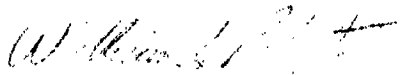


ANNUAL SUPPLEMENT
HISTORY OF THE
191ST ASSAULT HELICOPTER COMPANY
13TH COMBAT AVIATION BATTALION
1ST AVIATION BRIGADE

1 January 1971 - 30 September 1971

Prepared By
Captain David L. Knowlton
Unit Historical Officer

APPROVED BY:



WILLIAM S. ROBERTS
MAJ, AD
Commanding

Can Tho, Republic of Vietnam
APO SF 96215

FORWARD

FORWARD

During the past four and one-half years the 191st Assault Helicopter Company, "Boomerangs," have accomplished a variety of combat missions throughout the Mekong Delta. Missions included combat assaults, VIP flights, medivac and resupply, command and liaison, special night packages, and employment of armed helicopters. The professionalism, enthusiasm, and loyalty displayed by the soldiers of the 191st have created one of the closest-knit fighting units in Southeast Asia. The men, deeds, and memories of this unit will be a hallmark in the annals of the conflict in the Republic of Vietnam. "Boomerangs--They Always Come Back," will not be an epitaph, but a fountainhead of inspiration and pride for other units throughout the United States Army.

TABLE OF CONTENTS

<u>TITLE</u>	<u>PAGE</u>
CHAPTER I Heraldry	1
CHAPTER II Unit Background	3
CHAPTER III Command and Control	7
CHAPTER IV Unit Operations	11
CHAPTER V Equipment and Installations	18
CHAPTER VI Reflections Letters of Appreciation and Commendation	20
APPENDICES	31

CHAPTER I

HERALDRY



"BOOMERANGS - THEY ALWAYS COME BACK"

Constituted 23 September 1942 in the Army of the United States as the 2029th
Quartermaster Truck Company, Aviation:

Activated 1 October 1942 at Hensley Field, Texas
Deactivated 20 June 1946 in Germany.

Converted and redesignated 1 August 1946 as the 2029th Transportation
Corps Truck Company (Aviation).

Converted and redesignated 30 September 1966 as the 191st Aviation
Company and allotted to the Regular Army:

Activated 1 December 1966 at Fort Bragg, North Carolina.

Campaign Participation Credit

World War II... Rome - Arno

Vietnam To Be Determined

Decorations

Vietnam Meritorious Unit Commendation,
Streamer Embroidered, 1967

CHAPTER II

UNIT BACKGROUND

BACKGROUND

The 191st Assault Helicopter Company has become well known and highly respected throughout the Mekong Delta of Vietnam. Newly assigned aviators and crewmembers learn quickly to function effectively as a combat assault team. The Boomerangs have flown over 124,000 hours and spent over 900 days conducting combat assaults. Each aircraft had a Boomerang painted on the nose cone, and, as the name implies, the 191st "Boomerangs" always come back.

A recapitulation of history and honors as described in the history of lineage states the 191st was constituted on 23 September 1942 in the Army of the United States as the 2029th Quartermaster Truck Company, Aviation, and activated on 1 October 1942 at Hensley Field, Texas. After participating in the Rome-Arno Campaign, the company was inactivated on 20 June 1946 in Germany. It was converted and redesignated on 1 August 1946 as the 2029th Transportation Corps Truck Company, and, again on 30 September 1966 as the 191st Aviation Company. The 191st was activated on 1 December 1966 at Fort Bragg, North Carolina.

By direction of General Order Number 463, 18 November 1966, the 191st Assault Helicopter Company was organized at Fort Bragg, North Carolina. The 26th Signal Detachment and 606th Transportation Detachment were attached at this time.

On 23 February 1967, these units were assigned to the 82nd Aviation Battalion, 82nd Airborne Division at Fort Bragg, North Carolina. The 191st was attached to the 627th Supply and Service Battalion (GS), a host unit, for the purpose of providing administrative, training, operational, and logistical support. The 191st training program

consisted of seven-weeks of formal training, a seven-day Field Training Exercise, and a three-day Operational Readiness Test (ORT). Upon completion of the ORT the 191st received a rating of combat ready. By 10 April 1967 all of the aircraft had been ferried to Sharpe Army Depot, Stockton, California, and by 20 April 1967 final packing of all equipment had been completed.

The 191st Arrived in Vietnam on 24 May 1967 and was assigned to the 214th Combat Aviation Battalion. In-Country orientation was completed on 21 June 1967 and the Company was declared operational. Upon arrival at Bearcat, Republic of Vietnam, the 191st was faced with the enormous task of building a new base. The engineers assisted in building the dining hall, but construction of the bunkers, revetments, maintenance sheds, orderly room and operations building was strictly a self-help project. The monsoons slowed construction progress, but the end product was a fine example of workmanship and determination.

During November 1968 the 191st moved from Bearcat to Dong Tam to support the 9th Infantry Division. Again, the Boomerangs were challenged with the task of building a new base—which was completed in record time. For almost a year the 191st provided on a daily basis an assault package of ten lift ships, four armed helicopters, and a command and control ship for the 9th Infantry Division.

As the Vietnamization program progressed throughout the IV Corps tactical zone, the 9th Infantry Division was relocated to the United States in September 1969. The Boomerangs also packed their bags and departed for Can Tho. Upon arriving in Can Tho, the men discovered that the barracks, revetments, and other areas had been developed, so within five days the 191st was operational.

With a change of location came a change of mission. The 191st was tasked to provide one platoon solely for VIP flights, one platoon to

provide a K-Bar package, (Mini-pack of five lift ships, and a command and control ship), a lift ship for a direct combat support mission each day, and three gunships to provide support for the K-Bar package. In addition, the 191st was often called upon to support fire fly missions, (a UH-1H with a .50 caliber machine gun, 7.62mm mini-gun, and a zeon search light), and various night Phantom packages throughout the Delta.

As the Vietnamese received additional air assets and developed a greater capability of conducting combat assaults, the 191st gradually relinquished its mission of flying mini-packs and assumed additional direct combat support missions. By January 1971 the 191st was flying direct support missions, VIP flights, fire fly, special night packages, and gunships on a daily basis.

On 1 July 1971 the Second Platoon, (Green Delta VIP Platoon), was assigned to the newly activated Corps Aviation Company. The release of VIP missions enabled the Boomerangs to assume additional direct combat support missions and conduct first and last lights with the armed platoon (Bounty Hunters).

On 31 August 1971 the 191st flew its last mission. The Boomerangs received orders to stand down and deactivate by 30 September 1971. The men of the 191st, with the enthusiasm and determination that built the unit, were challenged with the task of turning in all the equipment to Long Binh, Phu Loi, and various other locations through Vietnam.

The task was completed; the equipment and men departed; the deeds and memories still remain however, and, of course everyone knows that Boomerangs, well, they always come back.

CHAPTER III
COMMAND AND CONTROL

The 191st Assault Helicopter Company has boasted a distinct line of commanders.

COMPANY COMMANDERS:

INCLUSIVE DATES:

Major Richard C. Winesette	1 Dec 66 - 23 May 67
Major Clarence A. Patnode Jr.	24 May 67 - 4 Nov 67
Major William W. Spurllock	5 Nov 67 - 11 Feb 68
Major Colbert L. Dilday	12 Feb 68 - 19 Jun 68
Major Carlvin J. Griggs	20 Jun 68 - 9 Oct 68
Major John A. Petrie	10 Oct 68 - 2 Mar 69
Major Erwin A. Schmidt	2 Mar 69 - 2 Sept 69
Major Frederick D. Daniloff	3 Sept 69 - 27 Jan 70
Major Victor S. Conner	28 Jan 70 - 27 Jul 70
Major James A. Norton	28 Jul 70 - 20 Dec 70
Major Charles J. Lepore	21 Dec 70 - 29 Apr 71
Major William S. Roberts	30 Apr 71 - 30 Sept 71

PLATOON COMMANDERS:

1ST FLIGHT PLATOON:

Captain Harold K. Taylor	24 Jun 67 - 14 Jan 68
Captain Ollie D. Kennedy Jr.	15 Jan 68 - 9 May 68
Captain Lambert J. Essary Jr	10 May 68 - 19 Jun 68
Captain Raymond P. Rugg	20 Jun 68 - 25 Mar 69
Captain William D. Leipold	26 Mar 69 - 25 Sept 69
Captain Thomas E. Coen	26 Sept 69 - 17 Jan 70
Captain Nicholas L. Miller	18 Jan 70 - 5 May 70
Captain Robert C. McGlosky	6 May 70 - 20 Aug 70
Captain B. Gabriel.	21 Aug 70 - 16 May 71
Captain Marvin T. Tucker	17 May 71 - 15 Sept 71

SECOND FLIGHT PLATOON:INCLUSIVE DATES:

Captain John V. Hedrick 22 Dec 66 - 24 Sept 67
 Major Carlvin J. Griggs 25 Sept 67 - 23 Nov 67
 Captain John S. Crossman 24 Nov 67 - 19 Mar 68
 Captain Stephen O. Petty 20 Mar 68 - 10 May 68
 Captain Arnold W. Luke 11 May 68 - 12 Aug 68
 First Lieutenant Robert C. Wren 13 Aug 68 - 8 Sept 68
 Captain John D. Falcon 9 Sept 68 - 31 Oct 68
 Captain Edson O. Parker 1 Nov 68 - 18 Dec 68
 First Lieutenant Henry F. Walburn 19 Dec 68 - 9 May 69
 First Lieutenant Jeffrey B. Westerhoff 10 May 69 - 19 Oct 69
 Captain Kenneth B. Carlton 20 Oct 69 - 15 Mar 70
 Captain Douglas B. MacLeod 16 Mar 70 - 16 Jun 70
 Captain John B. Shepard 17 Jun 70 - 17 Feb 71
 Captain Jimmy A. Smotherman 18 Feb 71 - 13 Mar 71
 Captain Robert G. Ramsey 14 May 71 - 30 Sept 71

ARMED PLATOON:

Captain Norman Kidd 11 Jan 67 - 26 May 67
 Captain David Bergman 27 May 67 - 20 Nov 67
 Captain Robert C. Stack 21 Nov 67 - 4 Feb 68
 Captain Stanley Chrrie 5 Feb 68 - 18 May 68
 Captain David C. Burch 3 Aug 68 - 3 Sept 68
 Captain Bruce W. Palmer 4 Sept 68 - 30 Nov 68
 First Lieutenant John L. Cook 1 Dec 68 - 4 Apr 69
 Captain Michael Arruti 5 Apr 69 - 2 Aug 69
 Captain Kenneth Carlton 3 Aug 69 - 20 Oct 69
 Captain Robert J. Lifsey 20 Oct 69 - 23 Jan 70
 Captain James S. Kennedy 24 Jan 70 - 14 Mar 70
 Captain Francis F. Vanhoy 15 Mar 70 - 5 May 70

ARMED PLATOON (Cont'd)

Captain Nicholas L. Miller 6 May 70 - 24 Feb 71
Captain Lester M. Fullon 25 Feb 71 - 30 Jun 71
Captain Grady L. Strange 1 Jul 71 - 15 Aug 71
Captain Perry W. Davis 16 Aug 71 - 30 Sept 71

CHAPTER IV
UNIT OPERATIONS

UNIT OPERATIONS

During January 1971 the Bounty Hunters increased their night operations. The concept was to use UH-1C and UH-1M gunships during darkness to interdict both men and materiel. The Bounty Hunters claimed five enemy killed by air (KBA), eight, structures, and two sampans destroyed during the month. January also brought an end to the combat assault mini-packs for the 191st. The Vietnamese were now capable of assuming that role, thus the Boomerangs continued its mission of flying direct combat support, VIP flights, night packages, and gunships.

During February 1971 the Infant package accounted for the majority of enemy KBA's, structures, and sampans destroyed. The Infant system, a night observation device, is mounted on a UH-1M gunship and titled a UH-1MF.

Early February intelligence reports indicated that there was a substantial amount of enemy troop movement in the area of the 33rd Regiment, 21st ARVN Division which was operating in the northern portion of the U-Minh Forest. On 2 February 1971 two UH-1MF gunships located 60 sampans in the open. The gunships engaged the sampans with 2.75-inch rockets and 7.62mm mini-guns. Results of that encounter were 10 sampans destroyed and 18 enemy KBA.

On 7 February 1971 the two UH-1MF gunships were augmented with a light fire team of two UH-1C gunships. Again, intelligence reports indicated an enemy buildup in the northern portion of the U-Minh Forest. The Infant system detected numerous enemy positions, and they engaged the targets along with the UH-1C gunships. The ships split up to form two light fire teams with an infant ship on each team. This enabled at least one fire team to be on station with an Infant

system while the other team was refueling and rearming. The package was credited with 54 enemy KBA and numerous sampans destroyed. The Infant ships and gunships continued to exploit their success in the same general area for the remainder of the month. Final results for this operation were 120 enemy KBA, over 100 sampans destroyed, and 15,000 pounds of enemy supplies destroyed.

March was an uneventful month as far as enemy action was concerned. The 191st flew a total of 1830 hours in support of the various units throughout the Delta.

The first week in April was a profitable week for the Infant package. The Bounty Hunters again teamed up with the Infant gunships and traveled to Vinh Binh province where they staged out of Tra Vinh and worked the mangrove swamps along the coastline, approximately 15 miles southeast of Tra Vinh. Throughout the week the Infant system detected sampans entering the swamps from the coast, loaded with enemy personnel and equipment. Using similar tactics that were successful in the U-Minh Forest, the package was credited with 19 enemy KBA, 42 structures, and 36 sampans destroyed.

The 21st ARVN Division received the majority of the 191st assets during May. The Infant package, now consisting of one UH-1MF, a UH-1H command and control ship, and a YO-3A fixed wing, accounted for 11 enemy KBA, 13 structures, and 7 sampans destroyed. VIP flights continued to take top priority as the Second Platoon, the Green Delta VIP Platoon, flew ambassadors, presidents, high ranking civilian and military personnel throughout the Delta. Two ships were solely dedicated to the Commanding General and Deputy Commanding General of IV Corps. Needless to say the VIP ships were kept in immaculate condition.

On 5 June 1971 the Infant package consisting of one UH-1MF, two

UH-1M gunships, and one UH-1H command and control ship reported to Tra Vinh at 2100 hours to support the 7th ARVN Division. After a short briefing, the YO-3A fixed wing reported on station and the first sortie began at 2120 hours. At approximately 2150 hours a strike was made at coordinates XR-505565. An estimated four enemy were killed, but the Infant ship was unable to confirm the results. As the Infant ship was conducting a post strike analysis it suddenly found itself caught between a crossfire of two .51 caliber machine guns. The ship received one hit in the main rotor system but it remained on station until the gunships could engage the targets. A target analysis could not be made due to the dense foliage. The Infant ship returned to Can Tho for another replacement ship and the rest of the package returned to Tra Vinh. to rearm and refuel.

The second sortie began at 2340 hours. At coordinates XR-567556 enemy activity was detected and strikes were conducted by the Infant ship and two gunships. Results of the strike were two KBA, four sampans, four structures, and an estimated four KBA. Thirty minutes later the Infant ship again received intense fire from coordinates XR-6052. The Infant ship marked the target for the Black Ponies, (OV-10 fixed wing). After the Black Ponies expended and the target analysis was made, the Black Ponies were credited with four KBA's.

The third sortie started at 0200 hours. While flying at an altitude of 500 feet above ground level, the Infant ship sighted the enemy in the vicinity of coordinates XR 632560. The targets were engaged by the Infant as well as the two gunships. A post strike analysis revealed five KBA, three structures, seven sampans destroyed, and an estimated one KBA. There were also two secondary explosions in the same area.

The final sortie pulled pitch at 0520 hours and encountered an enemy complex at coordinates XR 600565. The target was engaged and before the ships could completely expend, sunrise forced them to break

station and return to Can Tho. Total score for the mission: 12 KBA, 17 sampans and 18 bunkers destroyed, and 9 estimated KBA.

Four days later the Infant package again reported to Tra Vinh to support the 7th ARVN Division.

The first sortie, 2220-2350 hours, utilized both UH-1M gunships and the Infant ship at coordinates XR 650670. The package did not receive enemy fire, but six secondary explosions occurred on the first gun run, indicating that perhaps an ammunition supply point had been discovered. A total of eight structures were destroyed in that area. The package then moved to coordinates XR 727720 and caught two sampans in the open. At the conclusion of the gun runs the package was credited with two sampans and one enemy KBA.

After refueling and rearming the package pulled pitch at 0010 hours and detected enemy activity at coordinates XR 672646. The enemy still did not return fire as they had done four nights previously in the same general area. The aircraft claimed 7 enemy KBA, 13 sampans and 1 structure destroyed and a large secondary explosion.

The final sortie took off at 0230 hours and worked a center of mass at coordinates XR 6760. Although no enemy movement was detected, the area was saturated with structures and bunkers. On the first gun run three large secondary explosions rocked the area. After the aircraft had expended and the smoke had cleared, the package was credited with destroying 10 sampans, 21 structures, and 3 bunkers. The four ships returned to Tra Vinh to wait for the weather to improve. At 0630 hours the package returned to Can Tho with a total score of 8 enemy KBA, 25 sampans and 33 structures destroyed without taking an enemy round.

1 July 1971 brought a change for the Boomerangs. The Green Delta VIP Platoon was assigned to the newly activated Corps Aviation Company,

thus relieving the 191st of VIP missions. The 191st took on a greater role in direct combat support missions and protection of Can Tho Army Airfield. The Bounty Hunters were on a five-minute standby from 1800 to 0600 hours on a nightly basis. They also conducted first and last lights frequently. The fire fly, a UH-1H with a .50 caliber machine gun 7.62mm mini-gun, and a 15 inch zeon search light, averaged four hours each night flying a local security mission. During the period 15-22 July 1971 the fire fly was credited with 9 enemy KBA, 14 structures, and 2 sampans destroyed. On 26 July 1971 an ARVN outpost was under attack. The fire fly ship flew to the location and fired suppressive fire into the enemy location. The single UH-1H was given credit for spoiling the enemy attack and causing them to break contact and withdraw. A sweep conducted of the area the following morning confirmed the enemy had lost six, KBA.

The final month of flying, August 1971, saw the Boomerangs loose personnel through attrition, aircraft by lateral transfer, but gain enthusiasm for the final push, the last flight. Although little glory and recognition was derived from direct combat support missions, these were the bread and butter missions, the daily necessity of moving men and materiel. The 191st continued to support ground units throughout the Delta with a spirit of cooperation, dedication, and professionalism.

The Bounty Hunters on 16 August 1971 launched a heavy fire team for a last light mission in an area 15 miles southwest of Can Tho. After a reconnaissance by fire of the location, coordinates WS 6505, it appeared that there was no enemy activity. As the fire team was departing, a door gunner sighted a Viet Cong scampering along a tree line. That started all of the shooting. The Bounty Hunters rolled in and engaged the tree line where the VC had been spotted. After the dust and smoke had cleared, the Bounty Hunters claimed 16 enemy KBA and several

structures destroyed.

The final last light was conducted on 30 August 1971. A light fire team and a stripped UH-1M gunship for a command and control ship, (many of the UH-1H's had been transferred and the remainder were needed for the missions on 31 August), flew 15 miles southwest of Can Tho to the assigned area of operation. On the first pass over the area the fire team received heavy automatic and semi-automatic weapons fire. Employing low-level gun runs and utilizing door gunners to the maximum, the Bounty Hunters were credited with 27 KBA and 19 structures destroyed without receiving a hit. The Bounty Hunters could not have planned a more colossal grand finale.

The following day, 31 August 1971, the Boomerangs flew their final missions. As the last ship was shutting down, its rotor blades slowly turning to a halt in the dusk of Vietnam, the men of the 191st stood in awe, reminiscing of times past and wondering what the future would hold for them, now that the 191st had fulfilled its role in the Republic of Vietnam.

Blowing in with the September monsoons came hours of hard work, unexciting details of rounding up stray equipment, cleaning, inventories and mountains of paperwork. Standing down was not a pleasant experience. All items of non-aviation related equipment, such as vehicles and office equipment, were loaded on a LST and shipped to Long Binh where it was turned in. Aviation equipment was flown by CH-47's to Phu Loi. The men of the 191st spent a considerable amount of effort preparing the equipment for turn in. Daily coordination between Long Binh, Phu Loi and Can Tho was a necessity. Each day the strength of the 191st dwindled to a lower figure as personnel received orders to transfer to other units. By 30 September 1971 the Boomerangs were gone--no men, no equipment--a task had been completed and it was time to return home.

CHAPTER V

EQUIPMENT AND INSTALLATIONS

EQUIPMENT AND INSTALLATIONS

The 191st had four different models of the UH-1 series helicopter. They were usually employed in one of five basic missions as follows: UH-1H for VIP Flights, usually the newer aircraft were put on these missions and often they were equipped with a portable radio console for use as a command and control ship; UH-1H's for direct combat support missions such as administration, medivac, and resupply; UH-1H for the "Nighthawk" system in which a 7.62mm mini-gun and 15-inch zeon search-light were used for night surveillance and interdiction (fire fly mission); UH-1C's and UH-1M's as gunships, usually armed with fourteen 2.75 inch rockets, two 7.62mm mini-guns, and sometimes a 40mm grenade launcher; finally UH-1MF's equiped similarly to the UH-1C/M gunships with the addition of the Infant night surveillance equipment on board.

The 191st quarters consisted of three two-story BEQ's and two latrines close by. One block away there were six one-story BOQ's and one latrine. The facilities were adequate and reasonably comfortable. The 191st had the use of one-half of a large pre-fabricated hanger as its maintenance area and an operations building near the flight line. Each platoon had a small flight shack for platoon equipment and platoon operations.

CHAPTER VI
REFLECTIONS

HONOR ROLE

Aiton, Gerald D. PFC 1 May 68
 Akers, Dennis O. SP4 5 Jun 68
 Bales, Sharel E. 1LT 29 Aug 67
 Brown, Kenneth L. SP5 2 Nov 70
 Burch, David C. CPT 3 Sept 68
 Campbell, Douglas J. WO1. 2 Nov 70
 Cederlund, Ronald M. WO1 3 Sept 68
 Coker, Dennis S. 1LT 2 Mar 69
 Dasho, George A.F. SP4 10 Apr 69
 Dodson, Jack L. 1LT 26 May 69
 Douglas, Carl S. SP4 2 Mar 69
 Embrey, Ralph C.II. CW2 13 Apr 70
 Frazier, Paul R. SGT 3 Sept 68
 Haight, Stephen H. SP4 9 May 70
 Hall, David C. 1LT 29 Aug 67
 Harvey, Thomas P. SGT 14 Jun 71
 Heinmiller, Robert L. SP5 2 Mar 69
 Henry, Terry L. WO1 9 May 70
 Jens, Terry R. WO1 12 Aug 68
 Kidd, Norman R.Jr. CPT 26 May 67
 Lawfield, Glen R. SP4 30 Sept 68
 Lovellett, George R. SP4 2 Mar 69
 Luke, Arnold W. CPT 12 Aug 68
 Maloney, Oscar SP4 2 Nov 70
 Martinez, Peter S. SP4 29 Aug 67
 Mauser, Louis C. SP5 29 Aug 67
 Mc Carthy, Timothy C. SP5 24 Jun 70

Montion, Arturo D. SP412 Aug 68
 Orrico, John T. CW2 2 Nov 70
 Perdomo, Kris M. SP4 9 May 70
 Petric, John A. MAJ 2 Mar 69
 Radtke, Carl L. W01 2 Mar 69
 Restrepo, Jaime SFC 4 Nov 70
 Ross, Morris J. W01 9 Oct 68
 Sandefur, Tommy G. CW2 1 Feb 68
 Scaduto, Richard SSG29 Aug 67
 Tejano, Ricardo R. W01 5 Jun 68
 Turone, Norman M. W01 5 Jun 68
 Vines, Richard A. SP421 May 68
 Whitaker, Joseph L. Jr. . . SP427 Sept 67
 Wilson, Gerald A. SP512 Aug 68
 Wood, Harold S. SP419 Mar 68
 Yarger, Jeffrey J. W01 19 Mar 68

AWARDS PRESENTED TO J. L. PETERS

<u>NAME</u>	<u>SILVER STAR</u>	<u>DATE OF ACTION</u>
Captain Joseph R. Martin		25 May 1971
<u>DISTINGUISHED FLYING CROSS</u>		
SP4 Steve Martinez		25 May 1971
<u>SOLDIERS MEDAL</u>		
SSG Ronald D. Johnson		17 March 1971
SP5 Michael Dehart		17 March 1971
<u>BRONZE STAR MEDAL</u>		
Major Charles J. Lepore		April 1971
Major William S. Roberts		October 1971
Captain Donald E. Willhouse		June 1971
Captain Kenneth G. Briggs		May 1971
Captain Henry B. Gabriel 1st OLC		August 1971
Captain Robert G. Ramsey 1st OLC		May 1971
1LT John T. Fickett		August 1971
1LT Richard A. Korn		September 1971
CW2 James W. Dennis		August 1971
<u>AIR MEDAL "V"</u>		
1LT Rex A. Wear		26 July 1971
1LT Douglas E. Plummer		26 July 1971
SSG Robert H. Collins		5 February 1971
SP5 Michael Dehart		21 March 1971
SP5 Ronnie Martinez		21 March 1971
SP5 Kurt Rother		29 May 1971
SP4 John J. Birdsall		26 July 1971
SP4 Lopez V. Lebron		25 May 1971
SP4 Boyd McKibben		26 July 1971
PFC Thomas G. Williamson		26 July 1971
<u>ARMY COMMENDATION MEDAL "V"</u>		
SP/5 Ronnie Martinez		5 February 1971
SP5 Michael A. Samperi		4 January 1971
SP5 Willard Stokes		5 February 1971

LETTERS OF APPRECIATION AND COMMENDATION

HEADQUARTERS
ADVISORY TEAM 51 (21ST DIVISION)
DELTA MILITARY ASSISTANCE COMMAND
APO San Francisco 96402

MACDMAD-51-GO

7 January 1971

SUBJECT: Letter of Appreciation

Commanding Officer
191st Aslt Hel Co
APO SF 96215

It is my pleasure to express to you the appreciation of the Commanding General, 21st ARVN Division for the outstanding services rendered by yourself and the members of your organization in providing security to the President of the Republic of Vietnam. To this I add my own appreciation and that of all members of this DCAT.

The close security involved in the preparation and execution of plans for the President to spend Christmas Eve and Christmas Day in the field with members of this Division made your job more difficult. The fact that the site of this visit was in the midst of the U-Minh Forest, a long time VC stronghold and the last major concentration of enemy forces in the Delta, made this visit a historical event and one of great political and psychological significance. Despite these problems your execution of the mission was flawless. The dedication, diligence and high interest shown by all members of your unit was apparent to all and worthy of commendation. Most specifically the Commanding General singled out the manner in which air cover was coordinated and maintained on a continuous basis throughout the night.

Your sacrifice in putting mission ahead of all other considerations during this holiday season is recognized. This sacrifice, and the manner in which you performed the vital task entrusted to you was in the best traditions of our Army and reflects favorably on yourself and the reputation of your unit.

Please bring this letter to the attention of the crews who participated in this mission and express to them my personal appreciation.

/S/ JOSEPH R. FRANKLIN
/t/ Joseph R. Franklin
Colonel, Infantry
Senior Advisor

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY, VIETNAM
OFFICE OF THE AVIATION OFFICER
APO San Francisco 96375

AVHAV-S

3 March 1971

SUBJECT: Letter of Commendation

THRU: Commanding General
1st Aviation Brigade
APO SF 96384

TO: Commanding Officer
191st Assault Helicopter Company
APO SF 96215

1. The aviators, aircraft crewmen and aircraft maintenance technicians of the 191st Assault Helicopter Company are to be commended for completing a 90 day period of combat operations, 3 November 1970 through 31 January 1971, without experiencing an aircraft accident.
2. This record, achieved by only three other assault helicopter companies in Vietnam during the same period, is a significant accomplishment for which every member of your organization can feel justly proud. There is no greater compliment to be paid to the "BOOMERANGS" than to be known as a unit that does its job exceedingly well and SAFELY. This you have achieved. The next issue of the weekly USARV Aviation Summary will acknowledge your contribution to the aviation accident prevention program.
3. Best wishes for continued success.

/s/ JACK W. HEMINGWAY
/t/ Jack W. Hemingway
Brigadier General, USA
Aviation Officer

DEPARTMENT OF THE ARMY
HEADQUARTERS, 3D SURGICAL HOSPITAL (MA)
APO San Francisco 96215

AVBJ-GD-SA

23 March 1971

SUBJECT: Letter of Appreciation

TO: Commanding Officer
191st Assault Helicopter Company
APO S.F. 96215

I want to express my sincere appreciation and gratitude to the men of your command for their rapid and unselfish response to an urgent call for fresh blood on 12 March 1971. Their donations made possible the life saving operation on PFC Rios Villanueva of my command. PFC Villanueva absorbed 76 units of blood before bleeding was brought under control. Had he not received this fresh blood, PFC Villanueva would not have survived. On behalf of PFC Villanueva, the hospital staff, and myself, I extend my heart felt appreciation for your support in our hour of need.

/S/ HARVEY B. CONKLIN
HARVEY B. CONKLIN
COLONEL, MC
Commanding

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY, VIETNAM
OFFICE OF THE AVIATION OFFICER
APO San Francisco 96375

AVHAV-S

24 March 1971

SUBJECT: Letter of Commendation

THRU: Commanding General
1st Aviation Brigade
APO 96384

TO: Commanding Officer
191st Assault Helicopter Company
APO 96215

1. The aviators, aircraft crewmen, and aircraft maintenance technicians of the 191st Assault Helicopter Company are to be commended for completing a 118 day period of combat operations, 3 November 1970 through 28 February 1971, without experiencing an aircraft accident.
2. This exceptional record is indicative of skilled command supervision and a professional approach to mission requirements on the part of flight and maintenance crews. Each member of the "BOOMERANGS" can feel justly proud of this accomplishment. The next issue of the USARV Aviation Summary will acknowledge your contribution to the aviation accident prevention program.
3. Best wishes for continued success.

/s/ JACK W. HEMINGWAY
JACK W. HEMINGWAY
Brigadier General, USA
Aviation Officer

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY, VIETNAM
OFFICE OF THE AVIATION OFFICER
APO San Francisco 96375

AVHAV-S

28 April 1971

SUBJECT: Letter of Commendation

THRU: Commanding General
1st Aviation Brigade
APO SF 96384

TO: Commanding Officer
191st Assault Helicopter Company
APO SF 96215

1. The aviators, aircraft crewmen, and aircraft maintenance technician of the 191st Assault Helicopter Company are to be highly commended for completing a 149 day period of combat operations, 3 November 1970 through 31 March 1971, without experiencing an aircraft accident.
2. This outstanding accomplishment, attained in a combat environment, is a tribute to the skilled leadership and professional performance of duty demonstrated by the members of your organization. By this achievement the 191st Assault Helicopter Company has made a significant contribution to the combat effectiveness of this command.
3. The "BOOMERANGS" have firmly entrenched themselves as one of the leaders in aviation accident prevention and have established a standard for all to emulate. My best wishes for your continued success.
4. The next issue of the USARV Aviation Summary will recognize this exceptional contribution to the aviation accident prevention program.

/s/ JACK W. HEMINGWAY
/t/ Jack W. Hemingway
Brigadier General, USA
Aviation Officer

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY, VIETNAM
OFFICE OF THE AVIATION OFFICER
APO San Francisco 96375

AVHAV-S

16 September 1971

SUBJECT: Letter of Commendation

THRU: Commanding General
1st Aviation Brigade
APO SF 96384

TO: Commanding Officer
191st Assault Helicopter Company
APO SF 96215

1. The aviators, aircraft crewmen, and aircraft maintenance technicians of the 191st Assault Helicopter Company are to be highly commended for completing a 302 day period of combat operations, 3 November 1970 through 31 August 1971, without experiencing an aircraft accident.
2. This outstanding accomplishment, attained in a combat environment, is a tribute to the skilled leadership and professional performance of duty demonstrated by the members of our organization. By this achievement your company has made a significant contribution to the combat effectiveness of this command.
3. The "BOOMERANGS" now rank fourth among all assault helicopter companies operating in the Republic of Vietnam in total number of days flown without an aircraft accident. The high standard of professional competence demonstrated by this remarkable achievement is a source of pride to all who are associated with Army Aviation. My best wishes for your continued success.
4. The next issue of the USARV Aviation Summary will recognize this exceptional contribution to the aviation accident prevention program.

/s/ ROBERT N. MACKINNON
/t/ Robert N. Mackinnon
Brigadier General, USA
Aviation Officer

APPENDICES

AIRCRAFT FLYING HOURS

<u>MONTH</u>	<u>UH-1M/MF</u>	<u>UH-1C</u>	<u>UH-1H</u>	<u>TOTAL</u>
JAN 1971	317	113	2026	2456
FEB 1971	167	194	1559	1920
MAR 1971	130	121	1579	1830
APR 1971	84	123	1499	1706
MAY 1971	155	93	1770	2018
JUN 1971	304	-	1704	2008
JUL 1971	283	-	1084	1366
AUG 1971	311	-	500	811

AIRCRAFT ACCIDENT EXPERIENCE

<u>MONTH</u>	<u>NUMBER</u>	<u>RATE</u>	<u>CUMULATIVE RATE</u>
JAN 1971	0	0	6.5
FEB 1971	0	0	5.8
MAR 1971	0	0	5.2
APR 1971	0	0	4.8
MAY 1971	0	0	4.4
JUN 1971	0	0	4.0
JUL 1971	0	0	0.0
AUG 1971	0	0	0.0

Since 3 November 1970 the 191st has flown over 331 accident-free days. This is a sterling example of professionalism displayed by the maintenance personnel, aviators, and crewmembers. This teamwork has placed the 191st as 4th in safety throughout the 1st Aviation Brigade.

AIRCRAFT AVAILABILITY PERCENTAGE

<u>MONTH</u>	<u>TYPE A/C</u>	<u>OR%</u>	<u>NORS%</u>	<u>NORM%</u>
January 1971				
	UH-1H	85	1	14
	UH-1M	79	0	21
	UH-1C	86	0	14
February 1971				
	UH-1H	78	0	22
	UH-1M	55	0	45
	UH-1C	70	0	22
March 1971				
	UH-1H	78	0	22
	UH-1M	66	0	34
	UH-1C	66	22	12
April 1971				
	UH-1H	81.3	0.4	18.3
	UH-1M	32.2	7.5	60.2
	UH-1C	62.8	16.7	20.0
May 1971				
	UH-1H	85.7	0.0	14.3
	UH-1M	64.5	15.5	20.0
	UH-1MF	84.9	4.3	10.8
	UH-1C	73.3	0.0	21.7
June 1971				
	UH-1H	94.4	0.0	16.0
	UH-1M	84.0	0.0	16.0
	UH-1MF	87.0	0.0	13.0
	UH-1C	72.0	0.0	28.0
July 1971				
	UH-1H	92.2	1.9	5.9
	UH-1M	76.7	0.0	23.3
	UH-1MF	81.9	8.7	9.4
	UH-1C	100.0	0.0	0.0
August 1971				
	UH-1H	82.5	4.0	13.5
	UH-1M	79.0	5.0	16.0