History of The
119th Aviation Company (AVL)
1 January, 1965 - 31 December, 1965
APO San Francisco 96818

Pleiku,
Republic of South Vietnam
HISTORY OF THE
119th AVIATION COMPANY
(AIR MOBILE LIGHT)
APO JAN FRANCISCO, 96310

1 January 1965 - 31 December 1965

Prepared by
Capt. James M. LoAndrew

Approved By

FRANK O. MILLER
Maj. Inf.
Commanding

520 AVIATION BATTALION
17th AVIATION GROUP
Military Assistance Command, Vietnam
United States Army Pacific, Ryuku Islands
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreword</td>
<td></td>
</tr>
<tr>
<td>Preface</td>
<td></td>
</tr>
<tr>
<td>I. Introduction</td>
<td>1</td>
</tr>
<tr>
<td>II. Mission and Organization</td>
<td>3</td>
</tr>
<tr>
<td>Mission</td>
<td></td>
</tr>
<tr>
<td>Organization</td>
<td></td>
</tr>
<tr>
<td>III. Command</td>
<td>4</td>
</tr>
<tr>
<td>IV. Weather</td>
<td>6</td>
</tr>
<tr>
<td>V. Operations</td>
<td>7</td>
</tr>
<tr>
<td>VI. Maintenance</td>
<td>15</td>
</tr>
<tr>
<td>VII. Safety</td>
<td>17</td>
</tr>
<tr>
<td>VIII. Appendix</td>
<td></td>
</tr>
<tr>
<td>Lineage and Honors</td>
<td>18</td>
</tr>
<tr>
<td>Commanding Officers 1965</td>
<td>19</td>
</tr>
<tr>
<td>Roster of Key Personnel</td>
<td>20</td>
</tr>
<tr>
<td>Statistics</td>
<td>21</td>
</tr>
<tr>
<td>Hours Flown and Availability Rates</td>
<td>22</td>
</tr>
<tr>
<td>Glossary</td>
<td>23</td>
</tr>
</tbody>
</table>
FOREWORD

This history is respectfully dedicated to those officers, warrant officers, and enlisted men of the 119th Aviation Company and attached units, who gave their lives in the defense of their country.

1962

WO Charles E. Holloway 22 Dec Florida

1965

Capt George Markos 7 Feb Texas
SP/L Ralph W. Broughman 7 Feb Virginia
SP/L Norman M. Garrett 7 Feb Texas
PFC Theodore Lamb 7 Feb Florida
Capt Robert D. Walker 19 Apr Texas
Lt. Patrick P. Calhoun 19 Apr Georgia
WO Douglas D. Mack 19 Apr Texas
SP/L Arthur L. Hennessey 19 Apr Massachusetts
Maj. Seyward N. Hall 21 Apr Maine
Capt Roberto Samaniego 19 Jun Texas
Lt. John R. Ball 19 Jun West Virginia
CWO James L. Purser 19 Jun Tennessee
SP/5 Harold A. Atcher 19 Jun Georgia
SP/L Johnnie R. Triplett 20 Jul South Carolina
WO Don G. Knowlton 20 Oct Minnesota
WO Ronald W. Macklin 20 Oct California
SP/5 Wesley McDaniel 20 Oct Missouri
SP/5 Franklin D. Racine 20 Oct Illinois
PREFACE

The purpose of this unit history is to outline the events which occurred in the 119th Aviation Company, during the calendar year 1965. It is intended to give an accurate portrayal of the Company, its personnel and equipment; as well as a concise picture of the combat operations in which the unit has participated. The information contained in this history has been gathered from Tactical Operational Reports, Quarterly Command Reports, newspaper accounts and personal interviews.
INTRODUCTION

The 119th Aviation Company of the 52nd Aviation Battalion is located at Camp Holloway near the town of Pleiku, Vietnam. Pleiku is near the center of the rugged Central Highlands of Vietnam and is the site of the ARVN Second Corps Headquarters. Camp Holloway is one of the oldest helicopter bases in Vietnam. It was opened in August 1962 by the 81st Transit Company (CH-21) which later became the 119th Aviation Company. Camp Holloway also has the distinction of being the highest permanent helicopter base in the country with a field elevation of 2460 feet MSL.

The year 1965 brought many changes to the 119th Aviation Company. During the year the scope of the war in Vietnam grew tremendously. In January only 21,000 U.S. troops were involved in the war, but by December the number had grown to 130,000, including some of the Army's front line combat divisions. At the start of 1965 the war was confined to South Vietnam, but the night of 7 February 1965 ended that confinement. It was on that night at 0200 that a Viet Cong mortar attack hit Camp Holloway and the 119th Aviation Company. The casualties at Camp Holloway included eight dead and more than one hundred wounded including Major Heyward N. Hall Commanding Officer of the 119th Aviation Company who died two months later.

The next day President Johnson ordered retaliatory airstrikes on North Vietnam and the "escalation" began.
Throughout the year the 119th Aviation Company has proven itself to be one of the hardest working aviation units in Vietnam. It has been involved in operations all over the ARVN Second Corps Area, equal in size to the state of Florida. It has performed every conceivable mission from combat assault to VIP haul, and from tactical medical evacuation to road reconnaissance.

The 119th Aviation Company has been deeply involved in two of the biggest battles of the war, the siege at Ducco and Plei M.. Both of these Special Forces Camps are within 30 minutes flying time of Camp Holloway, and both were the scene of heavy fighting when the Viet Cong attempted to overrun the camps. The Viet Cong were defeated in both battles and perhaps history will show these two victories for the ARVN to be the turning point in the battle for freedom in South Vietnam.
PART II

MISSION AND ORGANIZATION

Mission

The mission of the 119th Aviation Company is to provide tactical air movement of combat troops in air mobile operations and to provide tactical air movement of combat supplies and equipment within the combat zone. The company is attached to the 52d Aviation Battalion, which provides direct aviation support to the Second ARVN Corps.

Organization

The 119th Aviation Company is organized under T0 & E 1-778 dated Jul 63, augmented by GO 183 HQS USARPAC dated 29 Sep 64. The company consists of a Company Headquarters, two Airlift (slick) Platoons, one Armed Escort Platoon, a Service Platoon and a Gunner Platoon. The following units are attached:

- 515th Transportation Detachment (CHFM)
- 70th Signal Detachment (Avionics)
- 94th Medical Detachment

The Company owns, operates and maintains a total of 25 UH-1B helicopters and 2 O1-F airplanes.
PART III
COMMAND

Throughout 1965 the 119th Aviation Company has been blessed with a series of outstanding commanders. Under the guidance of Major Seward M. Hall, who assumed command 4 November 1964, the unit progressed into the new year gaining experience and developing technique. Major Hall commanded the 119th Aviation Co. until the night of 7 Feb 65, at which time he was seriously wounded during the mortar attack on Camp Holloway. He died 21 April 65 as a result of those wounds.

Capt. Charles M. Crowe assumed command during the attack on Camp Holloway after Major Hall was wounded. Following the attack, Capt. Crowe initiated plans to expedite the repair of the unit’s damaged equipment and housing. Capt. Crowe had been the Maintenance Officer prior to the attack.

A time of challenge faced Major Carl E. Rhodes when he assumed command of the unit on 9 Mar 65. There was still the task of reconstruction and strengthening of defenses to prevent another occurrence of the February mortar attack. During his command, many new problems and operational requirements presented themselves. Major Rhodes and the 119th proved themselves equal to the task.

Major Charles W. Mooney assumed command of the unit on 10 Aug 65 and continued as C O into the following year. "Daddy Alligator" as he was affectionately known, was the spearhead which made the 119th Aviation Company a famed unit throughout the country. His quick
reaction to difficult situations were such as to demand respect from friend and enemy alike. New and effective tactics were devised, and prolonged field operations were encountered with few problems.
PART IV
WEATHER

The tropical climate and topography of South Vietnam produce only two basic seasons, the dry season and the monsoon. In the central highlands around Pleiku the monsoon season starts in May and lasts through September. During the monsoon the winds are generally out of the southwest and the humidity is high. Although there are periods of sunshine and scattered clouds, the weather is usually overcast and rainy. Flying is restricted in the early morning and late afternoon and often times flying is prohibited all day.

During the dry season the winds are out of the northeast and good flying weather prevails throughout the season. The temperature at Pleiku is always moderate due to its elevation of 2,460 feet MSL. During the coolest nights the temperature may drop to 50°F, while 95°F is maximum on a hot afternoon.
PART V

OPERATIONS

Throughout the year the 119th Aviation Company has been called upon to fly every possible type of mission. The aviators and crew members always displayed a "can do" attitude and accomplished every mission big or small. Below is a summary of all the significant operations of the year 1965, in which the 119th Avn. Co. participated. There are hundreds of small missions not included. However, every one of these "unimportant" missions received the same 100% effort from the company.

JANUARY:

12 January: The 119th Aviation Company used ten UH-1B's and six Armed UH-1Bs to lift 120 troops of the Plei Krong CIDG Company into a two ship LZ at YA 917300 for a search and clear operation. Six VNAF A1-Hs provided prestrike and air cover on this first assault of the year.

14 January: The 119th Avn. Co., as part of the 52d Aviation Battalion, participated in Operation Le Lei at Boun Mi Ga (BP 315835). Ten UH-1B's and seven Armed UH-1B's from the 119th staged out of Ban Ke Thuc and carried 95 troops into an LZ at BK 338707 in two lifts. Four A1-H fighters flew cover during the assault.

22 January: Ten UH-1B slicks and six armed UH-1B gun ships of the 119th staged out of Tan Canh carrying 103 troops of the ARVN 42d Regiment. Two lifts were made into a landing zone at ZD 1557. Air Force A1-H fighters provided a prestrike on the LZ for this search and clear operation. Heavy small arms and automatic weapons
fire was received near the LZ.

26 January: The 119th moved to Tuy Hoa where the 52d Avn. Bn. participated in Operation Pan Thi Wan. Before the airlanded assault, UH-1Bs and VMF Skyraiders were used to disperse CS and CH chemical grenades and powder. The 52d Bn. then lifted 214 troops of the 23d AVN Div. to an LZ at CQ 270320. Moderate ground fire was received, but no aircraft were hit.

FEBRUARY:

7 February: The 119th Avn. Co. joined the 52d Airlift Platoon in an airlanded assault and an Eagle Flight in pursuit of the Viet Cong force that had attacked Camp Holloway the previous night. The Eagle Flight was carried from Camp Holloway to an LZ at AR 930570. The airlanded assault was into an LZ at AR 930730. Contact was made with the VC, and by 9 Feb. when the operation ended, 20 VC KIA'S had been counted.

23 February: The 119th Avn. Co. staged out of Ankhe and lifted 63 troops of the 261st CIDG Company to an LZ at BR 600450. Intense automatic weapons fire was received during the lifts, and two ships were hit.

24 February: The 119th joined in a battalion sized troop extraction of the 261st CIDG Co. and elements of the 22d Ranger Bn. A total of 220 troops were extracted from an LZ on Highway 19 (BR 350465) east of the Hang Yang Pass, in three lifts. Intense automatic weapons, small arms and mortar fire was received in the landing zone. Two 119th aircraft received hits. Eight B-57 bombers and four A-111 fighters provided prestrike and air cover for this
operation.

MARCH:

5 March: An Eagle Flight was conducted from Camp Holloway to an LZ at 2A 230172. The 119th used 5slicks and 4 gunships to carry 86 troops in two lifts. Later in the day an airdropped assault was conducted in support of the 1st ARVN Airborne Brigade. The company lifted 270 troops into an LZ (BR 410520) north of Ankhe. Twenty Air Force fighter-bomber aircraft flew close air support for the operation.

14 March: Operation Quyet Thang 127 was staged out of Qui Nhon in support of the 3d Battalion, 1st Airborne Brigade. The 119th joined other elements of the 52d BR to land 300 troops in three lifts at an LZ (BR 744532) northeast of Binh Khe.

23 March: The 119th Avn. Co. participated in Operation Le Dang Phung at Phan Thiet (2A 801065) as the 52d BR. moved 384 troops of the 23d ARVN Div. in four lifts from Phan Thiet to an LZ at YT 960390. Eight Air Force B-57s provided close air support.

27 March: The 119th moved to Qui Nhon to conduct an air-landed assault called Operation Quyet Thang 128. The 52d BR moved 332 troops of the 22d ARVN Div. in three lifts from Phu Ly to an LZ (BR 915825) southeast of Bong Son.

APRIL:

3 April: On Operation Quyet Thang 131 the 119th Avn. Co. joined a battalion sized operation which lifted a Marine Task Force into two LZs in nine lifts. The operation staged out of
Bong Son airfield. Semi-automatic and automatic weapons fire was received and grew more intense with each lift. One armed UH-1D was hit. This operation was the largest lift the 52d Bn. had ever performed.

11 April: An Eagle Flight was lifted from Camp Holloway to a two ship LZ at YA 9641. The 119th carried 73 troops in two lifts using 6 slicks and 3 gunships.

19 April: Operation Quiet Thang 137 was conducted in support of the 22d Div. The 119th Avn Co. joined other elements of the battalion in lifting 520 troops from Phu Cat to LZ alpha (CR 099410) on the peninsula north of Qui Nhon. An additional 100 troops were landed at LZ Bravo (CR 075495). Intense ground fire was received from LZ alpha, and two armed UH-1Ds were shot down and exploded on impact. All crew members were killed. Four other aircraft were also hit with one additional crewman being killed.

28 April: The 22d Avn Marine Task Force was airdropped at BS 855215. Three lifts carried 520 troops from Bong Son. The 119th joined the 52d Bn. in this assault which started with a prestrike by eight B-57s and four Skyraiders.

May:

5 May: Five slicks and one gunship of the 119th Avn Co. carried 101 troops of the 22d Div. from Bong Son southwest to an LZ at BR 740515. Five lifts were required on this search and kill operation which had eight F-100s and four A-1s providing close air support.

24 May: Operation Quiet Thang 147 was a search and clear
operation which required five lifts. The 119th joined other elements of the 52d Br. at Kontum to carry 450 troops of the 2d Br. 40th Inf. (ARVN) west to an LZ at YA 985865.

JUNE:

1 June: The 119th Avn. Co. conducted an Eagle Flight in response to a convoy ambush on Highway 19 west of Pleiku (ZA 090305). Nine slicks escorted by four gunships lifted the reaction force into the ambush site. As the flight was returning to Holloway, the aircraft began drawing heavy ground fire from a second ambush site. Two of the armed UH-1Bs were hit by the ground fire and were forced to land. The crews were immediately rescued. There were no injuries sustained by any of the crew members, and the two downed aircraft were later recovered.

19 June: Two slicks escorted by two gunships carried cargo from Kontum to Dak Sut (BY 952516). As the aircraft entered the Dak Sut valley (YB 915355) the lead aircraft came under intense automatic weapons fire. The lead aircraft was hit and caught fire on the left side, near the tail boom. The aircraft entered autorotation. The tail boom separated from the aircraft at 300 feet above the ground and the aircraft hit the ground inverted and exploded on impact. No crew members survived.

28 June: The 119th made a troop lift from Tan Canh to Dak Sut carrying 130 troops in three lifts. Four Skyraiders provided air cover, but no ground fire was received.

JULY:

16 July: The 119th Avn. Co. joined the other units of
the 52d Bn. in Highway 19 road clearing Operation Dan Thien 109. The 119th staged out of Camp Holloway, while other elements of the battalion staged from Anhho Airfield. Air Force B-52s bombed the ridges on both sides of Highway 19 at the Lang Yong Pass. This was the first time the B-52s had flown a mission in support of ground forces.

24 July: A combat extraction of the 1st Ranger Bn. (ARVN) was made from an LZ (BR 309352) south of Anhho. Ninety-six troops were extracted in one lift to Camp Holloway without incident.

AUGUST:

3 August: Operation Dan Thang 5 was conducted by the entire 52d Bn. operating from Camp Holloway. The 3rd and 8th Battalions, 1st ARVN Airborne Brigade were carried in six lifts to the landing zone at Ducco airstrip. The Special Forces Camp at Ducce had been under siege for several weeks by an estimated VC battalion. Small arms and automatic weapons fire was received in the vicinity of the LZ, and two aircraft were hit.

10 August: The 5th ARVN Airborne Bn. was lifted from Camp Holloway to Ducce. The 119th and other elements of the 52d Bn. carried 450 troops in three lifts. On the third lift the 119th was diverted to Yh 917269 to extract 45 ARVN KIIs to Phoiku. Small arms, automatic weapons and mortar fire was received in the landing zone. Two armed UK-13s received hits and one door gunner was wounded.

SEPTEMBER:

10 September: The 119th Arvn. Co. joined other 52d Bn. units
at Quang Ngai in I Corps and performed an airdropped assault and extraction in support of the 5th US Special Forces Group. Fifty USSF and 210 Vt. Rangers were lifted from the staging area at Quang Ngai, west to the LZ at DT 137003 in one lift, and later extracted from the same LZ in one lift. Air Force B-52s and B-57s were used in the prestrike while eight A-1Hs flew air cover during the landing.

**OCTOBER:**

20 October: US Special Forces, Det C-2, requested assistance from the 52d Avn Bn. for the Special Forces Camp at Plei Me, which was under attack. Two armed helicopters and a flare ship of the 119th Avn. Co. were dispatched and gave illumination and air cover until the arrival of Air Force flare and fighter aircraft. Later in the morning two armed OH-1Hs of the 119th received intense automatic weapons fire from all quadrants, while escorting medical evacuation helicopters from the Plei Me Camp. One of the gunships was shot down with no survivors.

24 October: The 119th Avn. Co. joined other units of the 52d Bn. in deploying 400 troops of the 22d Ranger Bn. along the route of the Armored Task Force on route to the Plei Me Camp.

25 October: The 119th Avn. Co. assisted the 1st Bde., 1st Cav Div., in a troop placement from Camp Holloway to an LZ on the road to Plei Me (Zl 245165).

28 October: The 119th Avn. Co. assisted in extracting the 42d ARVN Ranger Company from the airstrip at Plei Me to New Pleiku Airfield in two lifts.
November:

7 November: The 119th Avn. Co. and other units of the 52d Bn. conducted an airlanded assault. US Marine Helicopter Squadron HMM 363 was attached to the 52d Bn. for this operation which staged out of Tuy Hòa. The Battalions of the 47th Inf. Regt. and two battalions of the Airborne Task Force were carried northwest to an LZ at BQ 905580.

9-12 November: The 119th Avn. Co. spent the period from 9-12 Nov. as part of the 52d Bn. in support of the ARVN Artillery School in a Combined Arms Demonstration at the Duc My Training Center. Thirteen slicks and six gunships of the company were used in the demonstration. As part of the demonstration, a total of 546 troops were lifted on an airlanded assault.

13 November: The 52d Avn. Bn. staged II Corps Operation Than Phong 7 from Duco. Twelve slicks and six gunships of the 119th took part as 1500 troops were carried in five lifts, from Duco to an LZ at X1 841092. Two aircraft sustained light damage from ground fire received in the In Drang Valley south of Duco.

December:

30 December: For the last combat assault of the year, the 119th joined other elements of the 52d Bn. to airlift 465 troops of the 25th Inf Div (ARVN), from Boun Ba Yang (BQ 010010) to an LZ at BQ 280045. The operation was conducted in three lifts, and ground fire was received. There were no hits, however.
PART VI

MAINTENANCE

As the 119th Aviation Company is busy so are the supporting units and the Service Platoon. The year 1965 was a time of great change from a relatively static situation to a highly mobile one in which movement of the company from one location to another required expedicious maintenance support. The heavy mission requirements necessitated close coordination among all maintenance personnel, and this is the outstanding feature of the units supporting this company. The 545th Transportation Detachment (CHFM) and the 70th Signal Detachment (Avionics) have done outstanding work with the aircraft of this company, and the average availability of aircraft for the year has been 83 percent.

Personnel arriving fresh from maintenance school required training, and the Service Platoon provided a sound program of on the job training from these young, inexperienced, but highly motivated men. Through a program of training in the maintenance hangar, these men learned enough to be selected as senior helicopter mechanics and crew chiefs. Attest ing to their fine work is the fact that there have been no accidents or incidents attributable to faulty or negligent maintenance through this year.

In aircraft, vehicle, and communications maintenance, the 119th has been able to maintain its mission ready posture even though long hours of work were required on the part of each man in each section. Working both night and day during periods of heavy maintenance
requirements demonstrated the "can do" spirit which marks the excellence of those supporting units and the Service Platoon.

At the close of the year, the Service Platoon, in conjunction with the 545th and 70th Detachments helped the 119th to sponsor a Christmas program and party for 120 underprivileged war refugees from Pleiku Province. The success of this party could best be measured by the smiles on the faces of the children and the fine young men of the unit.
PART VII

SAFETY

In the field of aviation safety, the 119th Aviation Company has again shown itself to be the best. During 1965 the company sustained only two aircraft accidents, a record unheard of in Army Aviation. This record really becomes impressive when one considers that the company flew nearly 17,000 hours during the year, much of the time in tight formation, and from an airfield where the density altitude is 5000 feet almost every day. This safety record is being carried on into 1966.

Both accidents occurred on 10 September 1965, when the company was just 20 days short of establishing a record of one year without a single accident. Our O-1F was destroyed in a crash at Dak Pak while on loan to the 219th Aviation Company. UH-1B 589 had an engine failure at Tan Ganh and was damaged by the subsequent hard landing. The following day 589 was completely destroyed when a recovery CH-37 lost power attempting to sling load the damaged aircraft and settled back on top of it.

Shortly after our September accidents the 52d Aviation Battalion started a program called "Snowball!" the idea behind the program was to build a safety record a little bit at a time letting the record grow much like a snowball grows. The 119th Aviation Company turned out the best team in the battalion and rolled up a 14,000 hour snowball by the year’s end. The snowball continues to grow in 1966.
LIEUTENANT AND HONORS

Constituted 14 June 1944 as 81st Transportation Corps Composite Company.

Activated 5 July 1944 at Brisbane, Australia.

Redesignated 1 March 1945 as 81st Transportation Corps Harbor Craft Company.

Inactivated 15 May 1946 in the Pacific Theater.

Activated 20 December 1945 in Manila with Philippine Scout personnel.

Redesignated 9 August 1947 as 81st Transportation Harbor Craft Company.

Inactivated 1 June 1949.

Redesignated 16 August 1957 as 81st Transportation Company.

Activated 12 September 1957 at Fort Riley, Kansas.

Redesignated 14 June 1965 as 119th Aviation Company (Air Mobile Light) at Pleiku, Republic of Vietnam.

(This Company is not related historically to the 81st Transportation Company (Boat)).

C.I.G.I.C. SILVER B./DS:

A.-P. WIL
New Guinea

DECORATIONS:
None
<table>
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<tr>
<th>Officer</th>
<th>Code</th>
<th>Period</th>
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<tr>
<td>Major Seyward N. Hall</td>
<td>070742</td>
<td>1 Jan - 7 Feb</td>
</tr>
<tr>
<td>Capt. Charles M. Crowe</td>
<td>04021343</td>
<td>7 Feb - 9 Mar</td>
</tr>
<tr>
<td>Major Carl E. Rhodes</td>
<td>0911040</td>
<td>9 Mar - 10 Aug</td>
</tr>
<tr>
<td>Major Charles W. Mooney</td>
<td>082211</td>
<td>10 Aug - 31 Dec</td>
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### Headquarters
- **Mooney, Charles W.** Major 082211 Company Commander
- **Johnson, Bradley J.** Capt 083300 Executive Officer
- **Thompson, David E.** Capt 091707 Operations Officer
- **Gualline, Charles E.** Capt 095143 Intelligence Officer
- **Zeck, Edward J.** 1/Sgt 13245132 Co 1st SGT

### 1st Airlift Platoon
- **Blunck, Leo G.** Capt 05730930 Platoon Commander

### 2nd Airlift Platoon
- **James, Robert B.** Capt 05310613 Platoon Commander

### 3rd Airlift Platoon (Airmed)
- **Wright, Robert K.** Capt 05405585 Platoon Commander

### Service Platoon
- **Rhodes, Hugh H.** Capt 05300696 Platoon Commander

### 545th Trans Det (CHFM)
- **Nicholson, Fred R.** Capt 04059861 Det Commander

### 70th Signal Det
- **Berry, Franklin W.** Capt 04045241 Det Commander

### 94th Medical Det
- **Maxwell, John R.** Capt 05525942 Det Commander
STATISTICS
119th Aviation Company
1965

COMBAT HOURS FLOWED 16,925
COMBAT SORTIES 35,415
TOTAL PASSENGERS 31,492
TOTAL CARGO 525 Tons
NUMBER OF AIRCRAFT HIT BY GROUND FIRE 68
* NUMBER OF AIRCRAFT ACCIDENTS 2

* An O-1F of the 119th Aviation Co. was destroyed on 10Sept while on loan to the 219th Aviation Co.
Hours Flown and Availability Rate During 1965

<table>
<thead>
<tr>
<th>Month</th>
<th>UH-1B Hours</th>
<th>Availability</th>
<th>CL-F Hours</th>
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<tr>
<td>Jan 65</td>
<td>1827</td>
<td>90%</td>
<td>224</td>
<td>89%</td>
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<tr>
<td>Feb 65</td>
<td>1449</td>
<td>92%</td>
<td>219</td>
<td>80%</td>
</tr>
<tr>
<td>Mar 65</td>
<td>1865</td>
<td>90%</td>
<td>220</td>
<td>82%</td>
</tr>
<tr>
<td>Apr 65</td>
<td>1665</td>
<td>87%</td>
<td>185</td>
<td>92%</td>
</tr>
<tr>
<td>May 65</td>
<td>1525</td>
<td>94%</td>
<td>151</td>
<td>56%</td>
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<tr>
<td>Jun 65</td>
<td>992</td>
<td>80%</td>
<td>56</td>
<td>89%</td>
</tr>
<tr>
<td>Jul 65</td>
<td>950</td>
<td>77%</td>
<td>11</td>
<td>90%</td>
</tr>
<tr>
<td>Aug 65</td>
<td>951</td>
<td>75%</td>
<td>19</td>
<td>76%</td>
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<tr>
<td>Sep 65</td>
<td>1172</td>
<td>85%</td>
<td>36</td>
<td>78%</td>
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<tr>
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<td>976</td>
<td>73%</td>
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<td>Nov 65</td>
<td>1098</td>
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<td>Totals</td>
<td>15801</td>
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<td>1124</td>
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<tr>
<td>Average</td>
<td>84.6%</td>
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<td>81%</td>
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The latter part of May 65 found the N.C.'s once again becoming active in the Pleiku Area. On 1 June on the road between Pleiku and Chu Lai a convoy was ambushed killing two Americans and wounding two others. The 1/9th was alerted to airlift the Eagle Team into the area to engage the Viet Cong. A flight of eight slicks and six seven ships were quickly assembled and the flight departed Camp Holloway. The Eagle team was dropped in the area and evacuated and the wounded were loaded to Holloway. The ships refueled and about two hours later the flight once again departed Holloway to pick up the Eagle team. The weather was bad and the flight had to remain at low alt. Before reaching the pick up area however the flight over flew another convoy at the very instant the lead vehicle was being hit. The N.C. were caught by surprise but not for very long. With less than two hundred feet AGL...
The flight was a big sitting duck. The V.C. opened up with automatic weapons and within seconds two of the seven ships were down with another stick sweeping the deckway with fuel streaming from a ruptured fuel cell. Later this ship was found to have seven hits. All totaled four of the eight ships received hits and on the hangar deck Thanksgiving of the crew member who was injured — on the second attempt the Eagle Team was successfully brought out without incident.