

191st

HISTORICAL NOTES

ORGANIZATION AND COMMAND

191st Assault Helicopter Company

Commanding Officer - Calvin J. Griggs, MAJ, Inf
First Sergeant - Larry D. Headley, SFC E7

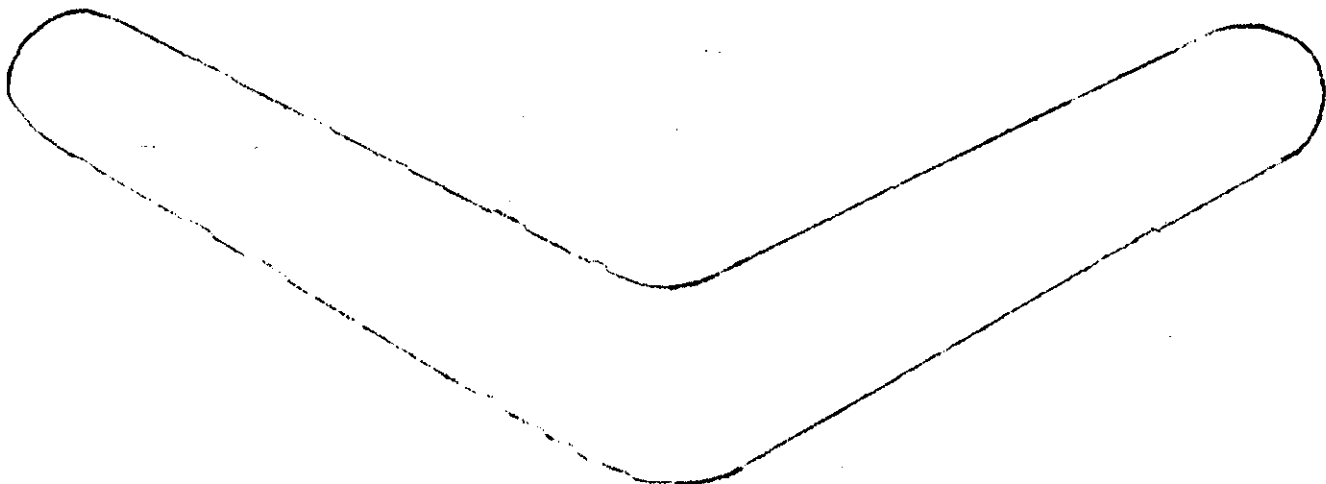
606th Transportation Detachment

Commanding Officer - Robert L. Schroll, MAJ, Inf
First Sergeant - Harry C. Lyons Jr., SFC E7

26th Signal Detachment

Detachment Commander - George E. Hudson, 1LT, SigC
Detachment NCOIC - Johnny M. Minton, SSG E6

31 August 1968



BOOMERANGS

VHPA202

BRIEF HISTORY

The 191st Assault Helicopter Company was organized at Fort Bragg, North Carolina under General Order Number 463 on 1 December 1968. The company arrived in the Republic of Vietnam on 24 May 1967 where it was assigned to the 214th Combat Aviation Battalion. In-country orientation was completed on 21 June 1967 and the company was declared operational.

COMPANY COMMANDERS:

Major Richard C. Winesette	1 Dec 66 to 23 May 67
Major Clarence A. Patnode Jr.	24 May 67 to 4 Nov 67
Major William W. Spurlock	5 Nov 67 to 11 Feb 68
Major Colbert L. Dilday	12 Feb 68 to 19 Jun 68
Major Calvin J. Griggs	20 Jun 68 to Present

Administrative Notes - Month of ⁴⁴⁶ July 1968:

Major Calvin J. Griggs, 191st Assault Helicopter Company Commanding Officer, was presented two weapons by battalions of the 9th Infantry Division in recognition of the outstanding support rendered by the "Boomerangs" and "Bounty Hunters". Inscribed on the plaques attached to the weapons was:

TO THE BOOMERANGS
"THEY ALWAYS RETURN"
FOR OUTSTANDING SUPPORT
FROM
2ND BATTALION 60TH INFANTRY
RECONDO GO DEVILS

TO THE OFFICERS AND MEN
OF THE 191ST ASSAULT
HELICOPTER CO
IN APPRECIATION FOR A
JOB WELL DONE FROM THE
OFFICERS AND MEN OF THE
2ND BN 39TH INF
1ST RECONDO BATTALION

A spot awards ceremony was held on 28 August 1968. Two Silver Stars and three Distinguished Flying Crosses were presented to aviators of the 191st for heroic actions on 18 August 1968 while engaged in an airmobile operation north of Vinh Long RVN. Major General Robert R. Williams, Commanding General, 1st Aviation Brigade, presented the awards.

A company awards ceremony was held on 30 August 1968. Forty-five separate medals were presented to members of the 191st Assault Helicopter Company. The awards included seven Distinguished Flying Crosses, one Bronze Star with V, seventeen Air Medals with V, three Bronze Stars, ten Air Medals and four Army Commendation Medals. LTC Paul F. Anderson, Commanding Officer of the 214th Combat Aviation Battalion, presented the awards.

Operational Notes - Month of August 1968;

2 August and 9 August 1968: The 191st Assault Helicopter Company airlifted two battalions of the Royal Thai Army's Black Panther Division on practice combat assaults. Another battalion was given similar training the previous month, thus completing the airmobile training for the first Brigade.

4 August 1968: During an insertion of troops into an LZ 10 nautical miles SE of Tan Tru the flight was engaged by heavy automatic weapons fire from the nearby woodlines. Five ships were hit. One crashed and was destroyed due to enemy fire. Three of the crew members were hospitalized.

5 August 1968: While supporting the 9th Infantry Division on a night combat assault operation 10 nautical miles SW of Nha Be, Warrant Officer Gary D. Allred, a member of the 191st "Bounty Hunters" Gun Platoon, experienced an engine failure in his UH-1C and had to execute a forced landing. The ship was skillfully landed, causing no damage. The following morning Major General Robert R. Williams, Commanding General, 1st Aviation Brigade, flew to Bearcat to congratulate WO Allred on his successful night forced landing.

9 August 1968: One of the company's UH-1C gun ships crashed and was destroyed while being test flown one mile west of Bearcat. Three crew members were slightly injured.

12 August 1968: The crash of a UH-1D 1 nautical mile west of Rach Kien claimed the lives of four crew members and six passengers. The ship was returning to Bearcat following the completion of a combat operation for the 9th Infantry Division.

18 August 1968: Fifteen aircraft from the 191st Assault Helicopter Company departed Bearcat at approximately 0645 hours on 18 August 1968 to support a Battalion of the 9th Infantry Division north of Vinh Long. The following is an account of that day's events:

Execution: E Company, 3/60th totaling 13 sorties was inserted at approximately 0830 hours vicinity coordinates XE042528. LZ was cold and troops moved south to canal vicinity coordinates XS040511 and started sweeping SE along canal. Inserted B Company, 3/60th totaling 14 sorties vicinity coordinates XS 035505. LZ was cold and troops moved NE to flank E Company and move SE along canal. At approximately 1130 hours an Air Cav unit made contact vicinity coordinates XS023524. C Company consisting of 13 sorties was to be inserted vicinity coordinates XS017523 to develop the situation. On first insertion of C Company the flight received intense automatic weapons fire from woodline to the N, NE, and E of LZ. Lead aircraft received several hits and landed at Vinh Long. Aircraft was unflyable. Number 2 aircraft in the flight also took hits, wounding two infantrymen. Aircraft Commander proceeded to Dong Tam with wounded and upon landing checked his aircraft for battle damage, finding it unflyable. The flight also received fire on second insertion and lead aircraft took hits. Aircraft was shut down in PZ vicinity coordinates XS106454, checked for battle damage and found unflyable. By this time 3 gunships of the 191st were down for maintenance. Following the insertion of C Company one

gunship from the 191st and one Huey Cobra proceeded to attack enemy emplacements to the NE of where they (C Company) were pinned down by enemy fire. After a short engagement both ships received hits from enemy automatic weapons and departed station for Vinh Long to check for battle damage. Both were damaged and unflyable. Another light fire team reported to the Air Mission Commander and were given the mission of reconnaissance of an LZ in which to reinsert E Company. Both received heavy automatic weapons fire and were damaged to the extent that they had to depart station. At approximately 1630 hours five UH-1 troop carriers and one light fire team was attached to the 191st. One 191st gun ship had been repaired and was flyable by this time. E Company was extracted and inserted vicinity coordinates XSO15538. The flight received fire on both insertions but all ships continued to fly. At 1700 hours the Command and Control aircraft took hits at 1500 feet from an enemy automatic weapon and was forced to land, aircraft was unflyable. Another aircraft was taken out of the flight for the C and C Party. At approximately 1800 hours B Company was extracted and reinserted vicinity coordinates XSO10522. The flight received fire from buildings and tree line on final approach. The flight departed station for refueling and a check for battle damage. Another light fire team was attached at approximately 1830 hours and was assigned the mission of flying cover for B Company. At approximately 1830 hours both aircraft received intense automatic weapons fire and departed station for Vinh Long. Neither were able to return due to bullet damage. At approximately 1845 hours, two companies had been attached to 3/60th and were inserted in vicinity coordinates XSO25530 and XSO25514 respectively. No fire was received on the first insertion. On the second insertion the company received heavy automatic (machine gun) fire (grazing) which engaged the flight while in the LZ and after taking off from the LZ. The second lift of this insertion was inserted 500 meters farther south. After checking for battle damage it was determined that the 191st had 2 UH-1 troop carriers, the command and control aircraft, and one gun ship plus a spare UH-1 troop carrier that were still flyable. Of all attached assets (12 aircraft total) there were 3 UH-1 troop carriers and one gun ship flyable. Beginning at approximately 2000 hours these 8 aircraft were utilized to complete a 5 ship extraction and insertion of troops from one fire support base to another one (these 5 ships received fire from two unknown locations enroute) and to resupply 3 companies with one resupply sortie to each company. No fire was received during resupply mission. The flight was released at 2200 hours. The 606th maintenance Detachment personnel had been at Vinh Long and the initial PZ since 1500 hours repairing aircraft and determining recovery procedures to be used. Seven aircraft had to be left at the PZ and Vinh Long. The remainder of the damaged ships were temporarily repaired and flown back to DaNang. The flight arrived at Bearcat at 2330 hours.

The following day marked the first time in the history of the unit that it was unable to execute its assigned mission due to battle damage.

24 August 1968: The company lost a UH-1C to enemy ground fire 20 nautical miles north of Vinh Long. The aircraft, engulfed in flames from bullet damage, executed a forced landing and burned. The crew escaped uninjured.

25 August 1968: While attempting a take off from a field location northwest of Saigon a UH-1C struck a rice dike and was destroyed. The crew escaped without injury.

Since its arrival in the Republic of Vietnam records indicate the following statistics through 31 August 1968.

Total Combat Support Hours Flown	43,876
Total VC Killed by Actual Body Count	420
Total VC Killed (Possible)	25
KIA Due to Combat.	7
Non-Combat Fatalities	14
WIA Due to Combat (Losses)	12
Non-Combat Losses (Injuries)	22
Wounded in Action, Returned to Duty.	27
Court Martials, Summary	0
Special.	3
General.	0
Article 15's	27
Veneral Disease Cases	9
Malaria Cases	0

OPERATIONAL CAPABILITY

Present Mission: Although unstated in a mission statement the normal mission as assigned by II Field Force AAF on a day by day basis is support of the 9th Infantry Division. The normal area of operations is from Nha Be on the Dong Nai River extended south and southwest to Dong Tam on the My Tho River. Approximately 95% of the operations at the present time are combat assault operations in support of units of the 9th Infantry Division.

Present Aircraft Strength:

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>
UH-1D's	23	20
UH-1C's	8	5

Personnel Strengths:

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>PRESENT FOR DUTY</u>	<u>SEPTEMBER LOSSES</u>
Officers:				
MAJ'S	1	3	3	0
CPT'S	5	3	3	0
LT'S	9	12	12	1
WO'S	52	43	42	2
ENLISTED	230	207	197	15

AIRCRAFT AND AVIATOR FLYING HOURS

<u>MONTH</u>	<u>UH-1D</u>	<u>UH-1C</u>	<u>TOTAL</u>	<u>HIGH AVIATOR</u>	<u>AVERAGE</u>
Aug 67	2611	810	3421	154.4	100.8
Sep 67	2146	559	2705	137.8	100.9
Oct 67	2138	717	2855	139.9	100.6
Nov 67	2071	808	2879	139.0	100.0
Dec 67	2157	835	2992	140.0	102.0
Jan 68	2143	662	2805	139.0	94.0
Feb 68	2095	703	2798	137.0	98.0
Mar 68	2569	842	3411	156.0	122.0
Apr 68	2593	807	3400	156.0	108.0
May 68	2606	807	3413	145.0	107.0
Jun 68	2158	758	2916	148.5	110.5
Jul 68	2450	796	3246	148.0	110.0
Aug 68	2606	665	3270	155.0	118.0

AIRCRAFT AVAILABILITY PERCENTAGE

<u>MONTH</u>	<u>TYPE ACFT</u>	<u>AVAIL</u>	<u>NORS</u>	<u>NORM</u>
Aug 67	UH-1C/UH-1D	72.0/79.0%	9.0/16%	23.0/19.0%
Sep 67	UH-1C/UH-1D	80.0/72.0%	2.0/8.0%	18.0/20.0%
Oct 67	UH-1C/UH-1D	84.5/78.2%	2.2/7.1%	13.3/14.7%
Nov 67	UH-1C/UH-1D	87.9/80.3%	0.9/8.0%	11.2/11.7%
Dec 67	UH-1C/UH-1D	87.1/37.9%	0.5/1.4%	12.4/10.0%
Jan 68	UH-1C/UH-1D	78.0/85.0%	3.0/0.0%	19.0/15.0%
Feb 68	UH-1C/UH-1D	80.7/86.6%	2.1/1.3%	17.2/12.1%
Mar 68	UH-1C/UH-1D	86.8/85.7%	0.0/1.7%	13.2/12.6%
Apr 68	UH-1C/UH-1D	83.1/86.4%	0.0/0.0%	16.9/13.1%
May 68	UH-1C/UH-1D	73.8/83.9%	0.0/1.0%	26.1/16.1%
Jun 68	UH-1C/UH-1D	71.7/80.5%	0.0/8.0%	28.3/18.7%
Jul 68	UH-1C/UH-1D	72.2/81.3%	8.2/2.8%	19.6/15.9%
Aug 68	UH-1C/UH-1D	56.0/69.9%	4.4/5.7%	39.5/24.7%

ALCOHOL ACCIDENT EXPERIENCE

<u>MONTH</u>	<u>NUMBER</u>	<u>RATE</u>	<u>CUMULATIVE RATE</u>
Jul 67	2	07%	54.5%
Aug 67	3	86%	75.1%
Sep 67	1	36%	61.3%
Oct 67	2	70%	66.9%
Nov 67	0	00%	54.7%
Dec 67	1	33%	50.0%
Jan 68	1	35%	46.5%
Feb 68	0	00%	42.7%
Mar 68	1	29%	39.0%
Apr 68	0	00%	38.5%
May 68	1	29.3%	34.3%
Jun 68	1	34.4%	34.7%
Jul 68	0	00%	34.3%
Aug 68	3	93%	51.8%

DEROS DATA

<u>MONTH</u>	<u>OFFICERS</u>		<u>WARRANT OFFICERS</u>		<u>ENLISTED MEN</u>	
	<u>NUMBER</u>	<u>%</u>	<u>NUMBER</u>	<u>%</u>	<u>NUMBER</u>	<u>%</u>
Aug 68	0	0	0	0	0	0
Sep 68	0	0	5	12	15	7
Oct 68	2	13	7	16	31	11
Nov 68	0	0	3	7	6	3
Dec 68	1	7	2	1	14	6
Jan 69	1	7	4	9	29	12
Feb 69	1	7	0	0	14	6
Mar 69	1	7	5	12	24	10
Apr 69	3	20	0	0	13	6
May 69	1	7	5	12	17	7
Jun 69	0	0	5	12	19	8
Jul 69	1	6	3	7	11	4
Aug 69	4	26	4	9	17	7

AWARDS AND DECORATIONS

<u>MEDAL</u>	<u>NUMBER RECOMMENDED</u>	<u>APPROVED</u>	<u>PENDING</u>	<u>DOWNGRADED</u>
Silver Star	11	4	5	2
Soldier's Medal	2	2	0	0
Distinguished Flying Cross	100	47	44	12
Bronze Star W/V	9	6	5	0
Bronze Star	47	33	11	5
Air Medal W/V	185	125	60	0
Air Medal (Basic)	320	269	51	0
Army Commendation Medal	79	62	22	0
Purple Heart	NA	42	NA	NA