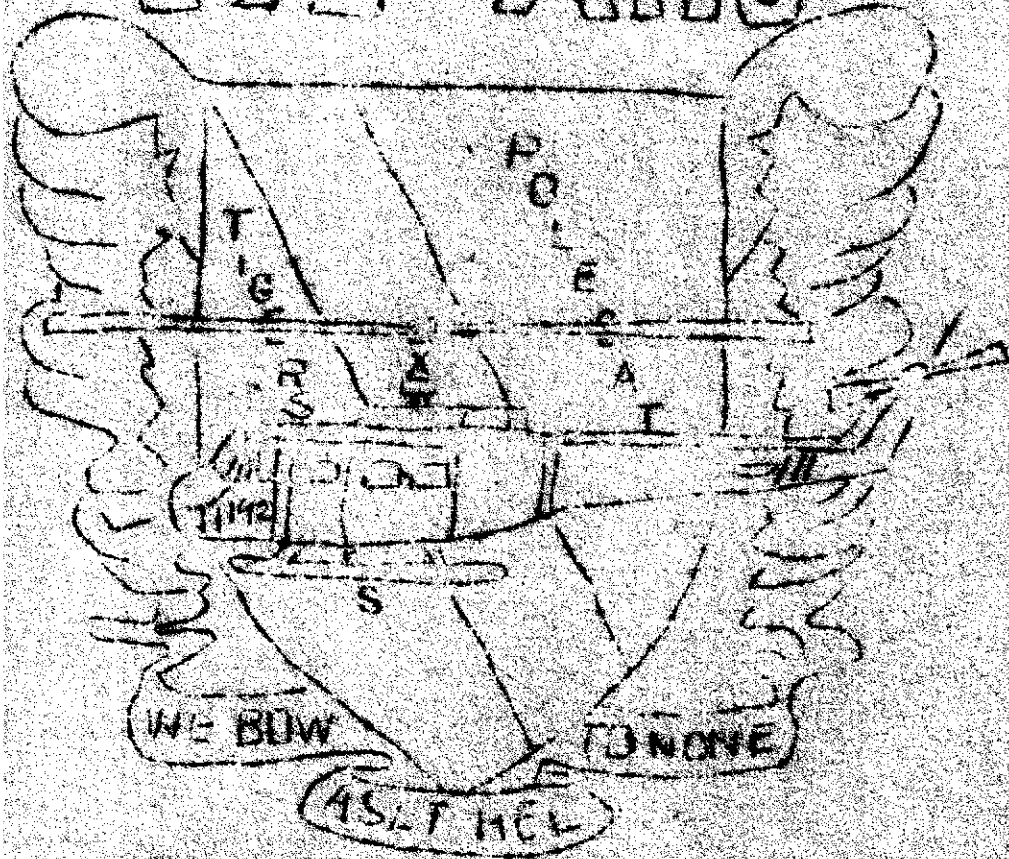


192ND ANG



VIETNAM

1971

ANNUAL SUPPLEMENT
HISTORY OF THE
192ND ASSAULT HELICOPTER COMPANY
10TH COMBAT AVIATION BATTALION
17TH COMBAT AVIATION GROUP

1 JANUARY 1971 - 20 DECEMBER 1971

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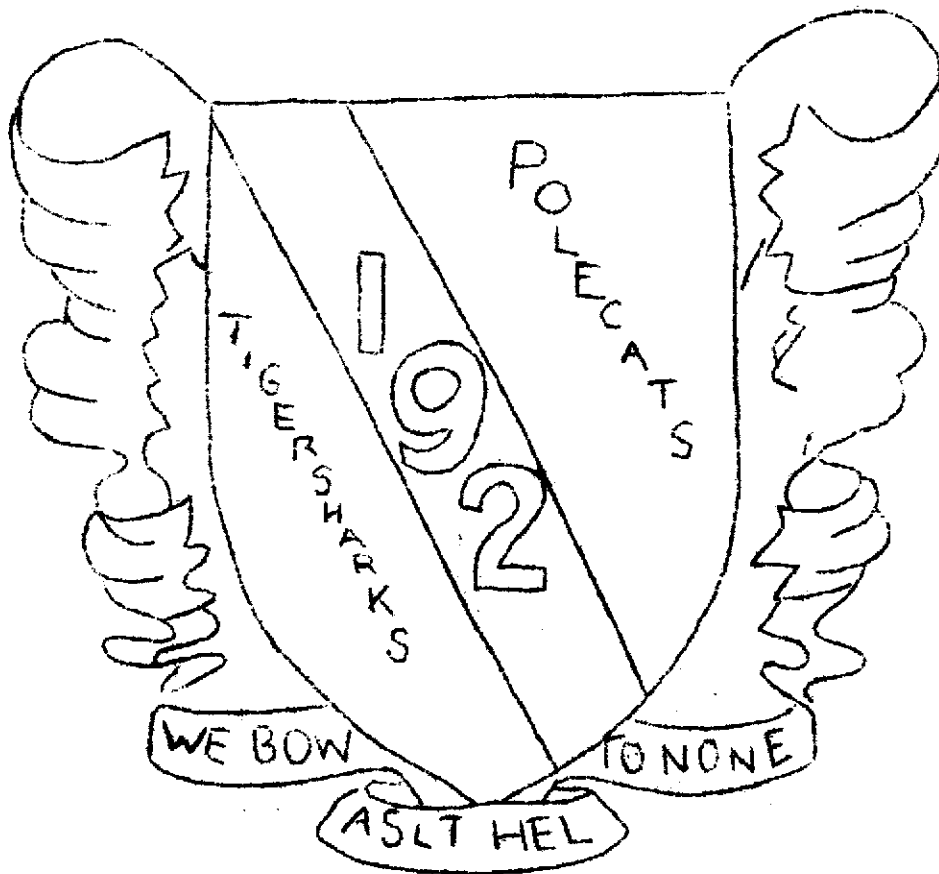
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FORWARD

The 192nd continued it's support of Allied tactical elements throughout Military Region II during the calendar year 1971. Responding to the widely varying requirements of the supported units, the 192nd has continually demonstrated its expertise and professionalism. Maintaining high morale and levels of accomplishment, the men of the 192nd have met and mastered the challenges of 1971.



The original company crest was similar to the new crest (depicted above) in basic design, with the center of the shield emblazoned with a flying white horse. This white horse was symbolic of the White Horse Division, Army of the Republic of Korea, whom the 192nd primarily supported at that time. As the company's mission changed to priority of support to Task Force South and 23rd ARVN, so did the unit crest, and the "White Horse" gave way to the bold "192" in red numerals on a black background. The traditional callsign "POLECATS" for the lift platoons, and "TIGERSHARKS" for the gun platoon, balance the 192nd chevron. The company's motto "We Bow To None" remains unchanged and is a matter of professionalism and pride within the company.

CHAPTER II: UNIT BACKGROUND

UNIT FORMATION:

The company was constituted on 23 September 1942 in the Army of the United States as the 2033d Quartermaster Truck Company, Aviation, and was activated at Kelley Field, Texas, 1 October 1942.

During WWII, the unit received campaign credit for action in the India-Burma campaign, and the Central Burma campaign. At the close of the war, the company was inactivated 10 January 1946, in India. On 1 August 1946, the unit was converted and redesignated as the 2033d Transportation Corps Truck Company (Aviation).

On 27 September 1966, with the growing utilization of rotary wing aircraft on an army wide basis, the company was redesignated as the 192nd Aviation Company and allotted to the regular Army. The 192nd was activated 25 November 1966 at Ft. Riley, Kansas, where it began intensive training in preparation for deployment to Southeast Asia.

OVERSEAS DEPLOYMENT:

The 192nd arrived in Viet Nam 29 October 1967, and was immediately assigned to the 268th Aviation Battalion at Phu Hiep.

The original mission of the 192nd was the direct combat support of the White Horse Division, ROK. Not only did the 192nd support the White Horse Division, but also the Capitol ROK Division, IFFV, MACV, 173rd Airborne Brigade, and ARVN units in Military Region II. The 192nd had its introduction to combat when the unit participated in the savage fighting during the battle of Dak To, in November 1967.

CHAPTER III: COMMAND AND CONTROL

COMMANDERS:

The 192nd was commanded by Major James L. Higginbotham until 18 January 1971. The commander of the POLEGATS and TIGERSHARKS from 18 January 1971 through 21 July 1971 was Major Arthur R. Griffin. On 21 July 1971 Major Irwin S. Dierking assumed command of the company and remained in command until 20 January 1972, the final stand down day of the 192nd Assault Helicopter Company.

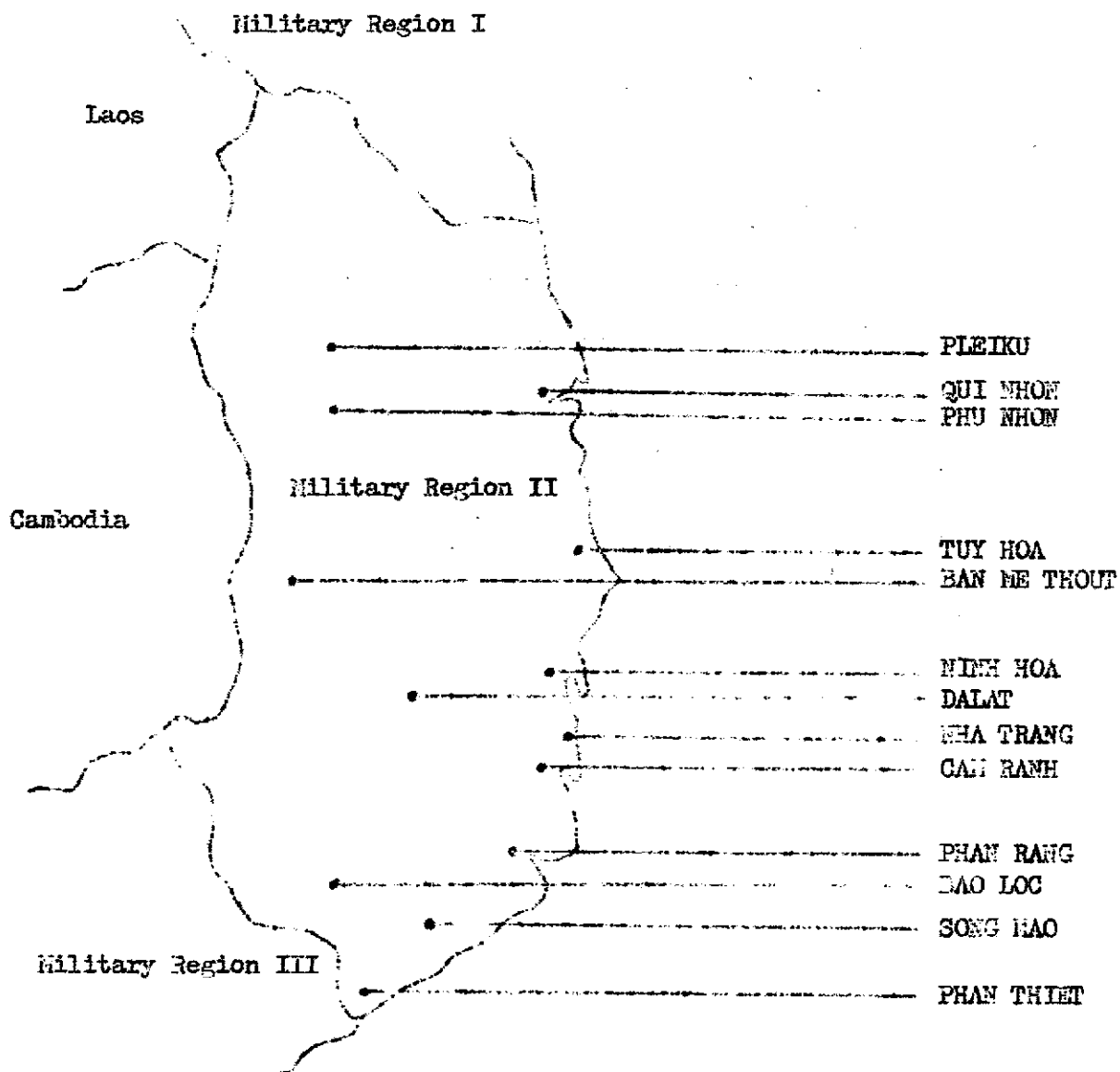
SHORT BIOGRAPHY-Major Irwin S. Dierking

Major Dierking was born in Washington D.C., graduated from Texas A&M in 1961 and was commissioned a 2nd Lt. in that year. He attended Fixed Wing Flight School in 1964 and was then assigned to the 55th Aviation Company in Korea. In 1965 Major Dierking attended the Infantry Officer Career Course and then completed the OU-1 Mohawk Transition Course. In 1967 he began his first tour of Vietnam serving with the 131st Aviation Company. In 1968 Major Dierking was assigned to Ft. Rucker, Alabama, where he was an OU-1 flight instructor and Commanding Officer of the 65th Company (Officer Student Company). In 1971, after completing the Rotary Wing Transition Course, he began his second tour of Vietnam coming directly to the 192nd Assault Helicopter Company as the Commanding Officer.

Major Dierking is married and has two children who reside in Austin, Texas.

Biographies for Major Higginbotham and Major Griffin are not available at this time.

AREA OF OPERATIONS



During 1971 the 192nd Assault Helicopter Company conducted regular operations in Military Region II, extending as far north as Pleiku and Qui Nhon and as far south as Phan Thiet, Bao Loc, and Gia Nghia.

Terrain in the areas varies widely from the coastal plains on the East to the heavily forested mountain regions which dominate the Central portion, to the grass and forest covered regions to the West along the Cambodian border. Terrain and weather conditions demand exceptional skill and technique of the aviator on a year-round basis in order to successfully accomplish the mission.

CHAPTER IV: UNIT OPERATIONS

The year 1971 found the 192nd AHC's priority support directed to the 23rd ARVN Division, 9th ROK Division, American Forces and MACV teams located throughout the Southern half of Military Region II.

On 18 January 1971, Major Arthur R. Griffin assumed command of the 192nd Assault Helicopter Company, succeeding Major James L. Higginbotham who was transferred to S-3, 10th Combat Aviation Battalion. During that month, the 192nd flew numerous combat assaults in addition to their regular logistic support. On 5 January two Tigershark Gunships were scrambled for an overturned vehicle belonging to the 589th Engineers. There were negative injuries and negative enemy contact. On 8 January five slicks and two gunships conducted a combat assault for an element of the 23rd ARVN Division, 318 troops were moved. On 21 January four slicks and two gunships conducted a combat assault for 44th ARVN Regiment, 127 troops were inserted. On 30 January five slicks and 2 gunships conducted a combat assault for the 30th ROK Regiment, 262 troops were inserted. Negative enemy contact was received on the combat assaults. During the month the 192nd maintained 5 slicks and two gunships in the Ban Me Thout area continuing a policy established in November of the previous year. The lift platoons rotated to BMT on a monthly basis.

During the month of February the 192nd participated in 5 combat assaults in support of 29th and 30th ROK Regiments. Tight enemy ground fire was encountered on 23 February while supporting the 29th ROK Regiment. Negative injuries or damage were sustained. On that day seven 192nd slicks moved 639 troops.

The month of March proved to be very eventful for the Tigersharks and Polecats. On 4 March at approximately 1030 hours, a slick flying C & C for the 44th ARVN Regiment spotted 4 VC. The Tigersharks were called out to assist. During a sweep of the area 4 VC were found KBI. On 12 March the Tigersharks

were scrambled to assist with a search and rescue operation in the Dalat area for an Air Force F-100 that had gone down. On 16 March at approximately 1010 hours two Tigershark gunships were scrambled for dustoff cover. During the mission small arms fire was encountered, one ship taking two hits. The crewchief was wounded in the arm from a ricochet. On 23 March at 2215 hours two Tigershark gunships were scrambled for dustoff cover seven miles north of Ban Me Thout. During this mission Tigershark 556 flying 1FR due to heavy cloud cover crashed into the side of a mountain. The aircraft was destroyed, and the pilots received cuts and bruises. The crewchief sustained a broken leg and gunner severe back injuries as well as numerous cuts and bruises. Two combat assaults were conducted in support of the 29th ROK Regiment during March. A total of 678 troops were moved in two days by six alicks.

April was a month of heavy flying. The Polecats and Tigersharks were kept very busy flying support missions and also participated in five combat assaults. During the month 7483 passengers and 111 tons of cargo were carried by the Polecats.

The month of May involved no combat assaults for the 192nd. During this period the company applied all its assets to the Second Region Advisor Group, and the 23rd ARVN Division. In support of the 23rd Division, the 192nd extracted 30 wounded ARVN's in its secondary roll of dustoff in the Ban Me Thout area. On the 19th of May, WO1 Conner had an engine failure and landed the aircraft on QL1. Showing exceptional skill, Mr Conners landed on the busy highway without incident. The aircraft was airlifted back to home base a few hours later.

June was a costly month for the 192nd. On 5 June an aircraft going into an LZ experienced loss of power. The aircraft commander attempted a go-around but rotor RPM continued to deteriorate and the aircraft settled into the trees. There were no injuries, but the aircraft was destroyed. On 10 June, Tigershark 597 while covering a sniffer mission south of Pleiku received several rounds

of small arms fire causing a power loss and fire. The aircraft crashed and burned inflicting severe injuries on the pilots. The enlisted crew received fatal injuries. A memorial service was held in Phan Rang where the two men, SP5 Johnny Arthur and PFC Louis Montoya, were honored by their comrades in arms.

On 21 July the 192nd bid farewell to Major Griffin and welcomed its new Company Commander Major Dierking. A change of command ceremony was held in Phan Rang. On 12 July the 192nd committed 14 slicks and 5 gunships to the 30th ROK Regiment for a combat assault, inserting 817 troops. On 26 July the 30th ROK Regiment was extracted by the 192nd. The Command and Control aircraft had on board the new company commander who directed the extraction in an outstanding manner.

The month of August was highly eventful for the Polecats and Tigersharks. On the 3rd of the month, the company started its move to Dong Ba Thin and on the 11th the last personnel departed Phan Rang and settled in the new company area. The largest portion of the equipment was moved by one single tractor and trailer, driven by the tireless Service Platoon Sergeant, SFC Boyer. He made approximately 45 trips to Dong Ba Thin with his heavily loaded rig, and got to know Thunderroad quite well. On the 11th the 192nd had its AGI and passed! It may be noted that during the entire move and frantic preparation for the big inspection, the 192nd remained fully operational, flying more and longer missions. The Polecats and Tigersharks flew a total of 2326 hours during August, the most in any one month period up to that time. The 192nd is very proud of the outstanding maintenance rendered by the Service Platoon during the move, with Tech supply spread out between Phan Rang, the highway, and Dong Ba Thin, and most of the shop personnel engaged in packing and unpacking: the "Skunk Retrievers" managed to keep the aircraft flying. On the 7th of August the five VNAF pilots who had joined the 192nd earlier, officially graduated and returned to their home units. Another group of five joined the company on the 27th of August and started their training at Rucker West the next day.

During the month of September the 192nd again lead the 10th CAB in the number of hours flown. The members of the 192nd were also told that they had flown more hours than any other Assault Helicopter Company in Vietnam. The Polecats, and Tigersharks with the able maintenance assistance from Skunk Retrievers flew a whopping 2476 hours in support of various units in Military Region II. The 192nd flew missions as far north as LZ English and as far south as Siagon. The 192nd was involved in five separate combat assaults as well as the regular mission assignments.

The 192nd assisted in six combat assaults during October along with their continued support of allied infantry units, American units and MACV teams located throughout Military Region II. One major accident was experienced during October. An aircraft being brought to a hover pitched up and rolled right. The aircraft commander applied corrective control movements, but the aircraft systems failed to respond. The aircraft crashed and it still is unknown why the aircraft failed to respond to control inputs.

The Polecats and Tigersharks flew regular support missions during November and December. On 20 December the 192nd Assault Helicopter Company was relieved of all mission assignments and began deactivation.

In its five years as a combat assault helicopter company, the 192nd is very proud of its accomplishments and of the spirit and stamina of its men. All those who have served with their unit in combat are proud of it and the motto of the unit will live in their hearts forever.

"WE BOW TO NONE"

CHAPTER V: EQUIPMENT AND INSTALLATIONS

EQUIPMENT:

Lift ships utilized by the 192nd are the Bell UH-1H, a utility helicopter capable of carrying 3000 pounds and a crew of four. The "Hotel" model is powered by a single turbine engine, the T53-L-13, producing 1100 shaft horsepower. It has been described as the "workhorse" of South Vietnam.

The Aerial Weapons Platoon utilizes the Bell UH-1G and UH-1H model gunships. The "Charlie" model is powered by the T53-L-11 engine which produces 900 shaft horsepower and the "Mike" model by the T53-L-13 engine producing 1100 horsepower. The "G" and "H" models each have a crew of four and carry internally or externally on mounts 1000 and 1500 pounds respectively. The gunships use rockets, mini-guns and/or 40mm grenades as armament.

INSTALLATIONS:

Phan Rang was the home of the 192nd Assault Helicopter Company for the first 7 months of 1971. Phan Rang proved to be an excellent area, the main problem being the distance to the mess halls and recreational facilities. The US Air Force at Phan Rang was always helpful and generously made their recreational and educational facilities available to members of the 192nd.

In July the 243rd ASHC stood down and in August the 192nd moved to Dong Ba Thin and took over their area. On arrival at their new home, the 192nd found most of the area in excellent condition and very little rebuilding and remodeling was required. The largest and most time consuming of all jobs was rebuilding the OH-47 revetments to accommodate the UH-1H used by the 192nd. The billets were in fine shape and the area included an annex to the Officer Open Mess System which was something new for the officers of the 192nd.

CHAPTER VI: REFLECTIONS

The following awards were presented to 192nd personnel during 1971:

Distinguish Flying Cross	3
Purple Heart	4
Bronze Star	22
Army Comendation	239
Basic Air Medal	103

HONOR ROLL

TO THE MEN WHO MADE THE SUPREME SACRIFICE IN SERVICE TO THEIR COUNTRY WE
DEDICATE THIS SUPPLEMENT OF THE 192ND ASSAULT HELICOPTER COMPANY UNIT HISTORY.

SP5 JOHNNY ARTHUR	585-22-3147	10 Jun 1971	H
PFC LOUIE MONTOYA	550-84-4695	10 Jun 1971	H
SP4 JEFFREY MESOLOWSKI	549-88-9192	19 Jun 1971	NH
SP4 ALBIN L. KENDALL	569-76-0382	8 Nov 1971	NH
SP5 MARVIN BRIESACHER	468-58-3727	9 Dec 1971	NH

APPENDICES

MISSION STATISTICS FOR 1971

Combat hours flown.....	23,922
Combat Sorties flown.....	40,496
Passengers carried.....	72,916
Cargo carried (Tons).....	1,428
Modivacs.....	96
VC/NVA KBA.....	11