

HISTORY  
OF  
162ND ASSAULT HELICOPTER COMPANY

1 April 1967 - 30 June 1967

Prepared By  
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Approved By  
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Major  
Commanding

Headquarters

11th Combat Aviation Battalion

APO San Francisco 96289

162ND ASSAULT HELICOPTER COMPANY

Roster of Key Personnel

30 June 1967

Commanding Officer - MAJ Neal C. Petree Jr.

Executive Officer - MAJ John E. Dugan

First Sergeant - 1st SGT Benjamin T.R. Zimmerman

First Platoon Commander - CPT Edward F. Mullen

Second Platoon Commander - MAJ, Stephen P. Stout

Third Platoon Commander - CPT. Henry T. Brown

Service Platoon Commander - Lt. Robert H. Stromstedt

Intelligence Officer - CPT Edwin B. Dean

CO, 407th TC Det. - MAJ. Osa J. Avant

CO, 450th Signal Det - Lt. Paul L. Brindze

CO, 758th Medical Det - CPT William B Sanders

Consolidated Supply and PEO - WO Robert A. Day

## I Mission and Resources

During the period 1 April 1967 through 30 June 1967, the 162nd Assault Helicopter Company continued to support commitments of the 11th Combat Aviation Battalion. All assigned missions were successfully completed in a professional manner, upholding the standards established by 11th Battalion and the 162nd.

The self-help construction program has made large advances throughout this period. Four new tropical type troop billets have been constructed and put to use. One new all metal building was assembled near the motor pool and is occupied by motor pool enlisted personnel.

The motor pool moved to its new location the first week in May. The new area encompasses more space than previously allotted this activity, and the entire surface is laterite. A new building constructed in the motor pool includes a garage, office space, and tool and parts store room.

Three new showers and one new latrine were constructed during this quarter.

Five new bunkers were built in mid-May, and most old bunkers were reinforced and improved. The VC provided the initiative for this construction when they mortared the area four times in three consecutive nights. Simultaneously, revetments were constructed around all aircraft parking pads, including the maintenance area. Improvement of these revetments is continuing.

The enlisted men E-4 and below of the 162nd and attached units opened a new club on 18 June. The tropical type building was constructed by a local VN contractor and the EM themselves at no cost to the government.

A new operations building has been constructed, and is awaiting only wiring and finishing touches prior to occupancy. Electrical wiring within the compound has been improved, however a problem area has been acquiring enough of the proper type of wire. Maintenance problems with the generator have become increasingly more frequent during this period.

Operations has installed a 5 kw generator in a sandbagged revetment to provide power for lights and radios in case of attack or breakdown of the main generator.

Other compound improvements continue on a daily basis under the supervision of SSG James Graham. SP/4 Ronald S. Clough, company carpenter, has been responsible for supervising and directing native carpenters constructing new buildings and repairing the old ones.

The 758th Medical Detachment experienced a change of command in early May with Doctor (CPT) William B. Sanders replacing Doctor (CPT) Frank F. Anzalone who returned to the U.S. "Doc" Sanders had his mettle tested early, as the first day "Doc" Anzalone left for a "business" trip down to "the city," over thirty personnel in the unit developed food poisoning. With typical "VULTURE" professionalism and expediency, the new "Doc" immediately traced the source of the poisoning (a batch of improperly refrigerated bread pudding) and acquired and administered the proper antidote. During April, the 758th treated 227 patients. May saw 195 patients pass through their doors, and during June 200 were treated. The 758th is fortunate to have SF/ James Meldrom as a Medical Assistant. Highly proficient, SP4 Meldrom received nine months

of training at Fort Sam Houston, Texas. The 758th also has a trained laboratory technician, SP4 John Ray, who at present, is a man without the full opportunity to practice his specialty. However, the medics have constructed a laboratory space in the dispensary, and are now attempting to equip it.

Several personnel changes have occurred within the 407th TC Detachment. In early April, WO1 Richard B. Fowell became operational as a test pilot. Lt. Robert H. Stromsted departed the unit to become Assistant Battalion Maintenance Officer on 10 April. CW2 Alton C Grant departed for CONUS on 15 June. Major William Gardner arrived at Phuoc Vinh on 29 June to replace Major Osa J. Avant as CO of the 407th. SFC James R. Burgner entered the unit to replace SSG Dennis J. Dupuy as shop foreman. The 407th lost several highly experienced men due to DEROS this quarter, and as a result the experience level of the personnel has decreased. The AAMTAF has been used extensively, and the new men are learning rapidly, so this deficiency will soon be corrected. The 407th reports that with the onset of the monsoon season, aircraft electrical problems have been drastically increased.

The 162nd's Service Platoon experienced a change of command on 5 June when Lieutenant Robert H. Stromsted returned from Battalion and replaced CPT Leonard J. Rodowick as commander.

During the quarter, the Service Platoon sent only one man to AAMTAF, however four men are presently scheduled to fill future quotas. Since 5 June, nineteen new floodlights have been installed in the maintenance area to facilitate night maintenance. The electricity for these lights is furnished by a 10 KW generator. The office building housing the Service Platoon presently being renovated. The number of items checked on aircraft periodic inspections have been increased from 43 to 91, and more items are to be added in the future. Plans are being made to provide facilities in the lighted maintenance area for crew chiefs to perform intermediate inspections.

The Civic Action program, under the direction of CPT Thomas M. Cuisenberry, donated the following to the village of La Treng. Soap and cleaning equipment, paint, rice, cornmeal, canned food and milk, margarine and cooking oil, apples, flour, jam, dried milk, dehydrated cabbage, and sewing kits. 170 school kits were donated to the children. The 450th Signal Detachment repaired the village TV Set.

On 10 April, a change of command ceremony was held in the company area, with the outgoing commanding officer, LTC Gerald W. Kirklighter presenting the unit guidon to Major Neal C. Petree Jr., the new CO Present at the Ceremony were LTC Starker, CO, 11th Combat Aviation Battalion, and Brigadier General (now Major General) Seneff, Commanding General, 1st Aviation Brigade. An awards presentation was made to several personnel immediately before the change of command ceremony. Major John E. Dugan assumed duties as executive officer from Major Dick Roach at this time.

Command of the 450th Signal Detachment changed hands on 17 April, with Lt. Paul L. Brindze taking the reins from Lt. Raymond W. Willison. The 450th is now fully mobile, with two portable vans, and two vans permanently mounted on a truck chassis. The mounted vans were received in late April. One was almost completely destroyed by a direct hit from a mortar on 12 May, but was replaced with a new van in early June. The efficiency and capabilities of the 450th have been increased by the acquiring of the vans.

## II Operations and Training

The following units were supported during the quarter.

1st Infantry Division  
9th Infantry Division  
25th Infantry Division  
4th Infantry Division  
5th ARVN Division  
199th Light Infantry Brigade  
196th Light Infantry Brigade  
173rd Airborne Brigade  
11th Armored Cavalry Regiment  
1st Australian Task Force  
3rd Special Forces Group  
5th Special Forces Group  
145th Aviation Battalion  
11th Aviation Battalion  
Deerslayer (Classified)  
U.S. Navy  
III Corps  
FFV II  
CIDG  
MACV

Total Sorties Flown: 21,794  
Combat Sorties Flown: 11,863  
Passengers Carried: 46,887  
Tons of Cargo Carried: 1,230  
Total Flight Time: 6,777

### Number of Aircraft Hit by Enemy Fire:

	UH-1C	UH-1D
APRIL	2	1
MAY	3	3
JUNE	2	5

### Crew Members Wounded:

APRIL	1
MAY	2
JUNE	3

After a busy month of combat assaults in March, the "VULTURES", having participated in less than half a dozen assaults in April, were inclined to believe that the war was drawing to a close.

The "VULTURES" did have a full day on 8 April supporting the 1st Brigade, 25th Infantry Division in the vicinity of Duc Hoa on Operation "Makalapa."

On 26 April, the "VULTURES" supported the 173rd Airborne Brigade by assisting in the deployment of two battalions into the jungle north of Bien Hoa.

On 26 April, the 162nd was given the task of supporting Project SIGMA on operation "Blackjack." The 2nd Platoon was assigned this support role, backed up daily by a light fire team from the "COFFERHEADS." The 2nd Platoon Pilots and crews received training in extracting personnel from an area by use of a 125' rope sling dangling beneath the aircraft. Their support of this project continued daily through 22 May 67.

Since this project was classified, the purpose and methods of operation cannot be discussed here, but some of the incidents that occurred can be mentioned.

The aircraft and crews assigned to this mission were on an immediate alert from 0530 until 1930 each day.

Just after dawn on 2 May, "VULTURE" aircraft 992 crashed during an approach to a landing zone. SP4 Robert D. Bowling, the gunner on the craft received minor back injuries. The crew and troops were extracted from the area and a security force inserted to secure the area until the aircraft could be evacuated by Chinook. The efficiency of our present downed aircraft evacuation process is adequately demonstrated here. From the time of the accident, to the final evacuation by the CH-47 which came from Phu Loi, total elapsed time was only one hour and twenty minutes. During this time, only one round of enemy fire was attributed to the close fire support provided by the "COFFERHEADS" who were backed up by the "CROSSEBOWS" from Lai Khe.

On 3 May a tactical emergency was declared by ground forces who were being supported by the 2nd Platoon. Seventeen UH-1D aircraft and three light fire teams were mobilized to extract the unit. Close air support was provided by the US Air Force to assist the helicopter gun teams in halting the enemy advance on the pickup zone during the extraction.

The final incident meriting note here occurred on 19 May. A small group of allied troops were cut off and surrounded by a large force of Viet Cong. While only twenty meters from a clearing where they could be picked up, enemy fire was so intense that they could not move. They advised that if not extracted immediately they could not survive. Due to the necessity for immediate reaction, Major Stephen P. Stout, 2nd Platoon Commander, led three UH-1D's into the LZ, covered by two armed UH-1C's from the "COFFERHEADS." There was no time to await tactical air support or additional gunships all three aircraft received heavy small arms fire going into, and during the one minute they were in the LZ. All three aircraft received numerous hits and two members of the command party on Major Stout's aircraft seriously wounded. These personnel were expeditiously returned to Phuoc Vinh for medical attention.

The other two UH-D's, commanded by WO Kenneth Bristow and WO David Capouya were placed under WO Bristow's command and ordered back to the PZ, WO Birstow elected to take off, circle the area, and make a low pass to see if he could locate the troops. During this pass, both aircraft received more hits from enemy fire. WO Bristow's aircraft lost lateral cyclic control, and a Special Forces crew member on board was seriously wounded. A successful forced landing was made in enemy territory two kilometers from the PZ. WO Capouya landed his aircraft beside of WO Bristow's and the wounded man and sensitive items were loaded. At this time, Major stout returned from Phuoc Vinh and picked up WO Bristow and his crew. All returned to Phuoc Vinh, where it was determined that WO Carouya's aircraft was no longer flyable.

Two additional "VULTURE" aircraft commanded by Major Ronald W. Little 1st Platoon Commander, and WO James C. Christiansen now joined Major Stout in his rescue attempt. Arriving at the PZ, WO Christiansen was ordered to circle the downed aircraft (WO Bristow's) so the gun team would be relieved to cover the extraction. Major Stout and his pilot, WO-1 Craig Cameron, made a low pass through the PZ and received moderate fire. Halfway through the area, the friendly troops were spotted in the edge of the tree line. A circling approach was begun immediately. During the approach, heavy small arms fire was received and the aircraft began taking more hits. At this time both the gunner, SP4 Mark H. Epting, and crew chief, SP4 Charles W. Chase, had expended all of their ammunition. At touchdown, the aircraft received a round through the tail rotor drive shaft and 90 degree gear box. With the friendly forces on board a take off was attempted but resulted in a hovering autorotation as the antitorque system had completely failed. The aircraft was shutdown, and all personnel off loaded. Major Little and his pilot, WO Ronald D. Freer, approached and landed beside the downed aircraft. During the two minutes it took to transfer all personnel to Major Little's aircraft, it took many hit, including several in the cockpit. Major Stout was sitting in the door of rescue aircraft firing at the enemy when he was hit in the back of the head by an enemy bullet. When all were loaded, Major Little and WO Freer executed a takeoff with 1250 lbs of fuel and 17 persons on board their aircraft. - Proof of the exceptional capabilities of the HU-1 helicopter. It is believed that the engine had had a round go completely through the compressor section prior to this takeoff.

After delivering his passengers to Phuoc Vinh where Major Stout received medical attention, Major Little led flights carrying Special Forces Companies into each of the downed aircraft sites. After the aircraft were evacuated, he led the flights which extracted the security forces. These insertions and extractions were augmented by aircraft from our sister company, the 173rd "ROBINHOODS" from Lai Khe.

As a result of this action, the following awards have been presented.

A. SILVER STAR  
MAJ STEPHEN F. STOUT  
MAJ RONALD LITTLE

B. DISTINGUISHED FLYING CROSS  
WO1 JOHN E. McCAMISH  
WO1 RONALD D. FREER  
WO1 KENNETH EPISTOW  
WO1 DAVID M. CAFOUYA

C. AIR MEDAL WITH "V" DEVICE

WO1 ROBERT E. YOUNGELOOD  
WO1 LAURENCE BADALUCCO  
1LT WILLIAM ROBERTSON  
CPT THOMAS M. II CUISENBERRY  
WO1 NICKY RIVIEZZO JR.  
WO1 WILLIAM CURRIE

D. ARMY COMMENDATION MEDAL WITH "V" DEVICE

SP4 CHARLES W. CHASE  
PFC MARK H. EFTING  
SP4 KENNETH W. COLBY  
ST4 DAVID V. PETERSON  
SP4 HENRY L. JASFERS IV  
SP4 RICHARD B. GETCHEL  
PFC HOWARD B. WETZEL  
SP5 WILLIAM R. HELTON  
SP4 DENNIS A. HICKMAN  
SF4 FERMAN B. BRADLEY  
SP4 ROBERT J. REYNOLDS  
SP4 IAN M. KEMP

Other personnel have been recommended for awards for the same action.

During this period, the 2nd Platoon and the light fire team, (a normal total of six aircraft per day committed), accomplished the following:

Sorties: Combat Assault 1072  
Direct Combat Support 201  
Reconnaissance 20

Hours Flown: Combat Assault 347:35  
Direct Combat Support 75:15

Casualties: MIA 1  
IIA 0

Kills: Confirmed 9  
Estimated 27

Aircraft Received Hits: 7

Medical Evacuations:

Missions: 11

Personnel 32

Passengers Carried: 2775

Cargo Carried: 15,800 lbs

During the duration of operation "Blackjack; the "VULTURE" aircraft not committed to this project flew most of the time in a direct combat support role. i.e. Resupply, reconnaissance, psychological warfare, command and control, administrative flights, ect. However these aircraft and crews were committed on combat assaults six or eight times, working with aircraft from other units.



The nights of 12, 13, and 14 May saw plenty of activity in the 162nd area as the unit experienced four mortar attacks during these three nights. During a 30 minute period beginning at 0207 hours, 12 May, 57 rounds of 82 mm mortar projectiles landed within the 162nd perimeter. No rounds struck any other unit located at Phuoc Vinh.

Personnel were awakened by the explosions and attack warning siren, and rapidly made their way to the nearest bunker. Several personnel were wounded by shrapnel as they ran from their barracks. Several 1st Platoon enlisted men were severely injured when a round ripped through the roof of their quarters and exploded inside.

Five rounds landed in the immediate vicinity of "Major's Manor," which houses nearly all of the ranking officers in the company. One round landed directly in front of the building, sending shrapnel through the doors windows, and walls into the rooms. One went through the roof. One hit a few feet behind the room occupied by the CO and XO. One landed at the base of the bunker behind the "Manor". The last hit about 25 yards behind the "Manor" and did considerable damage to the new officers latrine. This area was one of two major concentrations of rounds.

The second and largest concentration of fire was into the maintenance area occupied by the 162nd's Service Platoon and the 407th TC Detachment. Approximately fifteen to twenty rounds landed in this area causing severe damage to ten aircraft. The CO's new helicopter, with less than 100 hours flight time on it sustained a direct hit and was completely destroyed. Both maintenance tents were rendered completely unserviceable. A maintenance trailer with flood lights mounted on it had the tires flattened and was blown full of holes. 3' Barrels and smaller containers of oil, solvent, hydraulic fluid, paint, ect, were ruptured or punctured, and the contents lost.

The 450th Signal Detachment had all four of their vans severely damaged. Rounds landing nearby punched holes through the walls and into the delicate electronic equipment. One round ripped a hole through the roof of one new van, causing total destruction. This van was later replaced. The vehicle chassis, engines, ect. received shrapnel damage.

The remainder of the rounds were scattered throughout the 162nd area, causing varying degrees of damage. Many roofs were punctured by shrapnel. Metal, wood, and tile buildings alike received holes through the walls. Electric and telephone lines were cut and torn down.

As soon as the enemy mortar fire ceased, the 162nd "COFFERHEADS" scrambled five UH-1C gunships. However, they saw little action since US Air Force jet aircraft and flare ship arrived to provide heavy counter fire in the vicinity from which the enemy fire originated. Artillery and infantry units located at Phuoc Vinh provided counter fire with artillery and mortars.

Throughout the attack there were numerous incidents of courageous efforts by many individuals to help their wounded comrades. These individuals were recognized on 12 May at 1030 hours when an awards ceremony was conducted with Brigadier General (now Major General Seneff, Commanding General, 1st Aviation Brigade presenting four Bronze Star Medals, thirteen Army Commendation Medals with "V" device, and twenty-nine Purple Hearts. These awards were made to the following personnel. Also included is a list of aircraft damaged.

Aircraft damaged by mortar fire on 12 May 1967

<u>SN</u>	<u>MODEL</u>
66-16083	D
64-13853	D
65-9999	D
64-13852	D
66-1146	D
64-13854	D
64-13865	D
65-9987	D
64-14152	C
65-9454	C

The following named officer and enlisted personnel were awarded the following medals for their actions during mortar attack on 12 May 1967

BRONZE STAR MEDAL

CPT William B. Sande's  
SF4 John Bonacorda  
SP4 John H. McAuley  
SP4 Albert W. Dale

ARMY COMMENDATION MEDAL W/V

1SG George A. Brooks  
1SG Benjamin T.R. Zimmerman  
SSG Paul Ferguson Jr.  
SSG Henry Revelez  
SSG Jerry R. Allen  
SF5 Frank E. Cosby  
SF5 Morris E. Saville  
SP4 Michael F. Kirby  
SP4 James A. Meldrom  
SP4 Earl M. Trevett  
SP4 Gerald W. Sparks  
SP4 John L. Ray  
PFC Jerome K. Roundsville

PURPLE HEART

MAJ Neal C. Petree Jr.  
CPT Leonard J. Rodowick  
2LT. Mickey Riviezzo Jr.  
SFC Frederick O. Trafton Jr.  
SSG Albert R. Krelicek  
SSG George W. Reed  
SP6 Joe C. Byrd  
SF5 Richard F. Spray  
SP4 James A. Meldrom

PRUPLE HEART'S (CONT)

SF4 Earl M. Trevett  
SF4 John Bonacorda  
SF4 John M. McAulay Jr.  
SF4 Robert F. Alvarado  
SF4 Freman B. Bradley  
SF4 Donald L. Combs  
SF4 Anthony F. Franzese  
SF4 Walter F. Lararowicz  
SF4 Albert L. Livings  
SF4 Dennis C. Newbold  
SF4 Stanley R. Pierson  
SF4 Gerald L. Filkington  
SF4 Tore H. Rubin  
SF4 James A. Waller  
FFC James W. McMahan  
FFC Gregory M. Woods  
FFC Edward L. Wade  
FFC Robert M. Van Gunsteren  
FFC Larry W. Cooke

At 0030 hours on 13 May and between 2000 and 2100 hours on 13 and 14 May, the 162nd received additional mortar fire, however, these three attacks caused negligible damage in and around the compound. Several 120mm rounds hit inside the compound on 14 May. There were no injuries incurred as a result of the last three attacks. These three times, the gunships were scrambled immediately and were airborne in a minimum of time. After the first attack on 12 May, little command emphasis was needed to build new bunkers and renovate old ones.

Since intelligence indicated a strong possibility of further attacks through 20 May, all flyable aircraft were evacuated to Phu Loi and Lai Khe each night until 20 May. Even with the extreme inconvenience caused the crews and maintenance personnel, all assigned missions were completed each day in true "VULTURE" tradition. Throughout this period of stress, morale remained high, and every man contributed his "little bit extra".

During June, the "VULTURES" flew combat assault missions on sixteen days. These operations caused the "VULTURES" to travel throughout the III Corps area. All combat assault missions were performed without notable incident as far as the "sicks" were concerned, but Lieutenant William A. Robertson had some problems with his gunship. On 18 June, an enemy round hit the warhead of a rocket mounted on the right side of his ship, causing the rocket to explode. That explosion caused three other rockets to explode which riddled the aircraft with shrapnel and resulted in a loss of hydraulic assist on the controls. Lt. Robertson and his pilot, CW2 Peter Salamone managed to land the severely damaged aircraft on a nearby road, from which it was later evacuated by CH-47 Chinook. SF4 Robert F. Alvarado, who was flying as gunner, was wounded by shrapnel, and is still in the hospital at this writing. The aircraft number was 154.

Only 36 days prior to this occurrence, (13 May), Lt. Robertson was piloting a gunship along with CPT Thomas M. Quisenberry, when two rockets exploded shortly after being fired from the tube on the left side of the aircraft. The ship received severe damage from shrapnel, and concussion shattered nearly all of the windows. The crew chief, SF4 Donald L. Combs, was flown back

to Phuoc Vinh.

After leading a three - company lift which inserted two battalions of the 1st Infantry Division on 5 June, the "VULTURES" were resupplying the units in the field. A heavy volume of artillery and mortar fire near the LZ's made approaches nearly impossible at times. Lieutenant Joe D. Grier, flying #775 was approaching an LZ from north to south with a load of supplies because the artillery was supposed to hit the south end of the area. While short final approach at the north end of the LZ, artillery rounds suddenly began bursting around and beneath Lt. Griers aircraft. Shrapnel hit the right side of the fuselage and severed hydraulic lines and electrical wires prior to exiting the left side of the ship experiencing a complete loss of hydraulic assist on the controls, Lt. Grier and his pilot, VMF Lt. Nguyen Van Hao, successfully landed their aircraft without further damage. The craft was later extracted by CH-47 Chinook.

The same day, WO Donald Foster experienced mechanical difficulty while flying "VULTURE 146" northeast of Saigon. Though the aircraft was almost uncontrollable, WO Foster Successfully landed in a rice paddy. After the engine was shut down one side of the ship began to sink into the mud, causing the still turning main rotor blade to drop dangerously low to the ground. For some reason, the crew chief walked under the turbine rotor and was struck in the head. Fortunately, he was wearing his Flight helmet, and though knocked silly, was not seriously injured. During the recovery by CH-47, the Chinook dropped #146 from an altitude of 300-500 feet. A nearly new ship, 146 was completely destroyed when it hit the ground.

Flying a gunship near the border of Laos, WO William A. Currie received a "million dollar wound" when an enemy round came through the floor and shot away the arch of his left foot. He is now recuperating in COMUS. Earlier that day the crew chief of the same aircraft S/A Bobby D Goulas, had his hand burned when a round exploded while he was attempting to clear his cachine gun. Not quite so painful to members of the 162nd was the inspection by the IG team on 7 June. Though some discrepancies were found, the unit fared very well for a unit involved in daily combat operations.

On 11 June, the "VULTURES" were scheduled to lead a 30 - ship troop lift to kick off operation "Billings" north of Phuoc Vinh. Bad weather prevented the operation from commencing until 1300 hours, then it was cancelled and "DRAKULA" was moved from Quan Loi to Phuoc Vinh.

Two infantry battalions were inserted north of Phuoc Vinh on 12 June, beginning operation "BILLINGS". The operation continued on 13 June with more infantry battalions being moved into the area north of Phuoc Vinh from Lai Khe and Quan Loi.

Lieutenant Bales, a trainee from the 191st at Bear Cat, was slightly injured by enemy fire while flying gunship number 154 in the vicinity of Reach Kien during his first flight with the "COPPERHEADS". The aircraft was hit while flying cover for "eagle" flights with the 9th Infantry Division.

During the evening of 14 June, a "REBEL" light fire team from the 1st Infantry Division Aviation Battalion landed at Phuoc Vinh for refueling and rearming. While rearming, a crew chief from one of the ships was shot in the head when a mini-gun accidentally discharged. Despite rapid attention by "Doc" Sanders, the man died a few minutes later.

On 17 June, during a combat assault in the Tan An area, "VULTURE" 859 piloted by WO Halcum Tilley, received three hits from enemy fire. One round punctured the fuel cell and the aircraft had to be evacuated to Phuoc Vinh by CH-47.

While flying gunship number 158 on 27 June WO James W. Ramsey and WO James S. McCrevey experienced a ruptured start-fuel manifold. JP-4 began spraying over the hot end of the engine and the air flow caused a volume of fuel to be blown inside the aircraft. S14 Joseph a Etore, the crew chief was nearly soaked with fuel. Rather than land in enemy territory, a short flight was made to Duc Hoa, from where the aircraft was evacuated by CH-47.

Personnel turnover during this quarter was above average, particularly in the officer ranks. Personnel returning to CONUS was the major cause of the abnormal turnover.

Unit instructor pilots were kept busy during this period due to an influx of new pilots and trainees, as well as normal standardization rides. Under the guidance of CPT Edwin B. Dean, the training program was refined and the volume of training increased. During April, six pilots from the 187th received two weeks of in-country training with the "VULTURES". On 7 May, four pilots and four enlisted men arrived from the 188th to receive initial in-country training. Six pilots from the 214th Battalion arrived for training 28 May. Two more pilots from that Battalion arrived on 13 June to receive training. Between 16 June and 21 June, ten new permanent party pilots joined the Company, were trained and put to work. Lt. Joe D. Grier became a unit IP in the UH-1D during the quarter. Joe C. Brian, civilian DECCA representative, joined the Company on 20 May and remained through 11 June during which time several pilots received operational checkouts of the DECCA System. This program was hampered by lack of operational DECCAS in the aircraft.

From 15 through 23 May, CPT Dean transitioned four VNAF helicopter (CH-34) pilots into the HU-1D at Phu Loi. Two of these Vietnamese pilots, Lieutenants Nguyen Van Hao and Vo Duy Thanh, joined the 162nd on 26 May. Since, they have flown all types of missions, and have proven to be extremely capable pilots.

The OPT program for crew chief and gunners continued during this period with satisfactory results. Seven enlisted men and one test pilot were sent to AAMTAF at Vung Tau during this quarter.

#### III Maintenance and Supply

During the quarter, aircraft availability rates were as follows:

April:	UH-1C	67%
	UH-1D	81%
May:	UH-1C	79%
	UH-1D	84%
June:	UH-1C	79%
	UH-1D	81%

The prescribed availability rate was not reached on UH-1C's because of excessive EDP and EDM, as well as exploded rocket damage. The increase in the rate for UH-1D's and UH-1C's over the first quarter is attributed in part to a slightly reduced number of flying hours.

Consolidated supply reports that there are no shortages of critical items at this time.