HISTORY
OF
36TH ASSAULT HELICOPTER COMPANY
APO 96221
1 APRIL 1968 — 30 JUNE 1968
PREPARED BY
CHIEF WARRANT OFFICER JAMES M. WRIGHT
UNIT HISTORIAN

APPROVED BY
MAJOR RONALD K. ANDERSON
COMMANDING

HEADQUARTERS
11TH COMBAT AVIATION BATTALION
APO SAN FRANCISCO 96289
162ND ASSAULT HELICOPTER COMPANY
ROSTER OF KEY PERSONNEL

COMMANDING OFFICER................................. Major Ronald K. Anderson
EXECUTIVE OFFICER................................. Captain James P. Goldscheimdt
CONSOLIDATED SUPPLY AND PRO .................... W11 Thomas A. Myers
OPERATIONS OFFICER ............................... Captain Michael R. Domas
INTELLIGENCE OFFICER ............................. Captain Michael R. Domas
ADMINISTRATIVE OFFICER........................... 1LT Charles R. Brockway
FIRST SERGEANT ..................................... 1SG Clyde L. Pina
FIRST PLATOON COMMANDER .......................... 1LT Frank A. Loturco Jr
SECOND PLATOON COMMANDER ........................ 1LT Halran M. Schiebo
THIRD PLATOON COMMANDER .......................... Captain Bruce D. Robinson
SERVICE PLATOON COMMANDER ....................... 2LT John Davendorf
COMMANDING OFFICER 407th Trans Det ........... Major John A. Patric
COMMANDING OFFICER 758th Med Det ............... Captain Ronald W. Case
COMMANDING OFFICER 450th Sig Det ............... CW2 Claude W. Cosen
I. Mission and Resources

During the period 1 April 1968 through 30 June 1968, 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 and tradition established by the 11th Combat Aviation Battalion and the "Fultures". The self-help construction program has made large advances throughout this period under the guidance of Sgt. Crosen. Thanks to the officer and enlisted men of the flight platoons, new "SP has been installed in all the slick revetments and the problem of mud has been almost eliminated. Other major improvements include:

1. The maintenance hanger has been completed and the mortar and rocket damage to the roof and walls repaired.

2. New drainage ditches and culverts have been constructed in the company area which greatly depletes the sanitation problem.

3. A new 100 kW generator has been installed which has solved many of our power problems.

4. A new shower has been built behind the service platoon.

5. The "Copperhead" alert hootch has been refurnished and a new shower and latrine built near it.

6. A concrete work area has been built behind the mess hall to diminish the sanitation problem and two new serving lines have been constructed inside the mess hall.

7. A vegetable storage area and a canned goods storage area have been added to the mess hall complex.

8. A new PSP walk has been constructed between the EM and NCO Clubs to combat mud problems.

9. Air conditioning has been installed in the EM club.

10. The patio adjoining the officers club has been enclosed and air conditioning installed.

11. A new roof has been built for the patio and a new floor installed in both rooms of the officers club.

12. The 758th Medical Detachment has air conditioned the dispensary which makes it more pleasant for all concerned.

13. Minor repairs have been made to most of the buildings in the company area and some of the bunkers have been reconstructed.
Pertinent personnel changes have taken place within the company during the quarter. On 1 April, Major Ray Kreulen, the former 1st platoon commander, assumed the duties of operations officer due to Major Wenzel rotating back to the states. LT Demas replaced Major Kreulen as 1st platoon commander and LT Shannon replaced Captain Hyes as 3rd platoon commander. Captain Hyes left the "Vultures" to go to battalion. CW2 Donald Welch assumed the duties of assistant operations officer.

On 6 April there was another rotation of personnel caused by Major Kreulen going to battalion. LT Demas took over the job of operations officer and LT Loturco took command of the 1st Flight Platoon until Captain Goldschmidt replaced him.


On 10 June Major Paul Raetz replaced Major Allen Bresette as executive officer when Major Bresette rotated stateside.

On 25 June Major Raetz moved to 12th Group and Captain Goldschmidt took over the position of executive officer. LT Loturco again accepted command of the 1st Flight Platoon.

LT Barrow replaced CW2 Welch as assistant operations officer when CW2 Welch rotated stateside and Captain Robinson replaced Captain Shannon as 3rd platoon commander when Captain Shannon was wounded in action while covering a combat assault.

W1 Thomas Mays replaced CW2 Charles E. Weed as Consolidated Supply and PBO due to CW2 Weed's rotation to CONUS.
Operations and Training:

The following units were supported during the quarter:

101st Airborne Division
1st Infantry Division
9th Infantry Division
25th Infantry Division
5th Armored Division
127th Light Infantry Brigade
1st Australian Task Force
5th Special Forces Group
II Field Forces Victor
MACV
CIDG
CMAC

Total Missions Flown 8,574
Total Sorties Flown 28,286
Tons of Cargo Carried 476
Passengers Carried 51,349
Total Flight Hours 8,543

Number of Aircraft Hit by Enemy Fire:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1C</td>
<td>2</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>UH-1D</td>
<td>4</td>
<td>9</td>
<td>5</td>
</tr>
</tbody>
</table>

Number of Aircraft Lost:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1C</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>UH-1D</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Number of Aircraft Recovered:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1C and UH-1D</td>
<td>3</td>
<td>7</td>
<td>9</td>
</tr>
</tbody>
</table>

Crew Members Wounded:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1C and UH-1D</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

Number of Crew Members Killed:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1C and UH-1D</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Hostile Injuries in Company area:

(Shrapnel)

<table>
<thead>
<tr>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>6</td>
<td>2</td>
</tr>
</tbody>
</table>
On 2 April the 56th was Ready Reaction Force (RRF) and utilized the day performing first echelon maintenance on the aircraft and making improvements in the company area.

The following day the "Vultures" supported elements of the 101st Airborne Division and later in the day were on stand-by for the 1st Infantry Division.

On 5 April it was noted that the previous month had been a record setting one for 162nd. The "Vultures" flew 3,119 hours, breaking their previous record of 3,057, set in August 1967. The 107th Trans Det along with the service platoon helped the "Vultures" set the new record by providing the excellent maintenance required for UH-1's in Vietnam. A total of 32 UH-1's were pulled during March. Major Andeson, (then the commandcr of the 107th Trans Det) credited 18 of the UH-1's to his own and 11 to the service platoon of the 162nd. 2LT John Davenport, platoon leader of the service platoon remarked that it was the best month he had ever seen for the "Vultures".

On 6 April the "Vultures" and "Copperheads" of the 162nd Assault Helicopter Company supported II Field Forces in Direct Combat Support. The 162nd flew over 97 hours, 354 sorties, and carried 514 passengers and 9 tons of cargo.

On 9 April the "Vultures" once again supported elements of II Field Forces all over the III Corps area. The missions were routine and for most of the "Vultures" it was just a typical day. However, WO James Wright had an unscheduled change in his mission when he heard a distress call from a aircraft just west of Vung Tau. WO Wright responded to the call and aided in a search for the stricken aircraft. The search of the choppy waters just off the coast lasted for over thirty minutes before any signs of the aircraft were found. Then a dust-off aircraft spotted a seat cushion and part of tail rotor. This sparked new hope and before long the crew of six was spotted on a Vietnamese fishing vessel. The dust-off aircraft landed on the unsecure beach. With WO Wright flying cover, the downed crew ran from the edge of the water to the rescue aircraft. After the excitement was over the crew safely evacuated, WO Wright's crew chief, SP4 Michael Grant, remarked, "Imagine how I felt with just one door gun to cover the dust-off".

On 9 April the 162nd supported infantry units in the Lai Khe and Quan Loi areas. The day was routine except for a light encounter with Charlie by CM2 Charles R. Sanders, a pilot of the armed platoon, the "Copperheads". CM2 Sanders reported that while flying south of Quan Loi, "Charlie" took a few shots at him. Although there was negative damage
On 10 April the 162nd and one of their sister companies, the "Robinhoods", were engaged in a large operation in support of the 1st Infantry Division. The two companies were assigned the task of extracting elements of the "Big Red One" from a hotly contested area six miles northwest of Lai Khe. The first five vehicles were extracted without incident; however, the second flight of five encountered light enemy contact as they were on final approach to the pick-up zone.

Immediately, two light fire teams opened up on the area with suppressive fire to cover the slicks and additional fire teams were scrambled out of Lai Khe to give added protection for the slicks of the 162nd who were to have their turn at the hot PZ. As the first "Vultures" flights made their final approach, heavy automatic weapons fire was received from the enemy. The "Vultures" continued the approach and while in the pick-up zone the automatic weapons fire continued and RPG rounds began pounding the area. SGT Michael Grant, a crew chief on one of the ships stated, "I saw the automatic weapon that was firing at us, but it was too close to our troops to risk firing at." The slicks were then put into an orbit south of the pick-up zone as air and artillery strikes softened up the area around the troops. Then, with seven fire teams on station the slicks were called back into the area to extract the remaining troops. Despite heavy enemy fire, the slicks continually descended through the enemy fire to complete their mission. The "Copperheads", and the other gun teams did an outstanding job of covering, but because of the complete devastation of the area the confirmed enemy dead was unknown. It was a long day for the "Vultures".

On 13 April the 162nd was on stand-by for the II Field Forces. Although they were not called out, the day was put to good use making improvements around the company area and working on the aircraft.

On 15 April the "Vultures" once again supported the 1st Infantry Division in combat assaults and resupply. WO Tom Meyers was fortunate because his mission was to fly Miss Kentucky from Di An to Lai Khe to perform in a show for troops of the 1st Infantry Division. The day was climaxd with a formal supper in honor of departing "Vultures" and "Copperheads". LTC Hobbs, "Red Dog 6", was an honorary guest as he was rotating state-side.

On 16 April the 162nd supported II Field Forces and performed single ship missions all over the III Corps area. Supplying ARVN compounds with rice, providing ground commanders the invaluable means of reconnaissance for upcoming operations, and providing for command and control of operations in progress was all part of the day of II Field Forces "ash and trash" for the "Vultures".

On 24 April the 162nd Air Cav Co broke another record. "While supporting the 3rd Brigade of the 101st Air Div we airlifted more troops today than we generally do in a week," remarked Major James E. Thompson, commander of the 162nd. The "Vultures" airlifted two complete battalion of the 3rd Bde. into positions near Bien Hoa and in doing so broke their own record by transporting over 1700 troops in approximately six hours. This
and even more than the 15th Group had ever lived in this amount of time. 

On March 2nd the "Vultures" spent the day preparing for the upcoming 15G
inspection and working on the aircraft. It was the first complete main-
ship inspection down the 15th had experienced in months, and was put to good
use. During the day the "Vultures" were visited by two distinguished
guests. They were the 15th Group Commander, Colonel Eastert, and the new
15th Battalion Commander, LTC Baumun.

On 27 April Phuoc Vinh had a well known celebrity in the area. He was
the star of the Daniel Boone television series, Fess Parker. Mr Parker
was on his vacation and decided to visit the troops in Vietnam.

During the month of April six aviators departed the 162nd for COWS.
Among those leaving were Major Paul A. Weinze, the former operations
officers; Captain George L. Andrews, the former gun platoon leader; and
four Chief Warrant Officers; CW2 William H. Shehan, CW2 Duncan K. Nosworthy,
CW2 Gerald L. Racy, and CW2 Phillip D. Sharp.

On 2 May, while on ready reaction status for II Field Forces, the 162nd
was scrambled to the area west of Loc Ninh. A company of CIDG soldiers
was picked up at their base camp near Thu Duc and flown to Loc Ninh to
stand by for further deployment. While airborne, the flight was briefed
on the urgency of the mission, an insertion of a search party in an
attempt to locate eight missing friendly personnel, 6 CIDG and 2 U.S.
A long range patrol had stumbled into a heavily fortified NVA trench
and bunker complex, and an attempted extraction under fire had resulted
in two helicopters shot down and eight people missing. The "Vultures"
arrived in late afternoon and began the insertion, one ship at a time,
into the area where one of the helicopters from another unit had been
downed and destroyed by enemy fire. Tactical air and artillery strikes
had temporarily driven the enemy back, and it was decided by Major Thompson
to begin immediately to get full utilization of the element of surprise.
The first five ships inserted without drawing fire and shortly thereafter
the search team located the eight missing KIA's in the vicinity of the
destroyed helicopter. The extraction was then initiated, again one ship
at a time due to the size of the landing zone. The first two ships in
were loaded with the KIA's and miscellaneous gear and equipment. The task
of carrying and loading was overwhelming the CIDG search team and in order
to expedite and not over expose the ships by excessive ground time, the
crew chiefs and gunners voluntarily dismounted and directed the loading.
Their quick actions enabled the extraction to be completed. Had many more
precious minutes been wasted in loading the first two ships, chocks 6 and
7, who drew heavy fire on take-off and reported a company-sized NVA unit
closing fast on the LZ, might not have made it out. However, the mission
was brought to a successful completion when the Vultures returned to
Phuoc Vinh at 2200 hours that evening.

On 3 May the "Vultures" supported elements of the 1st Inf Div in a
battalion-sized lift with another assault company of the 11th Battalion.
Later in the morning, the "Copperhead" fire team spotted five North
Vietnamese soldiers in the landing zone and ordered fire. Reports
success later that afternoon that two were killed, one wounded, and two captured as a direct result of the "Copperheads" action.

On 6 May, Ronald R. Blanchette, a technical inspector for the 162nd AERB, had been recalled under the available re-enlistment Bonus program for a lump sum of $10,000. Specialist Blanchette was the 1,517th man that SFU Report states the 162nd had lost since October 1963, and numbered in the 153,857 of the U.S. Army. Specialist Blanchette is the last remaining original member of the 162nd. Coming to Vietnam with the unit in February of 1966, from Ft Benning, Georgia, he started his tour as a RFQ serving as a crew chief on a "57" model Huey. Since then he has worked his way up to Specialist 6, 86 and the title of Technical Inspector for the "Vultures".

On 6 May the "Vultures" supported elements of the 25th Inf Div in the Cu Chi area. It was a hot day in more ways than one for the "Vultures". Throughout the day the ton slicks and three gunships were repeatedly subjected to intense small arms fire and mortars.

During the first insertion the flight received small arms and automatic weapons fire while on a wide left base into the landing zone. The flight continued the approach and upon touching down received mortar rounds in the immediate area. Displaying the professionalism and determination that the "Vultures" are noted for the flight calmly marked the enemy positions with smoke and departed the area. The Copperhead fire team rolled in and helped to silence the enemy fire.

And so the pattern was set for the remainder of the day. Time and time again the "Vultures" flight received fire on final and continued the approach, only to receive mortars and RPG's in the landing zone. It was the professionalism and skill exhibited by each aviator and crew member that accounted for no injuries and the mission once again successfully completed in the outstanding manner that the 162nd is known for in the III Corps area.

On 8 May the 162nd combined competent flying ability with professionalism and flexibility to perform insertions and extractions in the hostile areas surrounding Saigon and Thu Duc area. Working continuously, the "Vultures" performed over 600 sorties, air lifted 1,225 troops and logged over 150 hours of flight time in the course of the day.

On 9 May the 162nd was on Ready Reaction Force until a call was received to insert reinforcements into the ARVN compound at Bt Dop. The compound had been the target of repeated Viet Cong and NVA attacks since the night before and the insertion was delayed almost an hour due to the continued heavy mortar and rocket attacks. The two flights of five departed the pick-up zone at Song Be and headed towards the "hot" landing zone. The first flight went in and received light small arms fire on final. As the second flight of five, led by ILT Harlan M. Schiebe, approached the landing zone a heavy barrage of mortars and rockets crashed down upon the area. LT Schiebe quickly led his flight away from the fire while again getting into position to land in hopes of releasing the much needed reinforcements. Again the landing was attempted, but again the ground erupted in a storm of enemy mortars. Realizing the need for the
On 10 May the 162nd was utilized most of the day by the 1st Inf Div performing combat assaults. Working in some of the worst weather in months the "Vultures" inserted over 930 combat ready troops in the rain drenched areas south of Saigon and the equally damp areas near Dai Kho with hopes of halting the new wave of fighting that commenced in early May.

While supporting II Field Forces on 12 May a "Copperhead" fire team was called on to fly security for a downdown Navy Gunship in the Nha Be area until a Chinook could recover it. WO James Hart was also close by to lend a helping hand and diverted from his mission long enough to pick-up and return the downdown crew to Nha Be.

On 13 May the 162nd supported elements of the 1st Inf Div in and around the Phu Loi-Lei Kho area in a rather routine morning. However, the afternoon brought new adventure to the 162nd as they were called upon to extract a unit of the 1st Inf Div that declared a tactical emergency after seven hours of heavy contact just south of Song Be. Performing in their usual outstanding manner the 162nd completed the extraction without incident although weather conditions were marginal. Red Dog 6 LTC Bauman 11th Battalion Commander was quoted as saying, "The Vultures have again performed in an outstanding manner in a difficult situation."

On 14 May the 162nd was on Ready Reaction Force for the 199th Light Inf Bde. At 1030 hours the call came for the 162nd to airlift troops into an area northwest of Binh Chanh. As the "Copperheads" fire team was prepping a heavily vegetated area 200 meters west of the landing zone, contact was made and one gunship received a hit in the left rocket pod. His wingman quickly silenced the fire and the mission was completed without further incident.

On 15 May the "Vultures" combined with the "Robinhoods" of the 173rd to extract 1st Inf Div troops from night defensive positions located in the Tan Uyen area and later inserted several units two kilometers north of Phu Loi for a sweep of the area.

The 16th of May saw the "Vultures" again involved in a battalion-size lift with the "Robinhoods". The day went without incident and the "Vultures" returned to the roost with 106 hours of flying time to their credit.

On 17 May the "Vultures" supported the 1st Inf Div in mobile assaults. The day was routine for the 162nd, performing in their usual outstanding manner and being complimented by all of the ground commanders. After the flight had returned an awards and decoration ceremony was held in honor of certain members of the 162nd. The following is a list of those who received awards:
On 19 May the 162nd supported elements of the 1st Inf Div in the Lai Khe and Quan Loi area. During the second lift near Quan Loi the lead gunship, flown by CPT Michael Shannon, was hit by heavy automatic weapons fire and CPT Shannon took a round through the log. The aircraft was flown to Quan Loi and the mission was completed without further incident.

On 20 May the 162nd was on Ready Reaction Force until 1100 hours when they were called to the aid of the "Emus" who had come into contact with enemy forces near Tan An. The "Vultures" were utilized to insert ARVN troops into the area and extract the wounded. Landing within 75 meters of exploding enemy mortars, the "Vultures" medevaced over a dozen ARVN troops to Tan An and completed the mission without incident.
On 21 May the 162nd supported elements of the 1st Inf Div. The first lift of the morning was a fifteen sorties insertion from the Thu Duc water plant to a landing zone two kilometers north of "VC Island". The "Vultures" then completed a twenty sortie extraction from a night defensive position seven kilometers southeast of Phuoc Hoa to Normandy I. After the completion of the twenty sortie extraction the "Vultures" diverted their attention to single ship resupply missions until late in the day when they reformed to extract some more 1st Inf Div troops.

On 26 May the 162nd had a maintenance stand-down. The day was utilized to the fullest extent and at 1700 hours a change of command ceremony was held. Major Ronald K. Anderson, former commander of the 107th Trans Det assumed command of the 162nd Aslt Hel Co from Major James E. Thompson who was rotating back to CONUS. Major John A. Pietric replaced Major Anderson as commander of the 107th Trans Det. Distinguished guests included Colonel Lambert 12th Group Commander; LTC Bauman, 11th Battalion Commander; Colonel Mowery, Commander of 3rd Brigade, 101st Airborn Division.

On 27 May the 162nd supported II Field Forces all over the II Corps area. During the day Phuoc Vinh was mortared and the "Copperhead" gun team was scrambled to Ap Bo La which was also receiving incoming rounds. The day was routine for most of the "Vultures", however WO James M. Wright and his crew had a rather unusual day. While making an aerial reconnaissance of a river near Bai Trai two sampans and VC were spotted and taken under fire in a restricted area. Due to the dense jungle the results of that mission could not be confirmed. However, later in the day another sampan and several VC were spotted trying to hide from the aircraft. They were taken under fire and it was later confirmed by the ground commander that the sampan was sunk and one VC killed by the precision shooting of Specialist's Grant and Wooden, the crew chief and gunner.

The month of May saw five "Vultures" returning to stateside. Among those were: Lt Sterling L. Linton, a former "Vultures" who had moved to battalion CW2 Charles F. Wood, who was the former supply officer; CW2 Charles R. Sanders; CW2 John O'Connor; and CW2 Phillip C. Wear.
During the month of June the 162nd deployed a vast amount of experience. Among the months many of the most outstanding commanders from near and far have made their final departure for CONUS duty. Among these was Chief Warrant Officer John Thompson, Major Apocci, and Captain Dale, the former Executive Officer. They were joined by five Chief Warrant Officers. They were Chief Warrant Officer Hight, Chief Warrant Officer West, Chief Warrant Officer McDowell, Chief Warrant Officer Turner, and Chief Warrant Officer Welch.

The month started in action. The 162nd supported the 12th Infantry in a daring air mobile operation northwest of Trang Binh. The landing zone was secured with artillery and gunship suppression by the "Copperhead" fire team. A total of 180 troops were carried in and at the completion of the mission the "Vultures" returned to Phuoc Vinh to standby on Ready Reaction Force.

On 6 June the 162nd supported elements of the 1st Inf Div in air mobile assaults and later with single-ship resupply missions. After the working day had ended the "Vultures" had two honored guests. Major General Williams, the CG of the 1st Aviation Brigade, paid a visit to the "Vultures Roost" and spent the night along with Colonel Powell the director of Army Aviation. Prior to their departure the next morning they were confirmed honorary "Vultures."

On 16 June the 162nd was part of a Ready Reaction Force for the 3rd Corps area, and spent the day performing maintenance on the aircraft. The 11th Battalion headquarters was furnished by the "Vultures" and while on a mission received several rounds of automatic weapons fire just east of Saigon in the "Key Hole" area. The fire was coming from a heavily populated residential area, so no action could be immediately taken.

On 18 June the 162nd again supported elements of the 1st Inf Div. The air mobile assault were from Lai Khe to a landing zone about twelve kilometers south of Phuoc Vinh. The day went well and without incidents and the "Vultures" returned to the roost to await another day.

On 20 June the "Vultures" flew combat assaults in support of the 1st Inf Div out of Lai Khe to a landing zone north and northwest of Lai Khe. A fifteen sortie lift from Di An to areas south of Thu Duc was also completed.

On 28 June the "Vultures" flew for II Field Forces. The 162nd "Copperheads" were called to cover an emergency extraction northwest of Nui Dat while working for an Australian Army unit. The Australians had several people wounded while in contact with the enemy, and the "Copperheads" got one confirmed VC kill. Later they were called in to cover a dummy extraction of a 12 man ambush team which had been spotted by the enemy. While the patrol changed positions, the "Copperheads" hit an enemy position 100 yards away.

Also on 28 June WO Gary Droter, the 162nd Education Officer, arranged for an education advisor from Di An to be in the company area to give GED and college entrance exams. The turn-out was larger than expected and needless to say, WO1 Droter was pleased.
On 29 June the 162nd suffered one due to the 1st Inf Div in the "Chin. however, after night was completed and the flight was turned to "Huoc Vinh, " returned to the aircraft which had been damaged from enemy ground fire. One aircraft strayed off course for the downed aircraft and the other returned to Huoc Vinh. Two slicks launched were extended the crew and equipment. No additional personnel were inserted into the area to recover the downed helicopter. The "Capornem" was brought up by recovery the aircraft.

Taking everything into consideration, it has been a hard but rewarding three months. The "Vultures" lost a vast seemingly irreplaceable amount of experience, yet carried the load of a second enemy offensive without faltering. Aircraft availability rates are unequaled by any company in the 12th Aviation Group, or the III Corps Area. Overall maintenance has been outstanding and out of reach of any other unit.

During the quarter the members of the 162nd continually displayed the skill, determination, and professionalism that has made, and will continue to make the 162nd, the finest assault helicopter company in the Republic of Vietnam.

III Maintenance and Supply

During the quarter Aircraft Availability Rates were as follows:

<table>
<thead>
<tr>
<th>Month</th>
<th>UH-1C</th>
<th>UH-1D</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>April</td>
<td>78%</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>May</td>
<td>76%</td>
<td>84%</td>
<td>82%</td>
</tr>
<tr>
<td>June</td>
<td>78%</td>
<td>86%</td>
<td>81%</td>
</tr>
</tbody>
</table>

Consolidated supply reports that there were no shortages of critical items.