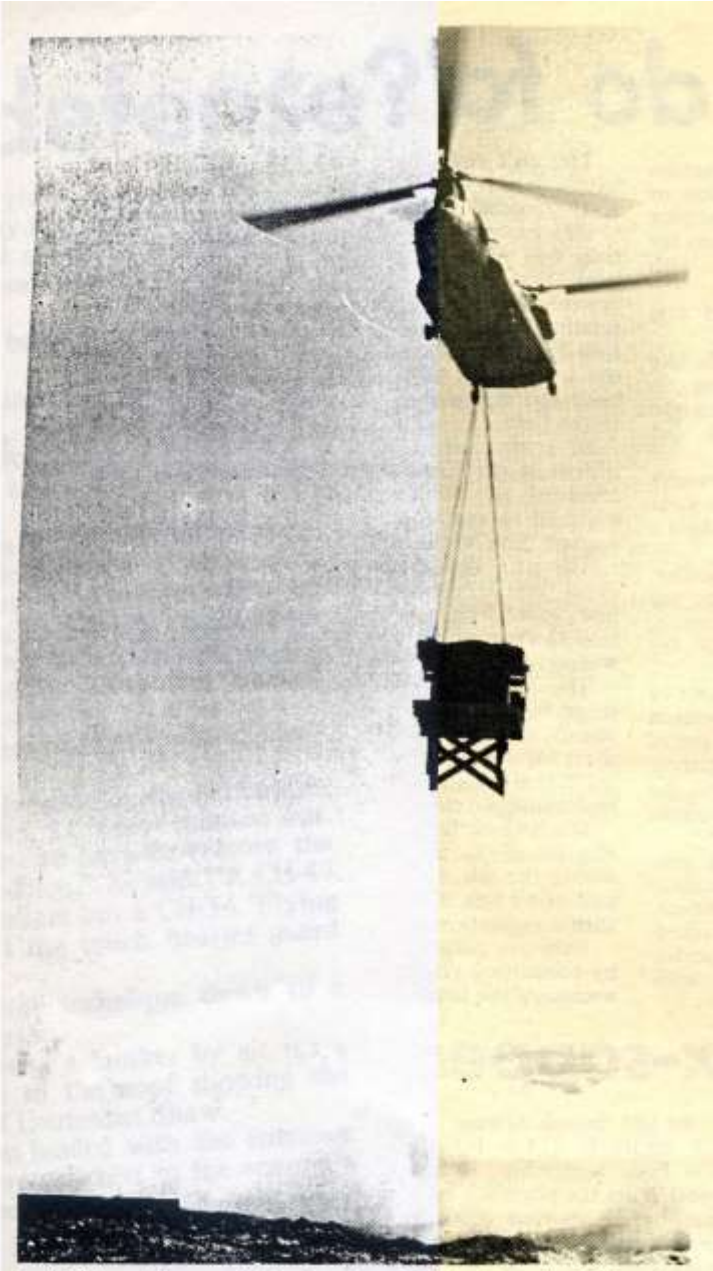
"Prior to lifting the structure we have to remove the outside revetment walls and sandbags," he said. "A **CH-47 'Chinook'** can lift the small bunkers but a CH-54 'Flying Crane' is required to transport the much heavier guard towers."

The engineers have the airlift technique down to a science now, but it wasn't always so.

"We learned that when moving a bunker by air it's a good idea to paint an arrow on the roof showing the direction of placement," noted Lieutenant Shaw.

"Some of our first attempts landed with the entrance way facing the enemy, and perpendicular to the enemy, a few were set down as they should be with the door away from the enemy."

Photo Captions:

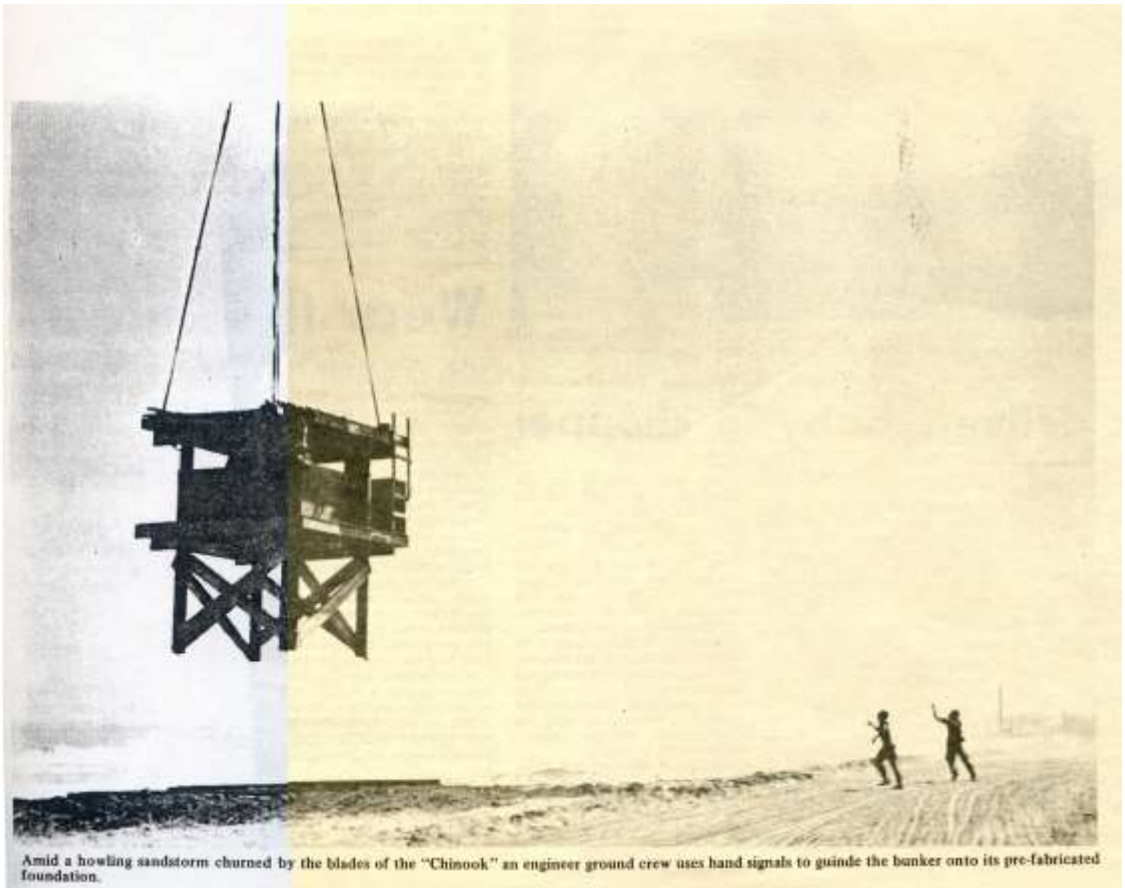


A "Chinook" supplied by the 178th Assault Helicopter Company carries the bunker toward its destined location on the Combat Center beach.

1) A "Chinook" supplied by the 178th Assault Helicopter Company carries the bunker toward its destined location on the Combat Center beach.

The bunker was stripped of its outside revetment walls and sand-bagging to ensure a safe lift.

2) The bunker was stripped of its outside revetment walls and sand-bagging to ensure a safe lift.

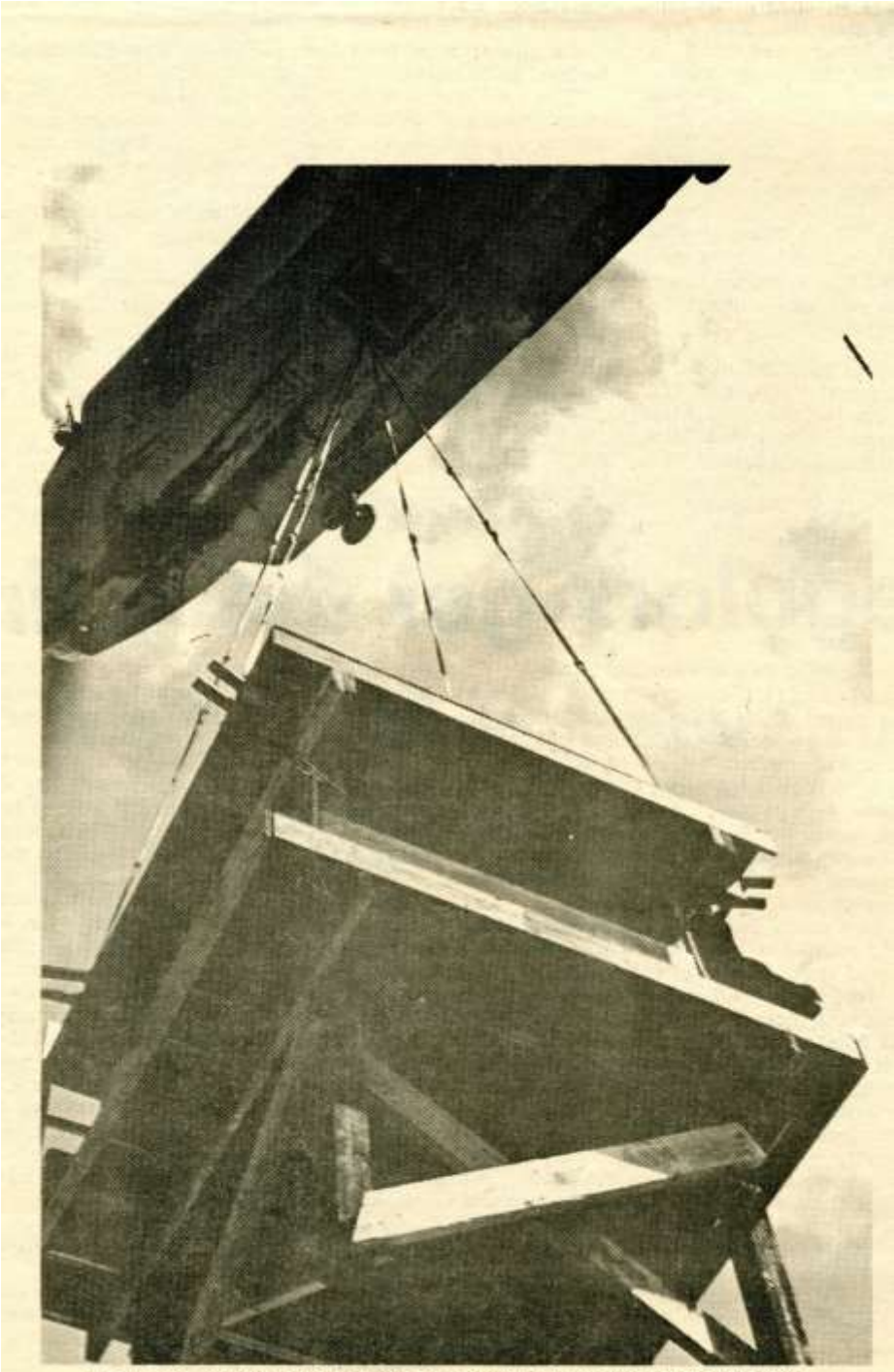


Amid a howling sandstorm churned by the blades of the "Chinook" an engineer ground crew uses hand signals to guinde the bunker onto its pre-fabricated foundation.

3) Amid a howling sandstorm churned by the blades of the "Chinook" an engineer ground crew uses hand signals to guide the bunker onto its prefabricated foundation.

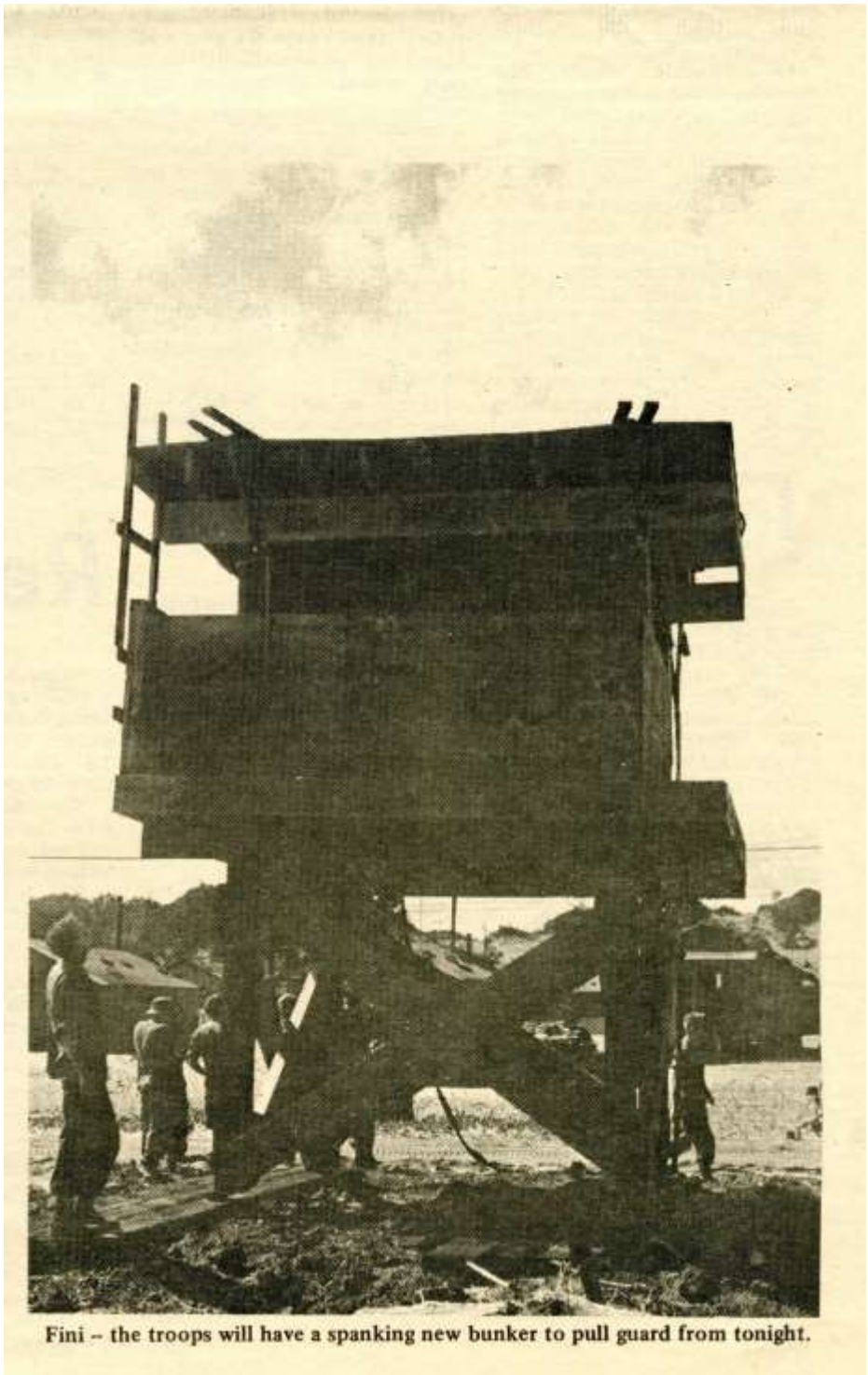
Touchdown, -- now the towlines can be removed from the new guard position.

4) Touchdown, -- now the towlines can be removed from the new guard position.



Placement of the bunker is guided from the air as well as from below.

5) Placement of the bunker is guided from the air as well as from below.



Fini -- the troops will have a spanking new bunker to pull guard from tonight.

6) Fini--the troops will have a spanking new bunker to pull guard from tonight.

The Southern Cross Newspaper.
Vol. 4, No. 9 Chu Lai, Vietnam February 26, 1971 Page 8

14th Aviation sets the pace for division

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.

It's a flying bunker

By SGT Matt Gryta

CHU LAI, (23rd Inf. Div. IO) - If you happen to be in Chu Lai one day and spot an immense helicopter toting what looks like a small house under its belly, have no fears; 23rd Infantry Division Headquarters isn't moving out from under your nose.

Its defense system is merely being rearranged to a certain extent.

Since the end of October the third platoon of **Charlie Company, 39th Engineer Battalion** (Combat) has been involved in the relocation of guard bunkers and watch towers along the Chu Lai defensive perimeter.

Working in conjunction with the Chu Lai defense Command and the 132nd and 178th assault (support) helicopter companies, the engineers have seen to the air movement of nine bunkers and one fifty-foot tower to date.

"A typical bunker lift took place recently when an abandoned bunker was moved more than two miles from the southern tip of the perimeter to a position on the Division Combat Center beach along the South China Sea," explained 1st Lieutenant Michael L. Shaw of Forest Park, Ga., platoon leader.

"A similar bunker situated there had been washed away during Typhoon Kate," he added.

"Prior to lifting the structure we have to remove the outside revetment walls and sandbags," he said. "A CH-47 'Chinook' can lift the small bunkers but a CH-54 'Flying Crane' is required to transport the much heavier guard towers."

The engineers have the airlift technique down to a science now, but it wasn't always so.

"We learned that when moving a bunker by air it's a good idea to paint an arrow on the roof showing the direction of placement," recalled Lt. Shaw.

"Some of our first attempts landed with the entrance way facing the enemy or perpendicular to the enemy."

Just one of the men

By Captain David L. Alexander

(Editor's note: Captain Alexander of the 178th Assault Support Helicopter Company, recently lost a man in his command. In the following article he lays bare some of his deeper feelings about one aspect of the war little discussed in the press.)

CHU LAI, (23rd Inf. Div. IO) - What can you say about a man who dies in Vietnam by drowning? Ironic, isn't it? Here in a war zone he dies by drowning. He dies not in the heat of battle, not able to taste that long-sought victory. He dies by drowning, trying to save a life rather than take one.

You always saw him around the company area. He was just one of the men, or was he? They're all different when you think about it. Those wonderful men who are caught here for a year, and yet they still put everything they have into their jobs. They hold the company together, and they're all different.

You'd see him and he'd always say, "How you doing Sir?" Always with that careful, sportive smile. You liked him instantly. You asked him the same questions you ask everyone. He would answer cheerfully, saying "Kentucky" and "Five more months to go" and "How about yourself, Sir?"

You'd see him on the job. He drove the trash truck. He wasn't a machinegunner, or airborne, or a ranger. He drove the trash truck.

That was his job, and he did it better than anyone else in Vietnam and you loved him for being the best. He was one of those crazy guys that you just knew would extend for another six months.

You attend a memorial service for him at the local chapel, but as the chaplain speaks and prays, you aren't listening. You're thinking about how little you really knew that man who drove the trash truck, and yet you knew he was a good man.

So you put him in for a medal, the Soldiers Medal. The citation ends, "He died trying to save the life of an American ally." His buddies said he hardly knew how to swim, and yet he tried to save someone from drowning.

Normally you'd be appalled, but you knew the kind of guy he was .

But he's dead, and life and the war go on. Most people will forget him. Some won't. How can you ever forget that guy. You'll remember that man who drove the trash truck and always greeted you with, "Hey, how you doing Sir?"

C R I M E
DOESN'T PAY

Case 1.....

Case 2

Private (E-1) Leo J. Frasheski, 178th Aviation Company, 14th Aviation Battalion, was tried by General court-martial on July 13 for wrongfully communicating a threat, lifting up a weapon against a superior commissioned officer and pointing a dangerous weapon at a person. He was convicted and sentenced to a dishonorable discharge, confinement at hard labor for three years and forfeiture of all pay and allowances.

Major Taylor receives command of 'Box Cars'

Brigadier General Bertram K. Gorwitz, assistant division commander, presents the colors of the 178th Assault Helicopter Company to Major Peter F. Taylor during a recent change of command ceremony. Major William P. Horton (rear) is former commander. (U.S. ARMY PHOTO BY SP4 MIKE CASSIDY)

Photo Caption: Brigadier General Betram K. Gorwitz, assistant division commander, presents the colors of the 178th Assault Helicopter Company to Major Peter F. Taylor during a recent change of command ceremony. Major William P. Hortan (rear) is former commander (U.S. ARMY PHOTO BY SP4 MIKE CASSIDY)

By SP4 Mike Cassidy

CHU LAI, (23d Inf. Div. IO) - Major Peter F. Taylor (DeLand, Fla.) has taken command of the 178th Assault Support Helicopter Company ("Box Cars").

The recent change of command was presided over by Brigadier General Bertram K. Gorwitz, assistant division commander for support.

Former "Box Cars" commander Major William P. Horton (Dallas), has been appointed executive officer of the 123d Aviation Battalion (Combat). While in command, his company attained the second highest score in the division on the exacting Command Maintenance and Material Inspection.

Taylor, on his second tour in Vietnam, has recently completed the Artillery Career Course.

Official standdown slated at Ft. Lewis

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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 [This should have read the **132nd Assault Support Helicopter Company (Hercules)**.] 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.

[This means the 178th ASHC is working without the 132nd ASHC to share the work load.]

This history was printed in the 1970 16th Combat Aviation Group yearbook: \

178th ASHC - 14th AVN. BN. UNIT - HISTORY

Before the 178th's deployment to the Republic of Vietnam it was stationed at Fort Benning, Georgia. At that time the 178th consisted of the 400th Transportation Detachment and the 774th Medical Detachment, all under the control of the 10th Aviation Group. The unit's organization was completed on 1 September 1965. Near the end of October the 178th was notified of its future deployment to the Republic of Vietnam. Intensive tactical training began immediately. This tactical training was completed on 3 January 1966.

The main body of the 178th consisted of sixteen CH-47A Chinook Helicopters. They were flown from Ft. Benning on February 16 and arrived at Sharpe Army Depot, near Oakland, California, on February 17. The aircraft were shipped on the Aircraft Carrier Breton, departing the United States on February 26 and arriving at the port of Vung Tau on March 10. The personnel assisted in the rigging of the aircraft and from Vung Tau they were transported to Phu Loi. The main body of personnel were airlifted to Phu Loi. Only 12 days after the unit had received its TO&E equipment it was fully operational. This set a record for the establishment of an aviation unit of this size.

Upon arrival at Phu Loi, the 178th, previously known as the 178th Aviation Company, received its present name, the 178th Assault Support Helicopter Company. The company, under the 10th Aviation Group, was reassigned to the 11th Aviation Battalion, which is under the 12th Aviation Group. By that time the 774th Medical Detachment, which supported the 178th, was reassigned to the 145th Aviation Battalion and the 178th received the support of the 11th Aviation Battalion Medical Detachment.

The 178th was stationed at Phu Loi, RVN, from 1 January 1966 to 21 April 1967. Then, in April 1967, the 178th was placed in direct support of Task Force Oregon, located at Chu Lai. A major move of personnel and aircraft was made to Chu Lai. Two flights of five Chinooks moved everybody except for a small party which was left behind to handle administrative and supply problems. The 178th was temporarily assigned to Task Force Oregon, or as it is known today, the Americal Division, and was placed under the control of the 17th Group on 21 April 1967.

With the coming of the new year the 178th was reassigned from the 17th Aviation Group to the 16th Aviation Group. Now under the control of the 16th, and working for the Americal Division, the major missions flown by the 178th were cargo, resupply, and troop transport.

During the first four months of 1968 the 178th experienced some extremely poor weather which increased ground time during daily missions by low ceilings. During this time the 178th took many hits, resulting extensive ground time for sheet metal work.

Also, in the beginning of 1968, the first "B" model Chinooks arrived in Vietnam and were assigned to the 178th. By March the replacement was complete, and the "Boxcars" were the first completely operational "B" model Chinook company in Vietnam. With the introduction of the "B" model Chinook in Vietnam came "Project Tree". This operation was designed to equip all existing "B" model Chinooks with the more powerful L-7C engine. This project is still in progress all but two of the 178th Chinooks had these new engines by January 1969, and this has greatly increased its capacity as a medium lift helicopter company. The 178th was the first Chinook company to lift a complete 155 howitzer, which weigh in excess of 12,500 pounds.

In 1968 the 178th participated in operation Kham Duc, one of the major operations undertaken by the 178th. During this operation the 178th evacuated approximately 700 of the 1700 American and allied troops trapped at camp Kham Duc. All of this was 12 May 1968. Although two ships were lost during the operation no lives were lost. The heroism displayed by the flight crews resulted in 7 individuals being recommended for the Silver Star.

In February 1968 the 178th logged its 20,000 flying hour and 11 months later
it was the second Chinooks company in Vietnam to log its 30,000th flying hour.

Since the day the 178th joined the Americal Division its commitments have steadily increased. The Boxcars alone have supported the 1st Infantry Division, 25th Infantry Division, 173rd Airborne Brigade, 4th Infantry Division, 196th Light Infantry Brigade, 11th Armored Cavalry Regiment, 101st Airborne Division, 198th Infantry, U.S. Special Forces, the Australian Task Force, the Army of Vietnam, the US Aid Mission, and the Americal Division Artillery.

On 1 October 1969 the 178th ASHC was placed under command of the 14th Aviation
Battalion (Combat) where it has remained to the present.

This is from the only issue of the ‘Roadrunner” a newsletter printed for the 14th Combat Aviation Battalion:

Publish date is unknown but soon after 9Sep67.

Only known issue of the Roadrunner for the 14th Combat Aviation Battalion.

14th AVN BN IN OPERATION COOK

Flight after flight of UH-1D helicopters swept down into a landing zone southwest of Quang Ngai to mark the start of Operation Cook, 4 September.

535 Troopers from the 1st Bn, 327 Infantry, 101st Airborne Division were airlifted
into battle by the 14th Combat Aviation Battalion in what was to prove to be another successful Combat Assault.

Airstrikes, artillery, and gunships peppered the pre-selected landing zones prior to the arrival of 32 UH-1D Hueys. Eight gunships provided additional support to the troop laden ships and enabled Chinooks from the 178th Avn Co to bring in more troopers and much needed supplies throughout the day.

Working like precision clockwork, the 71st Avn Co, 161st Avn Co, 174th Avn Co, 176th Avn Co, and the 178th Avn Co. were able to carry out the day’s mission without the loss of a single aircraft.

The 14th Combat Aviation Battalion has been providing Task Force Oregon’s ground elements with air support since April, 1967. The 14th is under the command of LTC Carroll Isaacs, 37, Louisville, Ky.

This is from the 16th Combat Aviation Group newsletter, the “Falcon”.

A NEW FRONT

(178th ASHC-IO)

The paradox in Vietnam is that to win the war, we must first win the peace. The peace can be won only at the, "rice ?towns?," among the rural people in the small hamlets of South Vietnam.

The 178th Assault Support Helicopter Company is proving that we are winning this peace by means of an unsung and practically unknown program of agricultural assistance.

The big news of the war's turning tide is not only on the battlefront, but in American-Vietnamese cooperative programs. For three months, the men of the 178th ASHC "Boxcars" have been supporting the, "Chargers" of the 196th Light Infantry Brigade, Americal Division, in a tremendous rice harvesting effort in cooperation with the South Vietnamese Allies.

The program, sponsored by the 196th Light Infantry Brigade, is part of the Que Son District's agricultural program to harvest rice from formerly dangerous and inaccessible areas.

On October 30th, Aircraft Commander CW2 Lige Tillman, Tampa, Fla., pilot WO1 Norman Morin, Hagerstown, Md., SP5 John LeCates, flight engineer, Delmar Del., crew chief SP5 Joseph Kenra, and Gunner SP4 Reinaldo Hernandez, Cleveland, Ohio boarded "Boxcar 462" and in the course of their mission, set a new milestone in Allied assistance programs.

After months of intense work, "Boxcar 462" gently hoisted the 1,000,000th pound of rice from the rain-filled rice patties of Que Son District.

Rice, the staple crops of the Vietnamese diet, is indispensable to the rural people of Vietnam, and they store it in caches, and draw upon the reserves during the long monsoon season.

By nature, rice is easily transported, stored and hidden, and essential to the enemy who stores it along supply trails to support major military offensives. The enemy's area of operation is limited by the size and location of these caches, and rice becomes a precious war commodity, without it, the enemy's ability to fight for sustained periods is hampered.

In former years, "Charlie," waited in ambush and confiscated the rice as laborers transported it from fields to villages.

The versatile "Boxcar" cargo helicopters however, with ground support from the "Chargers," are able to transport the rice high above the enemy's grasp.

In the long run, cultural assistance programs may be the determining factor in a free Vietnam.

Although they don't make flashy headlines today, the cumulative efforts of units such as the 178th Assault Support Helicopter Company, and the 196th Light Infantry Brigade, will create the headlines of tomorrow.

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.

THE LATE "BOXCAR 470"

CHU LAI, RVN, 178th ASHC-IO

Quick action and the right decisions saved the lives of crewmembers of a "Chinook" CH-47B belonging to the 178th Assault Support Helicopter Company "Boxcars" when it was forced down by intense hostile fire while on a tactical emergency resupply mission recently northwest of Chu Lai.

Aircraft Commander, Chief Warrant Officer Fred Lindsley, Lebanon, Tenn., and pilot Warrant Officer Charles Preaus, Tulsa, Okla., responded to an urgent request of the 198th Light Infantry Brigade to resupply two forward fire bases, one of which was under mortar attack. Enroute, and climbing to 2400 feet they heard the heart stopping sound of 50 caliber slugs ripping through their fuselage, to be followed by a loud grinding from the area of the combing transmission.

The next thing they heard was the voice of the flight engineer, Specialist Five Earl Evans, Portland, Ind., shouting, "Get us on the ground, we're on fire!"

The crew remained calm and Mr. Lindsley started an immediate emergency descent while Mr. Preaus keyed a mayday call on the guard emergency radio frequency.

Meanwhile, Specialist Evans attempted to fight the fire with an extinguisher; and his efforts kept the fire at bay until they could get the aircraft on the ground, and as if the fire was not enough to keep them occupied, the number-two engine failed on the way down.

Realizing that their sling held a load of ammunition, aircraft commander didn't release the load until they were 200 yards from their landing point. Immediately on touchdown they removed the weapons from the aircraft and established security of the area.

Specialist Evans had to be bodily removed from his position inside the aircraft fighting the fire, ad he emphasized, "I've spent six months building this bird, I'm not going to let it burn now!" After Evans left the aircraft, further attempts were made to fight the fire with extinguisher and sand.

Despite their efforts "Boxcar 470" burned to the section just aft of the fuel cells in the center of the aircraft. When the fire was finally put out, the fuel cells, themselves filled with over 3500 pounds of jet fuel, were smoking.

Luckily, another "Boxcar" aircraft, commanded by CW2 Donald Mccoy, had heard their mayday call and returned to their position to pick them up and help in the recovery of the ammunition that was in the sling.

The "Boxcars" have the distinction of having in their inventory 16 1/2 Chinooks. Still to be seen, sitting on the "Boxcar" ramp, is approximately one-half of a Chinook--the late "Boxcar 470."

PLUG SAVES CH-47

CHU LAI, RVN, 178th ASHC-IO

While on a normal resupply mission northwest of Chu Lai recently, "Boxcar 458" commanded by Warrant Officer Ronald E. Olivotti, Sunnyvale, Calif., and piloted by WO1 Nile L. Harter, Miami, Fla., of the 178th Assault Support Helicopter Company, encountered intense hostile fire resulting in a round ripping into the aircraft transmission, and warning lights and dropping pressure gauges signaled the end of the flight.

Downed aircraft are not new to the 178th ASHC, but incidents that took place in this situation were.

The immediate report forwarded back to the maintenance team was that the aircraft definitely would have to be recovered by a CH54 "Skycrane," because of its weight and flying condition.

Maintenance men, Chief Warrant Officer Alfred J. Romaszcwski, Mineral Wells, Tex., and First Lieutenant William R. Thibeault, Richmond, Va., realized that the aircraft could not be recovered by a CH54 until the following day, decided to go to the disabled Chinook. The realized that the aircraft was in a very conspicuous location and its chances of lasting the night in the barrage of mortars that was sure to come were very slight despite the hasty security that was established around the aircraft.

After evaluating the damage, Mr. Romaszewski offered an extraordinary solution. Hoping that no real damage was done to the interior of the transmission, he fashioned a wooden plug for the gaping hole and the transmission was refilled with oil. Specialist Six John W. Reid, Weiser, Ottawa, Canada, and SP5 Melvin C. Young, Maricopa, Ariz., volunteered to crew the ship as CW3 Ramaszewski and 1LT Thibeault attempted to fly it out.

The engines were started and all looked well except for one blinking chip detector warning light; Romaszewski decided to make the attempt.

The ailing transmission caused the flight to be made at a low level while emerging from the enemy infested area without the benefit of door gunners. Mr. Romaszewski had selected to take minimum crew, and both Specialists Reid and Young were occupied at holding the wooden plug to keep it from being shaken loose by the vibration of the massive transmission.

Specialists Reid and Young both suffered burns on their hand from holding that all important homemade plug in the transmission of ailing "Boxcar 458."

The 178th Assault Support Helicopter Company offers "hats off" to an able crew that did what had to be done.

* * * * * * * * *

This is a story of one the largest losses of life in Vietnam in one incident for the year of 1970: .

THE LAST FLIGHT OF A/C 67-18445 CH-47B CHINOOK

Submitted by
Eric "Ric" Reid *Pilot*
July 1998

The summer of 1996 found me and my wife Pat at our first BOXCAR reunion in Reno, Nevada. I very much enjoyed meeting people who had also served with the 178th ASHC. The unit historian had made available to all of us the unit history in written form. As I looked through the rather large but well done document, I came upon an article submitted by Vincent Cassano describing the last flight of Army Helicopter 67-18445.

As the only crew member to survive the last flight, I noticed there were a few discrepancies in the story by Vincent. I promised to write the story from my point of view and send it to our unit historian.

So almost twenty-eight years to the date later, here are my recollections, feelings, and thoughts about August 26, 1970, and the last flight of Army Helicopter 67-18445.

The 23rd Infantry "Americal" Division had ordered the withdrawal of troops from a place called Kham Duc. The operation was fairly large using all the aircraft we could operate that day (I think the 178th provided seven or eight).

CW2 Dan York was the Aircraft Commander, I was "Peter" Pilot, and SP4s Jole York, George Tifft, and Hima McDougall rounded out our flight crew.

The day was a normal day starting out at the usual "O dark- thirty". Our mission was to participate in the extraction of US forces from Kham Duc. We would be one of many aircraft flying in and out of Kham Duc airstrip that day.

As I remember it, we had completed a couple of sorties in the morning. The distance involved allowed us two trips before we required fuel. Sometime after noon we refueled and served a C ration lunch at the Hawk Hill refueling point.

As we closed with the operational area we were informed that we would be the last Chinook in and out of Kham Duc. Our job was to extract the remaining infantry perimeter security force. We were provided B model Huey gun cover and a slick to carry any overflow.

During extractions we did not manifest our passengers so I don't know exactly how many infantry we had on board (the estimate was 20 or so). I did look back after loading and we had a full boat of troops to include the normal infantry carry-on equipment, ruck sacks, ammo cans, 105mm rounds in cartons, etc.

Dan York elected to perform a running takeoff. I coordinated with the Huey and the gun

(Continued -1)

cover and we were off. Dan did a great job and we passed 100 kts prior to the end of the runway. Dan eased back on the cyclic, increased power to military and we very quickly climbed to 4000 feet. The trip to LZ Judy was routine.

As we closed on LZ Judy we were informed by the mission commander we were number seven for landing. It was like a major US airport! We were actually in holding patterns awaiting our turn to land.

The touch down pad at LZ Judy allowed only one way in if you were at max and needed to make an approach straight to the ground. As a crew we discussed our options, decided our flight path, and cautioned each other to keep a sharp look out. After having watched six other Chinooks approach, land, and discharge their troops and cargo, we were cleared to land.

On final I completed the prelanding check as Dan expertly guided 445 to the pad. About 200 yards out with approximately 150 feet of altitude I heard a loud bang in the back of the aircraft. I looked to the back as Dan York calmly but forcefully said "damn!" The urgency of his voice caused me to return my attention to the cockpit. As I did so I was astonished to see the master caution light on as well as what appeared to be the majority of the caution panel lit like a Christmas Tree. I could see that we were falling below our glide path and losing altitude quickly, I think I tried to increase the beep; however I am not at all certain. The aircraft started a gentle turn to the right. I knew we would not be able to gain airspeed and that we were going in. I believe our only hope was to zero out any forward or sideward movement and settle into the trees with zero airspeed.

I locked my harness and watched fascinated as the aircraft settled into the trees. I remember thinking how much I would miss my wife and boys. As we moved deeper into the trees, the cyclic was ripped out of my hands and I was knocked unconscious.

Sometime later, probably seconds, I awoke to the sounds of men moaning and fire crackling. It seemed to me the aircraft was intact, at least the cockpit was. I removed my flight helmet and looked left to see how Dan York was. His helmet was missing and he appeared not to be breathing. I wanted to get to the back to start pulling people out. However, the companion way, as well as the center console, was jam packed with infantry gear. There was no way to get through all that equipment.

I reached for the emergency door release on my side thinking I could exit the cockpit then enter the cargo area from the gunners door. As I reached for the handle I noticed the entire door was gone! I started to squeeze through the opening and was having difficulty. I placed my foot on what I thought was firm ground and began to slip through. At that point my footing gave way and I found myself falling through space. I hit the ground and was rolling, bouncing, and slipping downward until I became lodged between two large boulders.

I extracted myself from the rocks and started back up the slope towards the aircraft. I had

hardly made five feet when a tremendous explosion rocked my grip on the jungle. Several seconds later one of the front landing gear landed not ten feet from me. I knew the aircraft was lost. More importantly, my fellow crewman and the troops who had trusted us to get them to LZ Judy safely, were lost.

Later, on LZ Judy, I was told by observers that we had taken hundreds of rounds of enemy automatic weapons fire. I don't know the exact truth of what brought us down. I only know that it did.

There was one other survivor. It seems that one of the infantry types panicked as the hail of bullets erupted from the floor boards. This young trooper jumped through the cargo hook hole just before impact. Apparently the aircraft continued just far enough to impact some yards away from him, which saved his life. He was evacuated to Japan and I never discovered his fate.

The end.

Here is the Daily Journal entry about the crash:
CH-47B 67-18461 22MAR69

1325 AAE, CPT McCleary, 178th Avn at 1320H. 1) Hook down, 200m S of LZ West w/load of pax. Called “going in on fire”. CC/196th Bde and resupply A/C on way to loc. 2) 1340H, reason for going down: power failure, had 35 pax, A/C on fire and still burning, cas unk. 3) A/C destroyed. 4) All casualties, except Crew Chief, were fm 4/31st Inf. Total: 1 crew member NBK fm 178th Avn, 5 NBK, 7 NBW (E), 7 NBW (M) fm 4/31st Inf. Notified C/S SP Johnson, G-3 MAJ Powell, G-2 CPT Stitt, III MAF CPT Schulze, USARV SP Palmier (not wanted). 03-22-69 A/C 67-18461 lost to accident when the aircraft lost power on final approach to the LZ. Flight engineer SP/5 Tedford is killed in this accident.

Accident Summary: the aircraft had the routine mission to resupply fire support base "west" with hot rations, canned goods, soda pop, beer, lumber, mail and other miscellaneous cargo. these items were loaded internally along with 25 passengers at LZ baldy the aircraft was refueled and a hover check was performed. difficulty in hovering prompted the decision to reduce the load and five passengers were put off the aircraft at this time. after a subsequent hover check, the aircraft departed LZ Baldy with the remaining twenty passengers, internal cargo and crew of five at 1300 hours the climb out was uneventful with a rate of climb increasing to 650 fpm at 70 to 90 knots. the aircraft leveled off at 2500 msl and continued on a south southwest course to LZ West with pilot Allen at the controls. a radio call to the LZ ground element was made while enroute with information relative to the load and E.T.A.. no further radio contact was attempted with LZ West after this initial call. the aircraft approached LZ West from the north and proceeded to the eastern side of the hill mass. a wide gradual turn to final was initiated to the northwest and the pilot established a final approach to the pad with a heading of approximately 330 degrees about one mile out. Initial rate of descent was established at 650 fpm with the aircraft commander monitoring the rpm and the radios. Based on several fires burning in vicinity of the hilltop the crew estimated the wind to be out of the northeast. Neither aviator reports seeing the American flag flying on the hilltop. Smoke was not requested from the ground element and none was provided. Approaching short final the ac noticed that he had used all his available beep in attempting to maintain 225 rpm but was still experiencing a slight drop. He informed the pilot not to pull anymore pitch. the pilot then stopped pulling on the thrust and, cross checking his instruments, saw that he was pulling 860 lbs of torque, passing through 40 knots at about 50 yards away from the helipad. he reports the rotor rpm to be 200 at this time. The aircraft continued to settle and was falling below the lip of the ridgeline. the ac took over the controls, banked the aircraft sharply (30 to 40 degree bank) to the left and lowered the thrust, crash sequence. after a 180 degree turn the aircraft started down the hillside to the southeast and struck a small tree with the aft rotor disk. Continuing in a left turn to the east in an attempt to parallel the ridgeline the aircraft also had a considerable sideslip to the right. Initial contact with the ground was made with the aft left gear. The aircraft in a near level attitude on a heading of approximately 045 degrees. The slope of the hill at this point is gradual at

(Continued -1)

(Continued -1)

about 008 degrees compared to the overall 045 degree slope angle of the hill mass. this initial impact sheared the aft left gear from the fuselage due to the high sideward load placed on it by the right sideslip motion of the aircraft. the aft ramp structure also contacted the ground at this point. the aircraft pitched about this aft pivot point causing the entire right side of the aircraft to contact the ground with a roll motion to the right. inertia carried the aircraft over on it's back in what is described as a slow roll. The aircraft came to a complete stop inverted, on a general heading of north. The aft end immediately burst into flames which completely destroyed the aircraft in less 10 minutes.
* Vietnam Helicopter Pilot Association

Comments from Gary Roush (VHPA Historian) regarding the Chinook Helicopter:

The Chinook had a thrust lever instead of a collective. It had a simple handle locked in place with a trigger release operated by the left index finger. In order to move it up or down to change rotor pitch to go up or down, the trigger had to be held turning off the lock. On top of the thrust handle were two thumb buttons. One controlled both engines acting in place of a throttle. The second one controlled just one engine and its purpose was to sync the two engines. The beep switches were normally handled by the pilot NOT doing the flying. So approaches were a ballet of the two pilots working together to maintain rotor RPM and appropriate engine speeds. The A and B model Chinooks had engines that maxed out before the transmissions could be over-torqued so almost every combat approach with a heavy load had everything at maximum. In other words the pilot flying had very little or no reserve power so the approach speed and decent had to be on the money. Running out of beep meant that either the pilot was going in too fast or there was a power failure. In other words they were at maximum throttle and losing RPM indicating engine failure.

The end....

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.

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 section will have excerpts from Operational Reports and Lesson Learned reporting related to the 178th ASHC.

AVDF-CG 6 August 1967
SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967. (RCS-CSFOR-65 (U)

TASK FORCE OREGON ORGANIZATIONAL STRUCTURE

Task Force Troops

HHC, Task Force Oregon (Prov)
Troop B, 1st Squadron, 9th Cavalry (Air)
Co C, 2d Bn, 34th Armor
2d Squadron, 11th Armored Cavalry Regiment
148th Military Police Platoon
HHD, 509th Signal Bn
Co C, 459th Signal Bn (Cmd Op)
Co A, 36th Signal Bn (Spt Op)
Platoon (+), 167th Radio Relay Co
39th Engineer Bn (D) (-)
3d Military History Detachment
HHC, 14th Aviation Bn
174th Aviation Co (AML)
161st Aviation Co (AML)
178th Aviation Co (AML)
Task Force Oregon Military Intelligence Det (Prov)
Task Force Oregon Radio Research Co (Prov)

AVDF-GC 5 November 1967
SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967 (RCS-CSFOR-65)(RI)(U)

ITEM: (C) Use of Faulty Aircraft Sling Equipment.

DISCUSSION: (C) Due to several incidents involving faulty sling equipment in rigging external loads to CH-47 helicopters, an inspection team furnished by the **178th Aviation Company** visited the artillery locations to examine the equipment in use.

OBSERVATION: (C) The inspection team reported that approximately 25% of the endless slings and 10% of the other type slings were faulty and needed replacing.

ITEM: (U) Efficient Use of CH-47 Helicopters.

DISCUSSION: (C) Due to the distance between the CH-47 helicopter company area and the southern portion of Task Force Oregon's TAOR, aircraft were assigned directly to the brigade to fly as directed by the respective brigade S-3 Air Offices.

OBSERVATION: (C) The impact of direct assignment of CH-47 helicopters to the brigades was characterized by a decrease in prior planning of helicopter loads. On-the-spot missions caused mis-utilization of aircraft. To remedy the situation, the aviation office was tasked to process all request for CH-47's and in turn pass the requests down to the 14th Aviation Battalion S-3 in chronological order. There are control advantages to this system. Additional prior planning by the brigade S-3 Air results in more efficient use of aircraft and a lower number of flying hours for aircraft supporting each brigade.

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TASK FORCE OREGON ORGANIZATIONAL STRUCTURE
AS OF 31 JULY 1967

TASK FORCE OREGON TROOPS

HHC, Task Force Oregon (Prov)
14th Avn Bn
71st Aslt Heptr Co
161st Aslt Heptr Co
174th Aslt Heptr Co
176th Aslt Heptr Co
178th Aslt Heptr Co
39th Engr Bn (Cbt)
509th Sig Bn, HHD (-)
Co C, 459th Sig Bn (Cmd Op)
Co A, 36th Sig Bn (Spt Op)
Plt (+), 167th Radio Relay Co.
258th AG Pers Svcs Co
148th MP Plt
3d Mil Hist Det
Task Force Military Intelligence Detachment (Prov)
Task Force Radio Research Co (Prov)

DEPARTMENT OF THE ARMY
HEADQUARTERS, 14TH COMBAT AVIATION BATTALION
APO San Francisco 96374

AVGD_BC

SUBJECT: Operational Report for Quarterly Period 31 July 1967 (RCS_CS FOR 65)

Section I: Significant Organizational Activities

1. (C) General

a. The mission of the 14th CAB is to provide timely direct and general aviation support to the elements of Task Force Oregon and selected units within I CTZ and to maintain a Provisional Aviation Battalion Headquarters to provide command, control, administration and logistics for separate aviation units assigned to the Task Force.

b. Major organizational changes during this quarter were:

(1) The permanent attachment of the 71st and 178th Aviation Companies per G.O. 15, Headquarters 17th CAG, dated 20 Jun 67, effective 21 April 1967.

(2) The attachment of the 14th CAB with assigned units to Task Force Oregon per C.O.'s 3209 dated 27 June 1967, and 3568 dated 15 July 1967, Headquarters, USARV, effective 1 July 1967.

.....

d. Aircraft assets and their location at the close of this reporting period are as follows:

UNIT	NUMBER OF AIRCRAFT	HEADQUARTERS LOCATION
HHD, 14TH CAB 14th Sec Plt 348th Avn Det 534th Med Det	1 U6A	Chu Lai, RVN (BT 572 035)
71st Avn Co 94th Sig Det 151st TC Det	21 UH1D, 7 UH-1C	Chu Lai, RVN (BT 541 064)
161st Avn Co 406th TC Det 449th Sig Det 756th Med Det (-)	21 UH-1D, 7 UH-1B	Chu Lai, RVN (BT 575 033)
174th Avn Co 409th TC Det 452nd Sig Det 756th Med Det (-)	20 UH-1D, 8 UH-1C	Duc Pho, RVN (BS 812 382)
176th Avn Co 411th TC Det 454th Sig Det	20 UH-1D, 8 UH-1C	Duc Pho, RVN (BS 845 370)
178th Avn Co 400 TC Det	16 CH-47A, 1 UH-1C, 2 OH-23G	Chu Lai, RVN (BT 547 057)

AVGD_BC
SUBJECT: Operational Report for Quarterly Period 31 July 1967 (RCS_CS FOR 65)

g. Command.

(1) During this period the [14th] battalion was commanded by LTC William R. Ponder, 070473, Armor.

(2) Major Thomas W. Wheat Jr., 04009596, Artillery, assumed command of the 174th Avn Co on 26 June 1967.

(3) Major Joseph F. Rutkowski, 096467, Infantry, assumed command of the 178th Avn Co on 8 June 1967.

(4) Major Donald W. Phillips, 0842540, Artillery, assumed command of the 176th Avn Co on 1 June 1967.

(5) Major Donald S. Galla, 04031301, Infantry, assumed command of the 161st Avn Co on 26 July 1967.

.....

(3) In order to give the best possible combat support, units of the [14th Avn] battalion were dispersed as follows:

AVN UNIT	UNIT SUPPORTED
71st Aviation Company	DS to 196th Light Infantry Brigade
161st Aviation Company	GS to Task Force Oregon
174th Aviation Company	DS to 3rd Brigade, 101st Airborne
178th Aviation Company	GS to Task Force Oregon

AVGD_BC
SUBJECT: Operational Report for Quarterly Period 31 July 1967 (RCS_CS FOR 65)

a. During the period 1 May -31 July 1967 the 14th Combat Aviation Battalion had 142 aircraft hit by hostile fire. This represents an increase of over 400% from the preceding quarter.

b. Analysis of the hostile fire report to determine the number of aircraft hit by altitude and aircraft action reveals the following:

ALT	ON GROUND	T/O	LNDG	ENRT	TARGET ATTACK	TOTAL BY ALTITUDE
0	29	9	12	3		53
100		4	4	2	2	12
200		1	2	2	2	7
300		1	1		3	5
400		2		2	2	6
500		1	3	4	6	14
600			1		6	7
700				1	1	2
800		2	2	4	3	11
900					2	2
1000			2	4	3	9
1100			1			1
1200		1	1			2
1500		1		1		2
2000				3		3
2300				1		1
2400				1		1
4000				1		1
Unknown				2	1	3
TOTAL BY	29	22	29	31	31	142

The 178th Assault Support Helicopter Company evacuated 22 UH-1D's, 1 UH-1B, 2 OH-13's, 4 OH-23's and 1 O-1 during the three month period (May-June-July 1967).

f. Base Development:

(1) Chu Lai Area: Construction of cantonment areas, parking ramps, heliports, and improvement of unit roads was accomplished by assigned engineer support or by self-help. In April 1967 a letter was forwarded to Task Force Oregon Engineer requesting a heliport, cantonment areas, and parking ramps be constructed. This request was approved and a work order was given to MCB 71, Seabees, for execution or the programmed construction. The 161st Aviation Company's heliport contains 32 parking pads, an 8 point refueling area, and 140,000 square feet of M8A1 matting for the maintenance ramp. The parking ramps for the 71st and 178th Aviation Companies required more than 140,000 square feet of M8A1 matting. The cantonment areas of the 161st Aviation Company and Headquarters and Headquarters Detachment were constructed by the 9th Marine Engineer Battalion.

A total of 89 "strong backs" (tent frames with floors - 16' x 32') were built of which 26 were covered with corrugated tin roofs. The Marine Engineers constructed required latrines, showers, water towers, and service roads in the cantonment area. Approximately 15 buildings (formally occupied by Marine units) were assigned to each the 178th and the 71st Aviation Companies. The remainder of each company is housed in floored tents without frames. A letter request was submitted to secure lumber, screenwire, nails and fixtures to construct frames on the existing tent floors for both companies prior to monsoon season. The request is under study at this time.

AVGD_BC
SUBJECT: Operational Report for Quarterly Period 31 July 1967 (RCS_CS FOR 65)

l. Item: One of the most significant problems encountered when moving by the CH-47 can be resolved by the supported units placing emphasis on planning and preparation prior to movement.

Discussion: Many times the loads were improperly rigged, the load exceeded the 7000 lb. ACL or the loads were better suited to the UH-1 aircraft. Additionally, sling equipment required for external loads was in short supply or in such poor condition that it was unusable. PZ and LZ radio frequencies were different from those on the mission sheets and many times radios were unmonitored. During one artillery insertion the engineers were blasting craters while the CH-47's were on approach. One CH-47 sustained moderate skin damage because of the blast. This is an extremely hazardous condition that should be monitored by the LZ control officer.

Observation: Most of the problems encountered when moving by the CH-47 can be resolved by the supported units placing emphasis on planning and preparation prior to movement. Blasting or cratering should be strictly controlled by the LZ/PZ Control Officer and performed only when helicopters are not in danger of being struck by flying debris. The 178th ASHC is prepared to assist the supported unit with technical advice on CH-47 operations by means of liaison visits or a mobile training team. A booklet on CH-47 Employment and Utilization is also available from the 178th ASHC, and will be furnished on request.

m. Item: Gunship support for CH-47 operations.

Discussion: Gunship escorts for CH-47 helicopters during the early stages of the reporting period presented a definite problem. Battalion gunship resources were usually committed in support of other operations and not readily available for CH-47 escort. Most CH-47 missions are single ship, which compounds the burden of furnishing gunship escort. It has been found through operational experience that a greater number of hits are taken at twilight than during any other period of the day. Gunship escort during this time period is desirable and planning for twilight operations should be based on gunship availability.

Observation: More thought should be given in the planning of gunship assets when CH-47's are being utilized in extremely hot areas or during twilight operations. The most efficient method for gunship escort is obtained when the gunships orbit either the PZ or LZ and wait for the CH-47's to arrive. The gunships, one on each side make the approach with the CH-47 and then continue to orbit while the CH-47 loads or unloads. When ready to depart the gunships escort the CH-47 to altitude then wait for the arrival of the next CH-47.

n. Item: Troop extractions or insertions during twilight.

Discussion: Although positioning of troops is tactical in the nature, the 178th ASHC becomes involved as the prime means of transport for the maneuver units. As mentioned in paragraph 5 above, enemy activity increases during the twilight hours. If a CH-47 aircraft should be forced down at dusk, extra troops would be necessary to secure the area. Inserting a security force at night is quite involved and much more hazardous when compared to a daylight operation. Whether or not these factors are taken into consideration by the tactical units is unknown, however, it should be part of the contingency plan.

Observation: Insertion or extraction of troops should be accomplished at least one hour prior to darkness and appropriate plans should be made for area security should a CH-47 be forced down.

c. Item: Separation of CH-47 and UH-1 resupply areas.

Discussion: Because of the terrific winds generated by the CH-47, it is desirable to have a separate area from which the CH-47 can perform its resupply mission. The UH-1's, when working the same area as the CH-47, are subjected to hazards such as turbulence, blown debris and blown sand. Two incidents of blade flexes against UH-1 tail booms came as a result of CH-47's using the same resupply area as the UH-1's.

Observation: Separate areas are of vital necessity for both safe and efficient operation of all helicopters performing resupply missions.

DEPARTMENT OF THE ARMY
HEADQUARTERS, 14TH COMBAT AVIATION BATTALION
APO San Francisco 96374

AVGD_BC 14 November 1967

SUBJECT: Operation Report for Quarterly Period 31 October 31, 1967 (RCS-CS FOR 65)

Section I: Significant Organizational Activities

1. (C) General

a. The mission of the 14th CAB is to provide timely direct and general aviation support to the elements of Task Force Oregon and selected units within I CTZ and to maintain a Provisional Aviation Battalion Headquarters to provide command, control, administration and logistics for separate aviation units assigned to the Task Force.

b. Major organizational changes during this quarter were:

(1) Task Force Oregon redesignated the Americal Division effective 22 2400 September 1967. 1967.

(2) The 756th Medical Detachment (-) was detached from the 161st Aviation Company attached to the 174th Aviation Company effective 4 August 1967.

c. Aircraft assets and their location at the close of this reporting period are as follows:

UNIT	NUMBER OF AIRCRAFT	HEADQUARTERS LOCATION
HHD, 14TH CAB 14th Sec Plt 348th Avn Det 534th Med Det	1 U6A	Chu Lai, RVN (BT 572 035)
71st Avn Co 94th Sig Det 151st TC Det	19 UH1D, 8 UH-1C	Chu Lai, RVN (BT 541 064)
161st Avn Co 406th TC Det 449th Sig Det 756th Med Det (-)	19 UH-1D, 8 UH-1B	Chu Lai, RVN (BT 575 033)
174th Avn Co 409th TC Det 452nd Sig Det 756th Med Det	21 UH-1D, 8 UH-1C	Duc Pho, RVN (BS 812 382)
176th Avn Co 411th TC Det 454th Sig Det	19 UH-1D, 8 UH-1C	Duc Pho, RVN (BS 845 370)
178th Avn Co 400 TC Det	16 CH-47A, 2 OH-23G	Chu Lai, RVN (BT 547 057)

g. Command. (1) LTC Carroll C. Isaacs, Armor, assumed command of the [14th Avn Bn.] battalion on 7 August 1967.

(6) Major John M. Kalina, Infantry assumed command of the 178th Aviation Company on 19 October 1967.

2. (C) Intelligence and Counterintelligence

a. During the period 1 August - 31 October 1967 the 14th Combat Aviation Battalion had 188 aircraft hit by hostile fire. This represents an increase of 33% from the preceding quarter.

b. Analysis of the hostile fire report to determine the number of aircraft hit by altitude and aircraft action reveals the following:

ALT	ON GROUND	T/O	LNDG	ENRT	TARGET ATTACK	TOTAL BY ALTITUDE
0	12	13	16	9		50
100		15	7	1	2	25
200		9	3	2	1	15
300		5	2	1	2	10
400		1	3	2	0	6
500		3	6	1	4	14
600		0	0	0	10	10
700		2	0	1	4	7
800		4	0	1	3	8
900		0	0	1	2	3
1000		2	2	4	3	11
1100		0	0	1	2	3
1200		2	0	0	0	2
1500		1	0	3	0	4
1600		2	0	1	0	3
1700		0	0	1	0	1
1800		2	0	3	0	5
2000		1	1	4	0	6
2200		0	0	1	0	1
2700		0	0	1	0	1
2900		0	0	1	0	1
Unknown		0	0	1	0	1
TOTAL BY ACTION	12	62	41	42	31	188

d. Weather has had an impact on operations during this quarter particularly during the latter half of September and early October. Although relatively few missions have been cancelled, there have been frequent mission delays especially in the early morning hours. The most serious impact has been that low ceilings have forced all aircraft to fly at lower altitudes thus increasing exposure time to enemy ground fire.

(3) In order to give the best possible combat support, units of the battalion were dispersed as follows:

AVN UNIT	UNIT SUPPORTED
71st Aviation Company	Direct Support to 196th LIB
161st Aviation Company	General Support to Americal
174th Aviation Company	Direct Support to 3rd Brigade, 4th Infantry Division
176th Aviation Company	Direct support 1st Brigade &101st Airborne Division
178th Aviation Company	General support to Americal

The 178th Assault Support Helicopter Company evacuated 34 UH-1D's, 2 UH-1B, 2 UH-1C's, 9 OH-23's, 1 OH-23's and 1 O-1 during this three month period (August-September-October 1967).

c. Training

(1) The battalion prepared a program of instruction to be presented to the 198th Light Infantry Brigade and its subordinate units as a part of that Brigade's in country orientation and training in the planning for and utilization of available aviation support. Instruction was presented on the 21st, 24th, 25th and 27th of October. Training subjects included battalion level lift planning, small unit lift planning, resupply operations with the UH-1D, gunship employment and CH-47 utilization and planning.

(2) All units conducted protective mask training requiring all air crew members to perform in flight duties while wearing their individual protective mask. A minimum of 30 minutes flying time and two approaches are to be completed each month.

(3) A mobile training team from the **178th Aviation Company** visited numerous ground units of the Americal Division to assist using units in planning for an utilizing the CH-47. Particular emphasis was placed on rigging techniques for external loads.

AVGD_BC 14 November 1967
SUBJECT: Operation Report for Quarterly Period 31 October 31, 1967 (RCS-CS FOR 65)

Section II Commander's Observations and Recommendations Part I, Observations (Lessons Learned).

1. (C) Personnel

a. Item: Shortage of CH-47 aviators.

Discussion: The 178th has been operating with as few as 55% of assigned aviators and at present has only about 71% assigned.

Observation: As of September 1967 there are 14 CH-47 companies assigned to USARV. To maintain a 90% strength level would require a minimum of 476 replacements each year not including staff officer requirements at the various levels of command. Present pilot output from transition courses is not adequate and does not consider the authorized grade structure of the TO&E.

2. (C) Operations

a. Item: Misutilization of CH-47 helicopters..

Discussion: Units continue to request and receive CH-47 aircraft of support lift requirements that could be accomplished by fixed wing aircraft or be moved all or part of the way by road convoy. In addition too much cargo is still being carried internally when in cases it would be feasible to rig for external lift.

Observation: Better utilization of the CH-47 could be achieved by emphasis on advance planning. Too often it appears that units request CH-47 support because it is more convenient and requires less effort than obtaining the other modes of transport. Sling equipment is generally available and aviation personnel are ready and willing to assist ground units in learning external rigging techniques.

DEPARTMENT OF THE ARMY
HEADQUARTERS, 14TH COMBAT AVIATION BATTALION
APO San Francisco 96374

AVGM_AC

SUBJECT: Operational Report for Quarterly Period 31 January 1968 (RCS_CS FOR 65)

Section I: Significant Organizational Activities

1. (C) General

a. The mission of the 14th CAB is to provide timely direct and general aviation support to the elements of the Americal Division and selected units within I Corps Tactical Zone.

b. Major organizational changes during this quarter were:

(1) The 161st Aviation Company was redesignated A Company 123d Aviation Battalion and released from assignment to 14th Combat Aviation Battalion and assigned to the Americal Division effective 15 January 1968 per General order #300 Hq USARPAC, dtd 2 December 1967.

(2) Troop C, 7 Squadron, 17th Air Cavalry was attached to 14th Combat Aviation Battalion and OPCON to the Americal Division effective 3 December 1967 per General Order #30, Hq 17th Aviation Group, dated 30 November 1967.

c. Aircraft assets and their location at the close of this reporting period are as follows:

UNIT	NUMBER OF AIRCRAFT	HEADQUARTERS LOCATION
HHD, 14TH CAB	**1 U6A**	Chu Lai, RVN (BT 572 035)
14th Sec Plt 348th Avn Det 534th Med Det		
71st Avn Co 94th Sig Det 151st TC Det	**18 UH1D, 7 UH-1C**	Chu Lai, RVN (BT 541 064)
174th Avn Co 409th TC Det 452nd Sig Det 756th Med Det	**17 UH-1D, 8 UH-1C**	Duc Pho, RVN (BS 812 382)
176th Avn Co 411th TC Det 454th Sig Det	**17 UH-1D, 8 UH-1C**	Chu Lai. RVN (BT 527 116)
178th Avn Co **400 TC Det**	**14 CH-47A, 1 UH-1C,**	Chu Lai, RVN (BT 547 057)
Trp C, 7th Sqdn, 17th Air Cav	**5 UH-1H, 10 UH-1C** **10 OH-6A**	Chu Lai, RVN (BT 527 116)

AGDAM-P (M) (25 Apr 68) FOR OT RD 681060 30 April 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, Americal Division, Period Ending 31 January 1968 (U)

CONFIDENTIAL

AMERICAL DIVISION TROOP LIST

(AS OF 31 Jan 68)

1. HQ AMERICAL DIVISION

HHC, Americal Div
14th Cbt Avn Bn (Attached)
71st Aslt Hel Co
174th Aslt Hel Co
176th Aslt Hel Co
178th Aslt Hel Co
1st Sqdn, 1st Cav
26th Engr Bn
39th Engr Bn (Cbt) (Attached)
123 Avn Bn
496th Trans Det (Attached)
449th Sig Det (Attached)
523d Sig Bn
23d Admin Co
23d MP Co
258th AG Pers Svc Co (Attached)
E Co, 51st Inf LRP
Trp C, 7th Sqdn, 17th Cav (Attached)
3d Mil Hist Det (Attached)
4th Plat, 29th CA Co (OPCON)
6th Plat, 29th CA Co (OPCON)
O/L6, Det 31, 5th Weather Sqdn (USAF) (OPCON)
Americal Combat Center (PROV)
Tactical Air Control Party (USAF) (OPCON)
601st Radio Research Det (Attached)
Military Intelligence Det (PROV)

d. Transportation and Signal Detachments continue to remain attached to each Aviation Company to facilitate aircraft and avionics maintenance support.

e. Medical support assets have been divided to afford aviation medical support at both Chu Lai and Duc Pho.

f. Command.

(1) The 14th Combat Aviation Battalion was commanded by LTC Carroll C. Isaacs, Armor.

(2) Major Robert D. Fitzgerald, Infantry, assumed command of the 71st Aviation Company on 18 January 1968.

(3) The 174th Aviation Company was commanded by Major Thomas W. Wheat Jr., Artillery.

(4) Major Paul E. Jackson, Artillery, assumed command of the 176th Aviation Company on 3 November 1967.

(5) Major Ernest M. Wood Jr., Artillery, assumed command of the 178th Aviation Company on 19 December 1967.

(6) Troop C, 7th Sqdn, 17th Air Cavalry was commanded by Major James D. Marett, , Armor. AVDF-CG 7 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968. (RCS-CSFOR-65) (RI) (U).

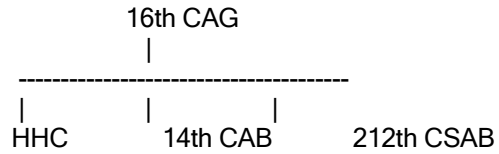
Americal Division Troop List
(As of 1 Apr 68)

1. **HQ, AMERICAL DIVISION**

HHC, Americal Div
1st Sqdn, 1st Cav
26th Engr Bn
123d Avn Bn
  406th TC Det
  449th Sig Det
  F Troop 8th Cav
523d Sig Bn
23d MP Co
258th Pers Svc Co (Attached)
Co E, 51st Inf (LRP)
63d Inf Plat (Combat Tracker Team)
3d Mil Hist Det
Americal Combat Center (PROV)
  408th RR Det
  415th RR Det
  601st RR Det
14th Avn Bn (OPCON)
  71st Aslt Hel Co (OPCON)
  174th Aslt Hel Co (OPCON)
  176th Aslt Hel Co (OPCON)
  178th Aslt Hel Co (OPCON)
Americal CA Co, PROV (OPCON)
  4th Plat, CA Co (OPCON)
  6th Plat, CA CO (OPCON)
  9th Plat., CA CO (OPCON)
O/L6, Det 31, 5th Weather Sqdn (USAF) OPCON)
Tactical Air Control Party, Americal (OPCON)
39th Engr Bn (Area Support)

AVGM_SC
SUBJECT: Operational Report of Headquarters, 16th CAG for period 31 July 1968, (RCS, CSFOR 65 (RI) (U)

c. (U) Organization:
(1) Structure:



(2) Organizational Changes:
(a) The 132nd ASHC was assigned to the 14th CAB on 23 May 68.
[The 178th ASHC had been terribly overworked at one point they were the only Medium Helicopter unit assigned in the entire I Corps.]
(b) The 272nd ASHC was assigned to the 308th CAB on 6 June 68.
(c) the 308th CAB was released from attachment to 16th CAG on 1July 68, and assigned to the 101st Air Cav Div.

AVGM_SC
SUBJECT: Operational Report of Headquarters, 16th CAG for period 31 July 1968, (RCS, CSFOR 65 (RI) (U)

STATION LIST
16th COMBAT AVIATION GROUP

Chu Lai	
14th CAB	APO 96325
21st RAC (212th CSAB)	APO 96374
71st AHC	APO 96325
132nd ASHC	APO 96325
176th AHC	APO 96325
178th ASHC	**APO 96325**
Da Nang	
16th CAG	APO 96337
212th CSAB	APO 96337
245th SAC	APO 96337
282nd AHC	APO 96337
Duc Pho:	
174th AHC	APO 96217
Hue Phu Bai	
131st SAC (212th CSAB)	APO 96308
220th RAC (212th CSAB)	APO 96308
Corps Prov Avn Co (212th CSAB)	APO 96308

16th CAG OPERATIONAL
STATISTICS QUARTER ENDING 31 July 68

Subordinate Unit	Acft Sorties Flown	Troops Lifted	Cargo (ton)	Enemy KL.	Structures Dam	Structures Dest	Confmd Loss	A/C Damage
Hq, 16th CAG	2832	917	10	0	0	0	0	1

* Aircraft Damaged: 1 - OH-6A

7. (C) Subject: Recovery of M113A1 ACAV's.

a. Observation. Wet weather and soggy terrain pose many problems in recovering mired track vehicles.

b. Evaluation. If an ACAV M113A1 should become mired in a large, wet paddy, it may be out of reach of other ACAV's. Often, more than one vehicle becomes stuck and if an M88 or M578 recovery vehicle can not reach the area, then recovery becomes a time consuming problem.

c. Recommendation. If all other conventional vehicles recovery methods fail, a CH47 Chinook helicopter can be used to pull the vehicles out. Using a 50-75 foot tow cable, one effective method is to hook the cable to the lifting shackle on one side of the ACAV, run the cable through the pintle on the Chinook, and hook the other end of the cable to the lifting shackle on the other side of the vehicle. The helicopter pulls the vehicle forward and once the initial suction holding the vehicle in the mud is broken, the helicopter has no difficulty in towing the ACAV

AVDF-ABSC
SUBJECT: Operational Report - Lessons Learned (16th Combat Aviation Group) Period Ending (31 July 1969) RCS CSFOR-65 (RI)

(5) Base Development: Numerous construction projects have been initiated during this quarter.

(a) Hangers for the 132nd ASHC and 178th ASHC were completed 6 Jun 69.

(4) Current Organization:

(a) Organization Chart and Station List at Incl 1.

(b) On 11 Oct 69, the **178th and 132nd Assault Support Helicopter Companies** were attached to the 14th Combat Aviation Battalion (14th CAB) by Americal Division G.O. 10083, dated 29 Sep 69. **Delta Troop, 1st Squadron, 1st Cavalry** was attached to the 123d Aviation Battalion (123d Avn Bn) on 1 Oct 69 by Americal Division G.O. 10056, dated 28 Sep 69.

(c) The assignment of the **132nd and 178th Assault Support Helicopter Companies** to the 14th CAB on 1 October 1969, increased the responsiveness of these aircraft to follow up combat assault requirements. They are frequently used to rapidly build up troop concentrations in LZs after they LZ has been secured and the enemy situation permits the use of CH-47 helicopters.

(d) The 71st AHC, 174th AHC and the 176th AHC will continue to support the 196th Inf Bde, 11th Inf Bde and 198th Inf Bde, respectively.

(e) The 132nd and **178th Assault Support Helicopter Companies** assigned to the 14th CAB will remain in general support of the Division.

(f) The 14th CAB has been given the responsibility to operate a refuel point at Tien Phuoc, BT1114. Basic construction is completed and the point is expected to be operational during the second week of November 1969.

(g) A briefing team was formed to provide instruction on external load activities and CH-47 operations to all units within the Americal Division. It is too early to evaluate the results, however, there should be a notable improvement in the quality and efficiency of sling load operations.

AVDF-GC 7 November 1968
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1968.
(RCS-CSFOR-65)(RI)(U)

7. NON DIVISIONAL UNITS

14th Combat Avn Bn
71st Aslt Spt Hel Co
132d Aslt Spt Hel Co
174th Aslt Hel Co
176th Aslt Hel Co
178th Aslt Hel Co
16th TC Det
94th Sign Det
151st TC Det
348th A. S. Det
400th TC Det
39th Engr Bn
4th CA Plt
6th CA Plt
51st CA Plt
Americal RR co (PROV)
408th RR Det
415th RR Det
601st RR Det
O/I6, Det 31, 5th Weather Sqdn USAF
USASSG, ACSI, DA
160th Engr Det
506th Engr Det
548th Engr Det
600th Engr Det
603d Engr Det

(2) Americal General Order 8604, 11 November 68, organized the United States Army Military Intelligence Detachment (Provisional) effective 15 Nov 68 with an authorized strength of 18 OFF, 5 WO, 73 EM, and 96 AGG from the resources of 52d MID, 569th MID, 635th MID and 636th MID. The mission is to perform specialized intelligence and counterintelligence functions which require the employment of special skills or the utilization of foreign languages in support of the division. Paragraph two of GO 8604 attached to the USAMID (PROV) to the 23d Infantry Division (Americal) Support Command for administration of military justice. Paragraph three of GO 8604 attached the USAMID (PROV) to Headquarters and Headquarters Company, 23d Infantry Division (Americal) for rations and normal second echelon maintenance. The USAMID (PROV) is under the OPCON of the ACofS, G-2.

(3) USARPAC General Order 771, 22 November 68, inactivated the following units, effective 25 November 68:

(a) 94th Signal Detachment
(b) 452d Signal Detachment
(c) 454th Signal Detachment
(d) 16th Transportation Detachment
(e) 151st Transportation Detachment
(f) 400th Transportation Detachment
(g) 409th Transportation Detachment
(h) 411th Transportation Detachment

Paragraph two of GO 771 reorganized the listed units under the following MTOE:

(a) MTOE 01-2580 PAC 1/68:
1. 132d Avn Co.
2. 178th Avn Co

(b) KTOK 01-77G PAC 2/68:
1. 71st Avn Co
2. 174th Avn Co
3. 176th Avn Co

(e) MTOE 01-2560 PAC 1/68, HHD, 14th Avn Bn.

(4) USARPAC General Order 775, 22 November 68 reorganized the listed units under the following MTOE:

(a) MTOE 5-156G PAC 1/68: HHC, 26th Engr Bn
(b) MTOE 5-157G PAC 1/68:
1. Co A, 26th Engr Bn
2. Co B, 26th Engr Bn
3. Co C, 26th Engr Bn
4. Co D, 26th Engr Bn

(c) MTOE 5-148G PAC 1/68; Co E, 26th Engr Bn
(d) MTOE 6-302G PAC 1/68: HHB, 23 Inf Div Arty
(e) MTOE 7-4G PAC 1/68: HHC, 23d Inf Div
(f) MTOE 12-37G PAC 1/68: 23d Admin Co

(Continued)

(5) USARV General Order 5498, 30 November 1968, attached the following units to the Americal Division for all purposes to include promotion, transfer and requisition of personnel:

(a) Headquarters, Headquarters Company, 16th Aviation Group
(b) Headquarters, Headquarters Company, 14th Aviation Battalion
(c) 71st Aviation Company
(d) 174th Aviation Company
(e) 176th Aviation Company
(f) 132d Aviation Company
(g) 178th Aviation Company
(h) 14th Security Platoon
(i) 534th Medical Detachment
(j) 756th Medical Detachment
(k) 94th Signal Detachment
(l) 452d Signal Detachment
(m) 454th Signal Detachment
(n) 151st Transportation Detachment
(o) 409th Transportation Detachment
(p) 411th Transportation Detachment
(q) 16th Transportation Detachment
(r) 400th Transportation Detachment
(s) 335th Transportation Detachment

(6) Americal General Order 9432, 16 December 68, attached the following units to the 16th Combat Aviation Group for all purposes:

(a) Headquarters, Headquarters Company, 16th Aviation Group
(b) Headquarters, Headquarters Company, 14th Aviation Battalion
(c) 71st Aviation Company
(d) 174th Aviation Company
(e) 176th Aviation Company
(f) 132d Aviation Company
(g) 178th Aviation Company
(h) 534th Medical Detachment
(i) 756th Medical Detachment
(j) 94th Signal Detachment
(k) 452d Signal Detachment
(l) 454th Signal Detachment
(m) 151st Transportation Detachment
(n) 409th Transportation Detachment
(o) 411th Transportation Detachment
(p) 16th Transportation Detachment
(q) 400th Transportation Detachment
(r) 14th Security Platoon
(s) Headquarters, Headquarters Company, A Company, B Company, 123d Aviation Battalion.
(t) 449th Signal Detachment
(u) 406th Transportation Detachment
(v) 335th Transportation Company

(Continued)

(7) Americal General Order 10, 1 January 69 amended USARV GO 5498 (1968 series) pertaining to attachment of aviation units to the 23d Infantry Division (Americal) as reads: Not Applicable, is amended to delete:

94th Signal Detachment
452d Signal Detachment
454th Signal Detachment
151st Transportation Detachment
409th Transportation Detachment
411th Transportation Detachment
16th Transportation Detachment
400th Transportation Detachment

(9) Americal General Order 332, 14 January 69, amended Americal GO 9432 (1968 series) pertaining to attachment of aviation units to the 16th Combat Aviation Group as reads: Not Applicable, is amended to delete:

94th Signal Detachment
452d Signal Detachment
454th Signal Detachment
151st Transportation Detachment
409th Transportation Detachment
411th Transportation Detachment
16th Transportation Detachment
400th Transportation Detachment

AGDA (M) (23 Oct 69) FOR OT UT 693290 30 October 1969
SUBJECT: Operational Report - Lessons Learned, Headquarters, Americal Division, Period Ending 31 July 1969 (U)

3. AMERICAL DIVISION SUPPORT COMMAND

HHC and Band
23d S&T Bn
23d Med Bn
723d Maint Bn (-)
23 Admin Co
Co G (Ranger), 75th Inf
63d Inf Plt (CTT)
Americal Combat Center (PROV)
Chu Lai Defense Command (PROV)

4. 16TH COMBAT AVIATION GROUP

HHC, 16th CAG (Cbt)
14th Combat Avn Bn
71st Avn Co (Aslt Hel)
174th Avn Co (Aslt Hel)
176th Avn Co (Aslt Hel)
534th Med Det
756th Med Det
14th Security Plt

123d Avn Bn (Cbt) (Inf Div)
132d Avn Co (Aslt Spt Hel)
178th Avn Co (Aslt Spt Hel)
E Co, 723d Maint Bn
F Troop, 8th Cav
415th Sig Det
570th Trans Det

335th Trans Co

AVDF-GCDO 10 November 1969
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1969.

3. (U) Organization

a. Effective 1 October the 132d Aviation Company and the 178th Aviation Company were detached from the 123d Aviation Battalion and attached to the 14th Aviation Battalion.

b. Effective 1 October D Troop, 1st Squadron, 1st Cavalry was attached to the 123d Aviation Battalion. This attachment gives the 123d Aviation Battalion three air cavalry units. The concept of operation will be to employ the same unit in support of Brigade; Company B, 123d Aviation will support 11th Infantry Brigade, F Troop, 8th Cavalry will support 196th Infantry Brigade, and D Troop, 1st Squadron, 1st Cavalry will support 198th Infantry Brigade.

……

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1969.

AMERICAL DIVISION TROOP LIST
(as of 1 November 1969)

4. 16TH COMBAT AVIATION GROUP

HHC, 16th CAG (Cbt)

14th Combat Avn Bn
71st Avn Co (Aslt Hel)
174th Avn Co (Aslt Hel)
176th Avn Co (Aslt Hel)
132d Avn Co (Aslt Spt Hel)
178th Avn Co (Aslt Spt Hel)
534th Med Det
756th Med Det
14th Security Plt

123d Avn Bn (Cbt) (Inf Div)
D Troop, 1st Sqdn, 1st Cav
E Co, 723d Maint Bn
F Troop, 8th Cav
415th Sig Det
570th Trans Det

335th Trans Co

(f) The 71st AHC, 174th AHC, and the 176th AHC continue to support the 196th Inf Bde, 11th Inf Bde, and 198th Inf Bde respectively.

(g) **The 132nd and 178th Assault Support Helicopter Companies** remain in general support of the Division.

(h) The 14th Avn Bn (Cbt) stands ready to support the Division on any of several contingency plans with up to 12 UH-1H lift ships, six UH-1C gunships and **four CH-47 helicopters.** The required reaction time varies from one to twelve hours depending upon the type reaction force required.

..... 2. Comments follow:

a. Reference item concerning "Wheeled Vehicles", page 11, paragraph e(F)(b); nonconcur. Referenced item, M246 long boom wrecker, is not on requisition. The 16th Aviation Group advised USARV G4 on 177 March 1970 that the **178th Assault Helicopter Company (ASHC**) laterally transferred a wrecker to the 132d ASHC on 4 March 1970. No further action required.

SUBJECT: Operational Report - Lessons Learned, Headquarters, Americal Division, Period Ending 31 January 1970 (U)

4. 16TH COMBAT AVIATION GROUP

HHC, 16th CAG (Cbt)
14th Combat Avn Bn
71st Avn Co
174th Avn Co (Aslt Spt Hel)
176th Avn Co (Aslt Spt Hel)
132d Avn Co (Aslt Spt Hel)
178th Avn Co (Aslt Spt Hel)
534th Med Det
756th Med Det
14th Security Plat
123d Avn Bn (Cbt) (Inf Div)
Troop D, 1st Sqdn, 1st Cav
E Co 723rd Maint Bn
Troop F, 8th Cav

(8) There have been 160 anti-aircraft incidents during the quarter. Of these, 146 involved .30 caliber fire with four .51 caliber incidents. All other incidents involved mortar, RPG, or miscellaneous type fire. The majority of anti-aircraft incidents have occurred in four areas: The Kham Duc airfield, Base Area 117 vicinity BT 2210, the rocket pocket vicinity of BT 4006, and the K?-7 logistical area vicinity of AT 9301. The other incidents were scattered throughout Quang Tin (P). During the period, three aircraft were lost. One of these losses was especially significant . On 26 August, a CH-47 from 178th Aviation at AT 861064, while returning troops from Kham Duc airfield, received ground fire with an unknown number of hits. The aircraft crashed resulting in 31 killed and 9 wounded.

. . . . . .

d. Airfield and Helipad Rehabilitation.

1. The airfield at FSB Bronco was repaired during Aug. This included the removal of 75 pieces of MX19 matting, the subgrade reworked and the matting replaced.

2. Welding of the airfield matting at Minh Long is still in progress.

3. Five (5) refuel pads for the **178th Assault Helicopter Company** at Chu Lai were rehabilitated during the reporting period.

4. 16TH COMBAT AVIATION GROUP

HHC, 16TH CAG
14th Combat Avn Bn
71st Avn Co (Aslt Hel)
116th Avn Co (Aslt Hel (OPCON)
132d Avn Co (Aslt Spt Hel)
174th Avn Co (Aslt Hel)
176th Avn Co (Aslt Hel)
178th Avn Co (Aslt Spt Hel)
196th Avn Co (Aslt Spt (Hel) (OPCON)
534th Med Det
756th Med Det
123d Avn Bn (Cbt) (Inf Div)
Trp D, 1st Sqdn, 1st Cav
Trp F, 8th Cav
Co E, 723d Maint Bn

335th Trans Co
362d Avn Det

AVDF-HL 15 May 1971
SUBJECT: Operational Report - Lessons Learned, 23d Infantry Division (Americal), Period Ending 30 April 1971, RCS CSFOR - 65 (R3) (U)

4. (U) Organization

a. Chu Lai Defense Command was relieved from attachment to HQ and Hq Co and Band, Americal Division Support Command and attached to Hq and Hq Co, 198th Infantry Brigade effective 12 November 1970.

b. The 635th MI Co was attached to the 23d Inf Div Spt Cmd effective 20 December 1970.

c. The 116th Avn Co (AHC) was attached to the 23d Inf Div effective 1 Jan 71 and further attached to the 14th Cbt Avn Bn effective 1 Jan 71.

d. Btry D, 1st Bn 82d Arty was attached to 3d Bn, 18th Arty effective 23 Jan 71.

e. Co C, 23d S&T Bn (PROV) was activated effective 26 Jan 71.

f. Trp F, 17th Cav was relieved from attachment to Hq and Hq Trp, 1st Sqdn, 1st Cav and attached to Hq and Hq Co, 196th Inf Bde effective 26 Jan 71.

g. The 116th Avn Co (AHC), 176th Avn Co (AHC) and **178th Avn Co (AHSC)** were relieved from attachment to 14th Cbt Avn Bn and attached to 123d Avn Bn effective 29 Jan 71. Effective the same date, Trp F, 8th Cav was relieved from attachment to 123d Avn Bn and attached to 14th Cbt Avn Bn.

Aircraft that were assigned to the 178th ASHC in Vietnam.

Model	Tail Number	Purch. Date MMYY	Begin in Unit YYMM	Begin Hours	Finish in Unit YYMM	Finish Hours	Total Hours in Unit
OH-23G	63-12886	1064	6707	347	6709	379	32
OH-23G	63-12898	1064	6707	483	6709	535	52
CH-47A	64-13108	1264	7208	2627	7304	2633	6
CH-47A	64-13118	0465	7011	1929	7106	2085	156
CH-47A	64-13142	0765	6610	212	6802	1068	856
CH-47A	64-13148	0865	6610	498	6707	1034	536
CH-47A	64-13150	0865	6610	530	6706	1025	495
CH-47A	64-13152	0965	6610	312	6703	334	22
CH-47A	64-13153	0965	6610	565	6705	997	432
CH-47A	64-13155	0965	6610	415	6802	1154	739
CH-47A	64-13157	1065	6610	287	6805	1191	904
CH-47A	64-13158	1065	6610	277	6707	810	533
CH-47A	64-13159	1165	6610	386	6712	1169	783
CH-47A	64-13160	1065	6610	447	6802	1336	889
CH-47A	64-13161	1165	6610	373	6802	1266	893
CH-47A	64-13163	1065	6610	211	6802	1125	914
CH-47A	64-13164	1165	6610	339	6711	1170	831
CH-47A	64-13165	1165	6610	300	7302	2286	1986
CH-47A	65-07975	1265	7208	2915	7209	2917	2
CH-47A	65-07985	0266	7208	2300	7209	2300	0
CH-47A	65-07999	0366	6610	169	6802	1139	970
CH-47A	65-08010	0466	6610	120	6711	1005	885
CH-47A	65-08017	0566	6610	110	6802	1099	989
UH-1C	65-09564	0566	6610	114	6707	390	276
CH-47A	66-00078	0766	7208	1801	7209	1802	1
CH-47A	66-19002	1166	6712	172	6802	468	296
CH-47A	66-19003	1166	7208	2835	7209	2835	0
CH-47A	66-19067	0367	6707	5	6802	632	627
CH-47A	66-19070	0367	6707	3	6802	587	584
CH-47A	66-19085	0467	6709	3	6802	590	587
CH-47A	66-19087	0467	6711	94	6801	384	290
CH-47A	66-19088	0467	6707	2	6802	597	595
CH-47A	66-19090	0467	6707	3	6802	599	596
CH-47B	66-19100	0567	6909	198	7507	2039	1841
CH-47B	66-19105	0567	6807	125	7102	1845	1720
CH-47B	66-19107	0667	7208	2383	7511	2912	529
CH-47B	66-19117	0667	7105	992	7111	1208	216
CH-47B	66-19125	0767	7105	1159	7108	1376	217
CH-47B	66-19127	0767	7208	2635	7512	3120	485
CH-47B	66-19129	0767	7410	2476	7512	2720	244
CH-47B	66-19131	0767	6905	531	7111	2176	1645
CH-47B	67-18436	0967	6906	453	7111	1777	1324
CH-47B	67-18443	0967	7208	2255	7512	2752	497
CH-47B	67-18445	1067	6904	101	7008	1088	987
CH-47B	67-18446	1067	7208	2027	7512	2496	469
CH-47B	67-18450	1067	6801	0	7102	2292	2292
CH-47B	67-18453	1067	7208	2421	7404	2661	240
CH-47B	67-18454	1167	7208	2362	7512	3000	638
CH-47B	67-18455	1167	6802	2	6805	163	161
CH-47B	67-18457	1167	6802	2	6806	265	263
CH-47B	67-18458	1167	6803	4	6904	1054	1050
CH-47B	67-18459	1167	6803	3	7403	2829	2826
CH-47B	67-18460	1167	6803	5	6903	683	678

CH-47B	67-18461	1167	6802	1	6902	273	272
CH-47B	67-18462	1167	6803	1	6812	487	486
CH-47B	67-18463	1167	6803	2	7512	2975	2973
CH-47B	67-18464	1167	6804	2	7107	2262	2260
CH-47B	67-18465	1267	6803	2	7112	2271	2269
CH-47B	67-18466	1267	6803	5	7406	2710	2705
CH-47B	67-18467	1267	6803	2	7512	2924	2922
CH-47B	67-18469	1267	6803	2	6804	141	139
CH-47B	67-18470	1267	6804	0	6902	722	722
CH-47B	67-18471	1267	7411	3124	7512	3358	234
CH-47B	67-18473	1267	7102	768	7111	1279	511
CH-47B	67-18474	0168	6807	3	6907	896	893
CH-47B	67-18475	0168	6803	1	6804	103	102
CH-47B	67-18476	0168	7008	1691	7512	2999	1308
CH-47B	67-18477	0168	7107	1297	7512	1984	687
CH-47B	67-18482	0168	7208	2380	7512	3042	662
CH-47B	67-18483	0168	6902	78	7112	1724	1646
CH-47B	67-18484	0268	7208	2262	7512	2948	686
CH-47B	67-18488	0268	6811	28	7111	2086	2058
CH-47B	67-18490	0268	7208	1915	7512	2594	679
CH-47B	67-18491	0268	7208	2428	7512	3127	699
CH-47B	67-18492	0268	6805	3	7005	1268	1265
CH-47B	67-18493	0268	6805	3	7102	1766	1763
CH-47C	67-18537	0768	7201	1413	7207	1759	346
CH-47C	67-18547	0768	7201	1603	7207	1944	341
CH-47C	68-15812	0868	7201	1177	7207	1451	274
CH-47C	68-15818	0968	7201	1417	7207	1585	168
CH-47C	68-15820	0968	7107	839	7112	1003	164
CH-47C	68-15822	1068	7201	1967	7202	2001	34
CH-47C	68-15839	0169	7201	2025	7202	2076	51
CH-47C	68-15853	1268	7107	1219	7112	1460	241
CH-47C	68-15864	0469	7201	963	7202	1051	88
CH-47C	68-15867	0569	7201	969	7202	1034	65
CH-47C	68-15991	0569	7201	965	7203	965	0
CH-47C	68-15997	0669	7201	912	7202	912	0
CH-47C	68-16006	0969	7201	765	7202	820	55
CH-47C	68-16020	1069	7201	1057	7202	1065	8
CH-47C	69-17102	1169	7201	874	7202	921	47
CH-47C	69-17120	0970	7107	29	7107	74	45
CH-47C	70-15001	0171	7201	379	7207	727	348
CH-47C	70-15005	0271	7107	16	7207	655	639

Total helicopters =	94		Total number of hours =				66934

Note: This list only includes helicopters that were in this unit after September 1966. The primary source of this information is the U.S. Army Goldbook. Accuracy is estimated to be about 80% to 95%.

Please send additions or corrections to:

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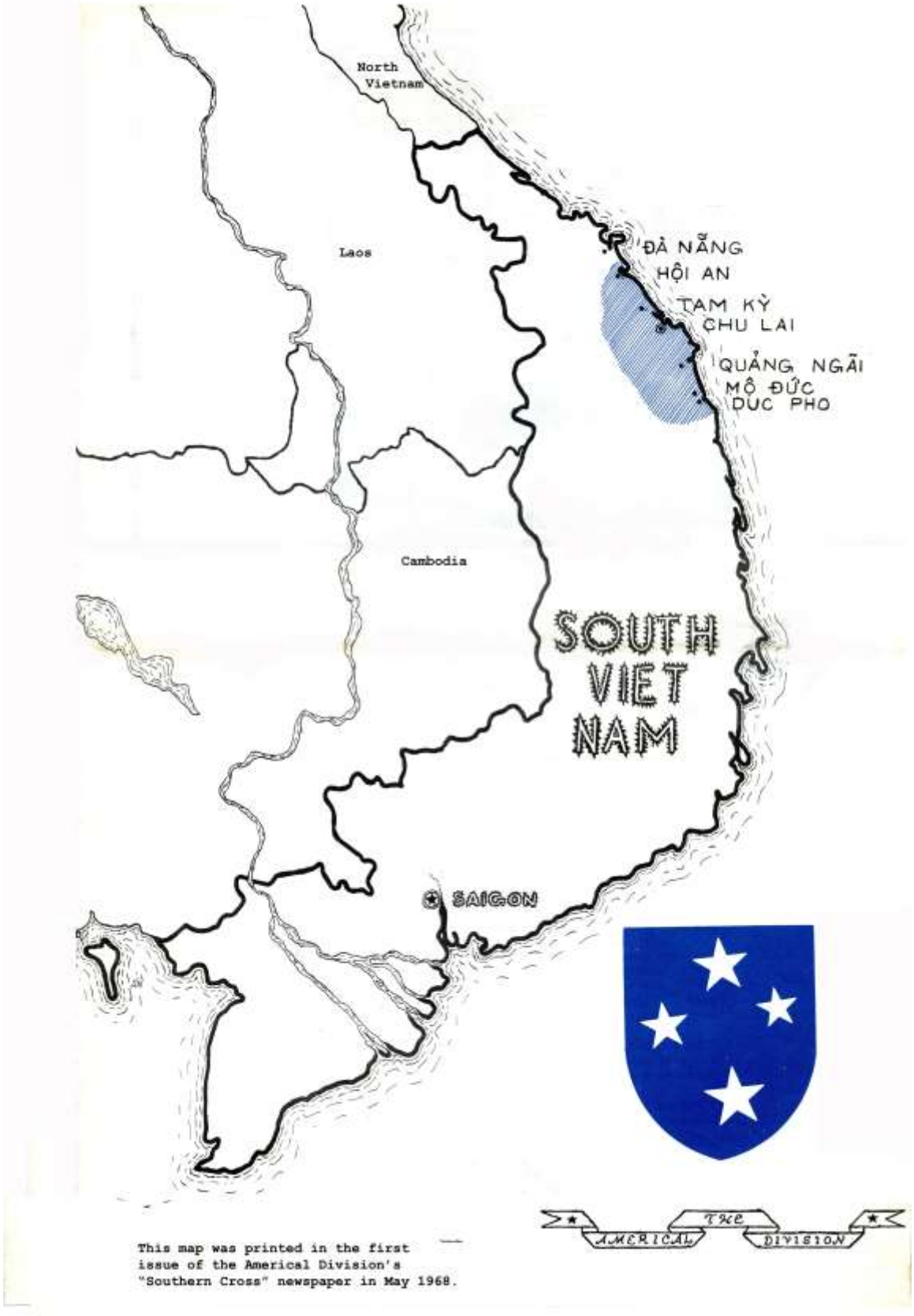

This map was printed in the first issue of the Americal Division's "Southern Cross" newspaper in May 1968.

The Americal AO

After September 1969 the Marine boundary was shifted south to give the Marines LZ Baldy and LZ Ross. Then After April 1971 the Marines left I Corps, leaving the Americal to defend Da Nang and areas in Thua Thien and Quang Tri provinces.

The AmericalFoundation.org has all 50 months of the Americal Division S2/S3 reports. They can be viewed and down loaded.
I have filtered the entries made for May 1968 to illustrate the types of entries related to the 178th ASHC that can be found in this reporting.

sub_unit	Date	Entry	Text
178ASHC	680512	5	2/1st Inf – hooks for extraction of A-1-46th Inf are on way, will be going to Kham Duc approx 0800H for extraction
178ASHC	680512	8	178th Avn – at 0801H 1st hook took direct hit from 50 cal. Burning on runway now. A1 fighter A/C shot down, crashed. Pilot bailed out and landed on runway, pilot is OK
178ASHC	680512	13	2/1st Inf – CH47 – all personnel safe. (cont) Receiving hvy mortars and AW fire at this time, directions of fire from SW
178ASHC	680512	15	2/1st Inf – receiving AW fire and mortar fire from SW and North. Unable to get CH47 off of runway due to enemy fire
178ASHC	680512	20	2/1st Inf – rec'd word that 3 elements of the enemy were attacking at this time. Each element was a company (-) in size. CH47 on runway still can not be moved.
178ASHC	680512	26	5th SF thru III MAF – VC holds all high ground around camp, all outposts in enemy hands: Engr elements under ground attack. Not at all feasible for extraction at this time. NVA digging in and erecting antennas. 1 A4E and 1 CH46 shot down at this time. Enemy at NE end of runway runway blocked by 1 CH47
178ASHC	680512	44	Avn, MAJ Rector – reports that crew on downed hook is OK. He plans to have the 4 hooks at Kham Duc, in, loaded and out by 1142H. At 1142H first hook off with 33 PAX. 2 other hooks are loaded and enroute with 94 US. 4th and 5th hooks are standing by because of AW fire and mort fire. Recommended that hooks remain at Baldy and be called when needed.
178ASHC	680512	66	198th, LTT Hahn – Avn Off – hooks departing now for Kham Duc
178ASHC	680512	80	Div Avn O, A&S rescue ship on way. ETA KHAM DUC 1430H. CH 47's on way, should arrive 15-20 minutes.
178ASHC	680512	82	ADC-A (Gen Young), 4xMarine Hooks going to 2-1 from Baldy, 4xArmy Hooks going to 2-1, 5xMarine Hooks refueling.
178ASHC	680512	96	2/1 1425H on CH47 in and took off, one CH46 in and took off, some mortars however, sporadic.
178ASHC	680512	99	Hook #23, 1 hook has just taken off, another left. Us left are at south end of Field. about 200 CIDG left. Fm CG & G3, LTC Nelson Co of 2/1 is too come out with his trps. CIDG to get on our push. passed on to Boxcar 23 to pass to revolver.
178ASHC	680512	101	LTC HOLLIDAY, KHAM DUC, 2 HOOK loads of US & approx 200 CIDG left to get out.
178ASHC	680512	103	HOOK #23, 1 C-130 on Strip. No hooks on strip at this time.
178ASHC	680512	107	MAJ TODD KHAM DUC last 2 Hooks out were CIDG. C-130 on strip possibly loaded with US
178ASHC	680512	113	MAJ Todd vic Kham Duc – LZ is clean, last man out was LTC Cockerel. 1 x C-130 and 1 x CH47 on runway, explosions all over. Last element out was Crossbow 6. MAJ Todd recommends destruction of A/C on field. A/C are not to be dest until order given by CG RHB
178ASHC	680519	44	196th D-1-6 vic BT086234 at 1408H a box car air craft enroute to pick up downed ship recd fire from five different locations fic BT086234. also repair air craft, recd fire from same location. Some hits recd. D-1-6 fired mtrs at suspected en location

The AmericalFoundation.org has all 50 months of the Americal Division S2/S3 reports. They can be viewed and down loaded.
I have filtered the entries made for May 1969 to illustrate the types of entries that can be found in this reporting. For this month of entries I found only a couple direct references to the 178th ASHC. However, the following incidents involved Chinook helicopters which would indicate either the 132nd ASHC or the 178th ASHC crews were involved.

Hook	690507	**50**	(C) 198th Bde, Sgt Edmon, BTOC. Hook request, request 5 hrs hook time for ARVN arty from Ha Thanh to Tra Bong. DTB: 081000H May 69. PZ call sign: Bitter Shapes 40.20. LZ call ignh: Elwood Leader 40.10. Approved Maj Wagner, passed to AAE, passed to 198th Sp/4 Asbill 071825H.
Hook	690508	**24**	(C) Quang Ngai, Sgt Titus. Req for CH-47-MAJ Bender, Div Arty, 21st Arty Bn. Priority 10.Pick up time: 091000H. Pick up coord: BS604722. Pick up freq: 37.75. Pick up call sign: Noland Oxshoe A83. Pick up point: Quang Ngai air field. Destination coord: BS535516. Destination freq: 37.75. Destination call sign: Noland Oxshoe A-6. Destination: Minh Long. Cargo 700 rd 105 howitzer. Weight: 40250 lbs. No of sorties req: 5. Approved: G3, MAJ Wagner. Passed to AAE; to Quang Ngai, MAJ Evans 1440H.
Hook	690508	**55**	(C) 198th Bde, Cpt Brammer. A/C requirements on 9th May 69 for extraction of C,B/1-52 Inf and D/5-46 Inf, plus airlift of B/4-3 to LZ Bronco. Request: **2 hooks** fm 0800H-1800H. 1 hook fm 1300H-1500H. 2 slicks in afternoon. 2 G/S for final extraction in afternoon. Approved by Maj Wagner as follows: 1 hook fm 0800H-1600H, 1 hook fm 0800H-1500H. 2 slicks. 2 guns will have to come fm 176th Avn. Passed to 198th Bde Cpt Gaffney 082200H. Passed to AAE, WO Beard and Lt Lyons 082300H.
Hook	690509	**34**	(C) 198th Bde, MAJ Borg, BTOC, request additional sorties. Req 3xadditional sorties **(Hooks**) for Arty move. 1-14 Arty will move 2xtubes 105 &FDC fm LZ Shirley (Ha Thanh) to LZ Buff. Approved by MAJ Wagner G3 1224H. Passed to AAE CPT Mohrenmier, Div Avn. Passed to 198th Bde, CPT Brammer.
Hook	690511	**40**	(U) 178th AVN Co, CPT McCreary, WO Nelson, 123d AVN, BT001160 at 1340H. **CH-47** working for 196th Bde dropped load (1x105mm gun) dropped at 2000'. Reason: slings broke. Recovery will be made by 196th Bde. Extent of dam is unk. Passed to FSE, LTC Cothren.
Hook	690513	**3**	(C) 198th Bde, CPT Brammer. Acft request. **Hook** time 4 hrs for 14 sorties. Time 1000H, fm Ha Thanh to LZ Buff. Purpose: Arty move. Disap at this time we will recheck requirement in AM. Suggest they include this move in their authorized hrs until we have made necessary adjustment based on situation. Passed to 198th Bde, CPT Brammer fm MAJ Wagner.
Hook	690513	**46**	(C) 198th Bde, Sp Asbill, A/1-52, LZ Buff, BS553837 at 1000H. (1) Rec 4x82mm mort rds. Res: 2xWIA(M) & 1xWIA(E). Helix on station. (2) 0810H, (En) BS511836. Rec 3x82mm mort rds. Res: NCD. Called arty & A/S on en grid. (3) 0810H, **Hook** rec 50 cal fire fm BS554836, neg hits.
Hook	690515	**14**	(C) 196th Bde, LT McPhadden. A **hook** is down on the pad at LZ Professional. Professional is rec direct 50 cal fire this time. Also rec RR fire. 0850H: Hook combat loss on fire, crew got out. Possible chance of setting ammo dump on fire. Neg cas. Passed to AAE.

Hook	690515	**16**	(U) 196th Bde, SP Reese, S-3/1-46, LZ Professional, (en) BT187051 at 0700H. (1) LZ Professional rec 4x57mm RR rds, neg cas. (2) 0800H, CC/1-46, rec 50 cal fire fr 200m NW of LZ Professional, NVD. (3) 0816H, CC/1-46, rec fire fr 100m NW of LZ Professional, NCD. (4) 0825H, **CH-47** (TN 728), rec 50 cal fire enroute to LZ Professional 600-700m SE of LZ Professional, neg hits od cas. (5) 0840H, **CH-47** (TN 721) rec 50 cal fire on resupply w/external trailer, delivered load w/neg hits. Msn compl.
Hook	690515	**24**	(C) 198th Bde, CPT Brammer, 1-52. Request **Hook** time ext for C/1-52. Time: 1130H. Airmove by hook fr PZ LZ Buff to LZ CAP 1-3-2. PZ & LZ are secure, est 2xsorties. Appr by MAJ Wagner at 1054H. Passed to AAE, MAJ White.
Hook	690516	**23**	(U) 11th Bde, Sgt Otto, D/O/11th Bde, BS558328 at 1030H. (1) D/O acft shot down, G/s scrambled to area and on station. (2) 1116H, acft secured by gnd and air. **Hook** on way to evac acft. Res: 1xSF KIA & 3xSF WIA (E), neg cas to crew. (3) 1133H, CC/4-3 reports 1xcrewmember slightly injured & has picked up patients and crew. Notified: C/S, SP Johnson; G-3 LTC Lawrence; AAE, MAJ White.
Hook	690516	**44**	(U) 11th Bde, Sgt Otto, Ref DJF entry #23. Acft extracted at 1330H. Hook took hv AWF w/NCD.
Hook	690517	**2**	(C) 1st Bde, CPT Sandell, Tam Ky Airfield at 162300H May 69. Request 1x**hook** for 7xsorties arty ammo. PZ Tam Ky Airfield, LZ Tien Phuoc. Call sign: Crude F7; freq: 60.90. Time: 171300H. Appr G-3 162315 May 69, CPT Lamison. Passed to: AAE, CPT Mohenweiser at 162315H May 69; 1st Bde at 162325H, CPT Sandell.
Hook	690524	**49**	(U) 1-101st Abn, Sgt Carney, A/1-101 Avn, BT189159 at 1430H. 1xCH-47 rec SAF while leaving FSB Young, neg cas, dam to starter.
Hook	690526	**8**	(dlyd) Co G 75th Ranger, CPT McWilliams, F/8, BS357962 at 251740H May 69. Acft on LRRP msn crashed vic above grid, fr apparent loss of power, crew & pax are all right. Acft secured. The down acft is a UH-1H. D/O enroute with a hook for extraction of crew & pax. Notified: C/S, Sgt Drosdick; G-3, MAJ Wagner; G-2, MAJ Ogelsby; AAE, MAJ White; III MAF, CPL Stanton.
Hook	690526	**13**	(U) 198th Bde, SP Ball, C/1-52, BS546842 at 0845H. Fnd 50x105 rds which were dropped fr a Hook several weeks ago. Evac the rds w/shipping plugs & dest the rest.
Hook	690526	**36**	(U) AAE, MAJ White, 1-101st Abn, BT537096 at 1530H. **Hook** transporting 1xUH-1 fr 1-101st Abn was brushed on bottom when 1xblade tie-down broke; minor dam to hook, UH-1 was punched off. Acft broke up on contact. Recovery status unk. Notified: III MAF, MAJ Johnson.
Hook	690528	**29**	(U) Div, CPT Newkirk, G-2. Request 1xCH-47 sortie on 28 may 69. To transport barrier material, ammo, demolitions, food, water & personnel to Hill 1362 vic BS357962. Personnel & equip are staged at 1-6 resupply pad LZ Bayonet on a standby basis. Lay this on w/the hook supporting the 198th Bde, MAJ Wagner. Passed to AAE: CPT Mohrenweiser. Notified: G-2, MAJ Doms.
Hook	690528	**86**	(C) 198th Bde, CPT Please. Planning CA, 290630H May 69, of 1xUS Company and 2xARVN Bn's. Requesting 11xslicks, 1xCC, 4xG/S, 1xsmoke ship, and 2x**hooks**. PZT 290630H. PZ A/5-46, PZ BS512962/LZ Gator, 3/6/ & 4/6 ARVN LZ Dottie. LZ BS464959 A/5-46 Inf. LZ BS484887 3/6 ARVN. LZ BS494888 4/6 ARVN. Approved G-3, MAJ Wagner.
Hook	690530	**24**	(U) 198th Bde, SP Ball, **178th Avn**, BS572828 at 1200H. **CH-47** rec SAF, took 4-5 rds, NCD. Notified: III MAF, Sgt Barnes.
Hook	690531	**42**	(U) 1-101st Abn, Sgt Gainey, A/101 Avn, BT277230 at 1600H. **Hook** rec SAF, neg hits or cas.

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I have filtered the entries made for May 1970 to illustrate the types of entries that can be found in this reporting.

sub_unit	Date	Entry	Text
178ASHC	700501	56	196th Bde, Sp Goodfriend, 178th Avn, LZ Siberia at 1515H. LOH rec 1xRPG rd while landing at LZ Siberia w/NCD.
178ASHC	700504	14	AMCAL, CPT Sherrard, G-3 Ops, CLDC, 198th Bde at 0600-0800H. At 0600H: Chu Lai rec 12x22mm rkts, followed by 25xmore at 0615H & approx 20xat -0700H. Possibly some of the incoming may have been mort. Rkts impacted in a wide area in the vic of the airstrips and beach living quarters area. Res: 11xUS WIA(E), 100xbarrels of diesel fuel & cleaning fluid dest, minor dam to 2xCH=47 Helo, minor dam to Chu Lai E runway, dam to living quarters vic DT547059. AOBSER saw en launch sites at BS507977. C/5-46 cdt reaction CA to that grid landing to a hot LZ at 0745H. C Co then moved to the launch site cptr 43x12mm rkts rigged for firing on stakes. Rckts evac to LZ Bayonet. Nltfy XXIV Corps, CPT Conway at 1030H.
178ASHC	700504	15	CLDC, CPT Williams. Res of incoming rds: 11xUS WIA(E), 6xfr 178th Avn, 2xfr 3-21 Inf rear area, 2xfr 14th Avn & 1xfr 523d Quarter Master Co. Also, 100xbarrels of diesel & cleaning fluid dest.
178ASHC	700514	53	196th Bde, Sgt Yockey, 178th ASHC, BT015278 at 1030H. Nui Lac Son rept a CH-47 dropped 50xempty 155mm canisters in a 50m radius. Res: 1xhut & furniture dest w/neg cas.

Chinook	700514	50	1st CAG, Cpl Crosby, CAP 1-2-4, BT448073 at 1430H, fnd 40x105mm illum rds apparently dropped fr a helicopter. All were in a 15m radius. At 1630H EOD Tm dest the ordnance.

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I have filtered the entries made for May 1971 to illustrate the types of entries that can be found in this reporting.

sub_unit	Date	Entry	Text
178ASHC	710507	33	198th Bde, LT Bilstrom, 4/6 ARVN, BS275664 at 1035H. CH47 fr 178 Avn on R/S for 4/6 ARVN at 50' hover rec unk amt SAF fr unk source. Arty fired in general area. D/1-1 on station at 1250H and at BS295690 obsr a large struc and bnkr area. Eng area. Res: 7xstruc dest. FAC processed A/S at 1430H. Res of A/S: 2xsecondary fires, 5xstruc dest.
178ASHC	710520	43	11th Bde, CPT Cummings, 178 Avn, BS918164. A flame drop of 4 sorties was made between 201025H and 201215H, 40% of Tgt was covered. Reason for drop: Heavily B/T area & future OP site for RF's & PF's.
178ASHC	710521	40	11th Bde. CPT Cummings, 178 AHSC, BS918164, 211015H-1215H. 5xsorties were flown, 4xwere on target with a total of 72x55 gal drums burning 80% of the target area. 1xsortie had mechanical difficulties at 1120H at BS857360, load was dropped consisting of 9x55 gal drums. Permission rec to dest on ground. G/S fr 174 Avn at 1135H dest the 9xdrums.
178ASHC	710523	34	AAE, CPT White, 178 ASHC, AS968731, 230950H. CH-47 rec moderate SAF & 30 cal fire fr UNSEF at 150', 60k. Rec 2xhits, neg cas, cont to fly. Msn not complete.

CH47	710520	9	11th Bde, Sgt Lane, 1/20 Bn, BS7641, 200830H. CH-47 dropped conex VN civ milling around. An element of A/1-20 will go to secure conex. AAE, reported CH-47 had engine failure and had to drop load. Resupply ship extracted salvageable equip at 1205H, remainder dest.

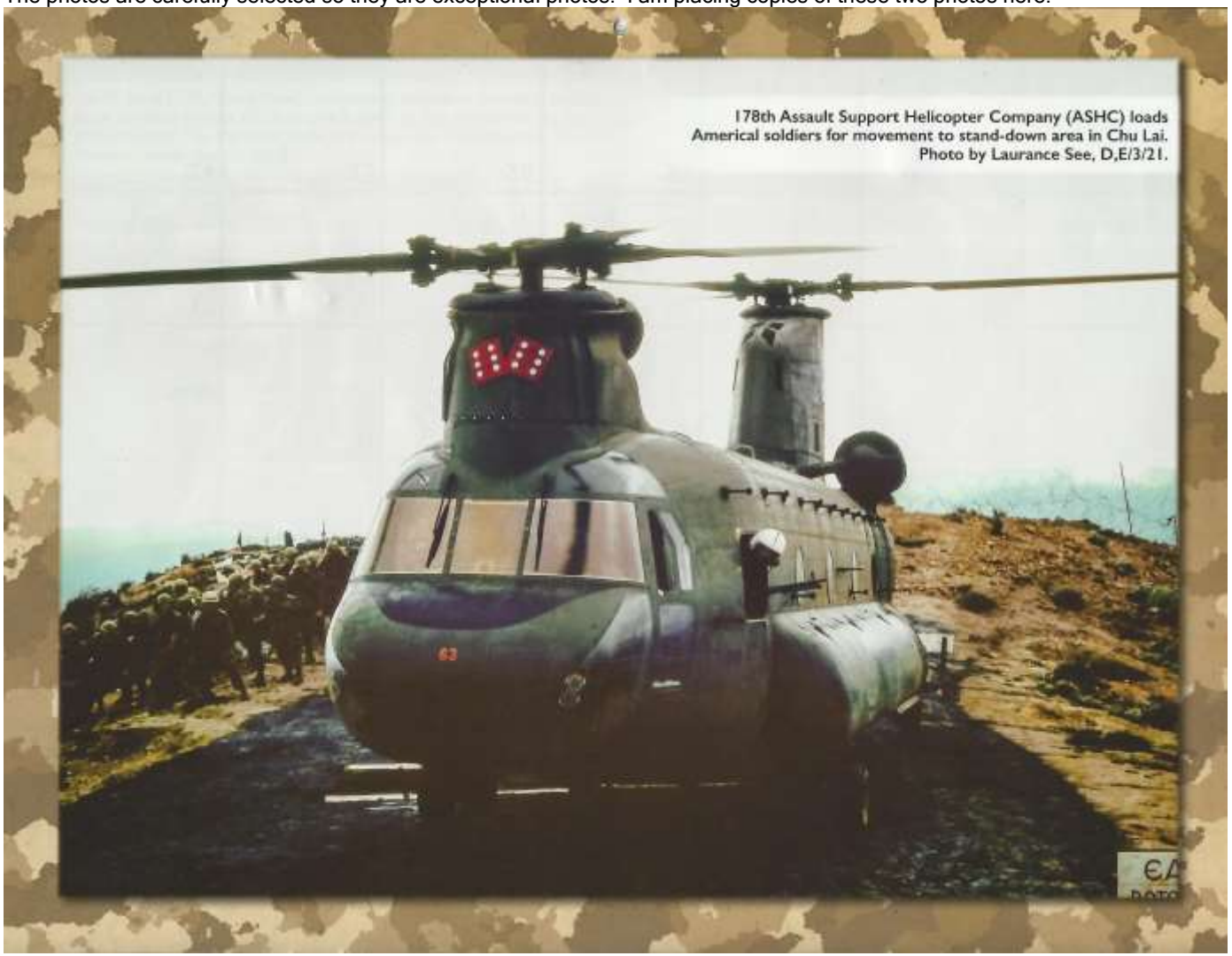
This is a listing of the men who died in service with the 178th ASHC in Vietnam according to the Coffelt Data Base:

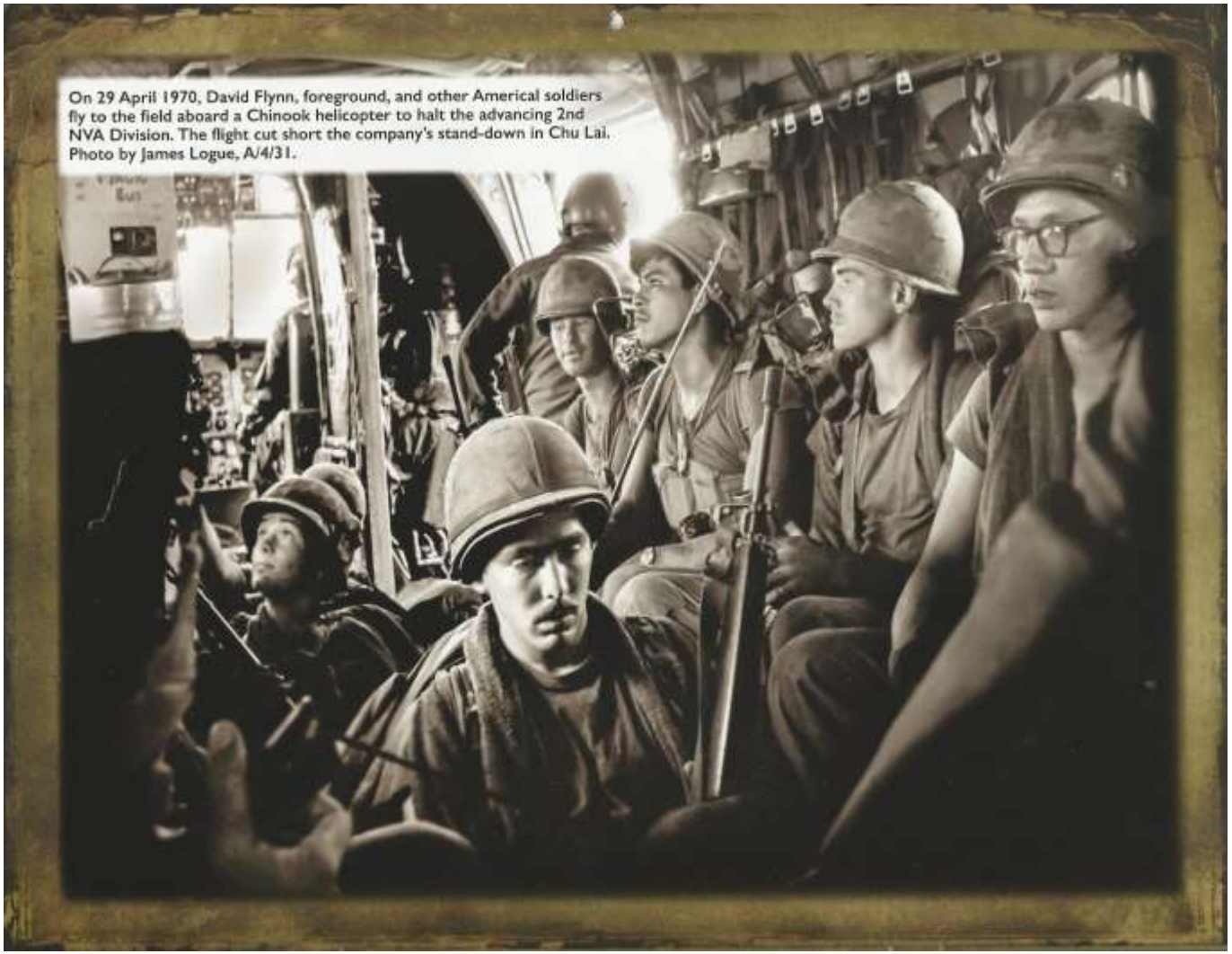
lname	fname	suf	rank	mos	age	incident	casdate	vehicle	event	grid coord
ALEXANDER	DAVID		CPT	1981	24	02/06/1971	06-Feb-71	CH-47B 67-18493	CH-47B 67-18493 VIC LZ SIBERIA, 1 KM SW OF HIEP DUC VILLAGE	AT903233 or AT908230
BOYTER	GEDDES	JR	WO	062B	26	07/01/1968	01-Jul-68	CH-47B 67-18457	CH-47B 67-18457 MID-AIR COLLISION 10 KM S-SE OF TRA BONG	BS394797
BROWN	ROSS		SP5	67V20	26	05/30/1966	30-May-66	CH-47A 64-13156	LDNG ACCIDENT AT NUI BA DEN MTN RADIO RELAY HELIPAD 19660530	XT283583
BURNHAM	RICHARD	JR	SP4	11B2F	21	07/01/1968	01-Jul-68	CH-47B 67-18457	CH-47B 67-18457 MID-AIR COLLISION 10 KM S-SE OF TRA BONG	BS394797
EOFF	WILLIAM	JR	1LT	1981	25	07/01/1968	01-Jul-68	CH-47B 67-18457	CH-47B 67-18457 MID-AIR COLLISION 10 KM S-SE OF TRA BONG	BS394797
ETHINGTON	GLENN		SP4	63B20	23	01/19/1971	19-Jan-71		DROWNED TRYING TO SAVE A VN WHILE AT UNAUTHORIZED BEACH 2 KM NE OF CHU LAI AFLD 19710119	BT560061
GRAZIOSI	FRANCIS		SFC	67A10	28	01/10/1970	20-Feb-79	UH-1C 66-00739	UH-1C 66-00739 DISAPPEARED (Body Not Recovered) ENROUTE TIEN PHUOC ==> CHU LAI	BT107143 or BT239141
HAMILTON	AMBERS		SP5	67U2F	23	02/06/1971	06-Feb-71	CH-47B 67-18493	CH-47B 67-18493 VIC LZ SIBERIA, 1 KM SW OF HIEP DUC VILLAGE	AT903233 or AT908230
HARTSFIELD	BILLY		SP4	67A1F	21	03/27/1970	27-Mar-70		ROTOR STRIKE ON GROUND, CHU LAI AIR BASE 19700327	
KERL	MICHAEL		CPT	1981	24	02/06/1971	06-Feb-71	CH-47B 67-18493	CH-47B 67-18493 VIC LZ SIBERIA, 1 KM SW OF HIEP DUC VILLAGE	AT903233 or AT908230
MC DOUGALL	HIMA	JR	SP4	67U20	20	08/26/1970	26-Aug-70	CH-47B 67-18445	CH-47B HIT BY RPG WHILE LANDING AT LZ JUDY, 24 KM S-SW OF HIEP DUC 19700826	AT851009
MORRIS	WALTER		CWO	062D	23	04/26/1967	26-Apr-67	CH-47A 64-13148	CH-47A 64-13148, HIT IN FLT ON FINAL APPROACH TO DANANG	

OSTRANDER	MORRIS		SP4	67U20	21	07/01/1968	01-Jul-68	CH-47B 67-18457	CH-47B 67-18457 MID-AIR COLLISION 10 KM S-SE OF TRA BONG	BS394797
PHILLIPS	GERALD		SP6	76U20	34	06/19/1968	19-Jun-68	CH-47B 67-18455	CH-47B 67-18455 TAXI ACCIDENT AT CHU LAI AIRFIELD	BT537062
PULS	ROBERT		SP4	67U2F	20	07/01/1968	01-Jul-68	CH-47B 67-18457	CH-47B 67-18457 MID-AIR COLLISION 10 KM S-SE OF TRA BONG	BS394797
ROGERS	ROBERT		SP5	67U20	21	02/06/1971	06-Feb-71	CH-47B 67-18493	CH-47B 67-18493 VIC LZ SIBERIA, 1 KM SW OF HIEP DUC VILLAGE	AT903233
SEELEY	JOHN		CPT	1981	34	06/27/1966	27-Jun-66	CH-47A 64-13162	CH-47A 64-13162 VICINITY DAU TIENG, EXACT LOCATION UNKNOWN	
TEDFORD	ROBERT		SP5	67U20	26	03/22/1969	22-Mar-69	CH-47B 67-18461	CH-47B 67-18461 AT LZ WEST, 9 KM EAST OF HIEP DUC VILLAGE	AT990250 or AT997247
TEFFT	GEORGE		SP4	67V20	22	08/26/1970	26-Aug-70	CH-47B 67-18445	CH-47B HIT BY RPG WHILE LANDING AT LZ JUDY, 24 KM S-SW OF HIEP DUC 19700826	AT851009
WILLIAMS	CURTIS		SP4	67A1F	19	02/06/1971	06-Feb-71	CH-47B 67-18493	CH-47B 67-18493 VIC LZ SIBERIA, 1 KM SW OF HIEP DUC VILLAGE	AT903233 or AT908230
YORK	DANIEL		CWO	100C	25	08/26/1970	26-Aug-70	CH-47B 67-18445	CH-47B HIT BY RPG WHILE LANDING AT LZ JUDY, 24 KM S-SW OF HIEP DUC 19700826	AT851009
YORK	JOEL		SP4	67U20	18	08/26/1970	26-Aug-70	CH-47B 67-18445	CH-47B HIT BY RPG WHILE LANDING AT LZ JUDY, 24 KM S-SW OF HIEP DUC 19700826	AT851009

The Americal Division Veteran's Association Calendar is a major source of funds for the Americal Division Veteran's Association Scholarship program. Some years the scholarship awards exceed $100,000. For the current year there were two photos of chinook helicopters that appeared on the calendar.

The photos are carefully selected so they are exceptional photos. I am placing copies of these two photos here:





On 29 April 1970, David Flynn, foreground, and other Americal soldiers fly to the field aboard a Chinook helicopter to halt the advancing 2nd NVA Division. The flight cut short the company's stand-down in Chu Lai. Photo by James Logue, A/4/31.

This is an example of a 21”x21” square 3D map made of Kham Duc. The “Wall Cover” laminate applied reflects the 1970 return to Kham Duc. It is hoped that we can connect with Bill Schneider to make a “Wall Cover” laminate for the actions and movements from 12 May 1968. Boxcar helicopters were lost in action in both the 1968 and 1970 operations.