



HISTORY OF THE  
180TH ASSAULT SUPPORT HELICOPTER COMPANY (CH-47)

268TH COMBAT AVIATION BATTALION

17 March 1965 - 31 December 1967

Prepared By  
CW2 Jean C. Paquin  
Unit Historical Officer

APPROVED BY

FRANCIS E. WOITH  
LTC Arty  
Commanding

180TH ASSAULT SUPPORT HELICOPTER COMPANY (CH-47)  
APO 96316

VHP82

## FORWARD

The 180th Assault Support Helicopter Company (CH-47) with its base camp at Phu Hiep Army Airfield continues, as it has since its arrival in the Republic of Vietnam, to render to Free World Military Assistance Forces the kind of high quality heavy lift support which enables them to meet the aggressor and defeat him on his own ground. The 180th prides itself on this ability to furnish steady, dependable support on a continuous basis to units throughout the II Corps Tactical Zone and through the professional "can do" attitude of all members past and present, the name of "Big Windy" has come to be known throughout the Republic of Vietnam.

## CHAPTER I

### HERALDRY

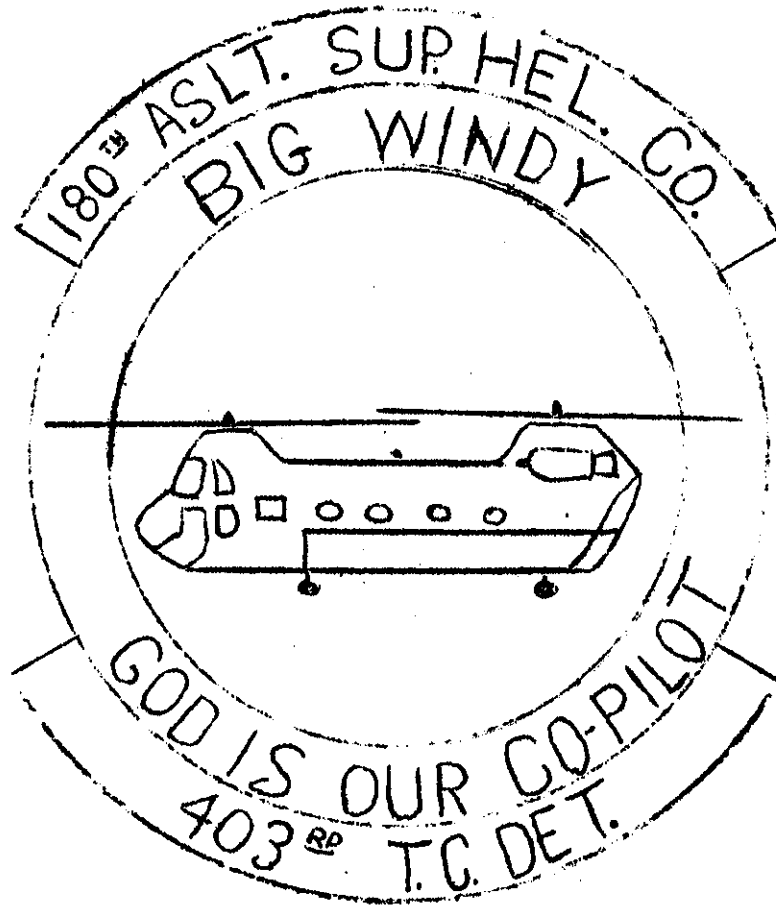
#### DESCRIPTION OF DISTINCTIVE UNIT INSIGNIA

The "Big Windy" insignia consists of a circular white cloth patch, approximately  $4\frac{1}{2}$  inches in diameter, embroidered in green and gold with black trim. It features the silhouette of the CH-47A "Chinook" helicopter in traditional Army Green. Gold lettering embroidered concentrically along the circumference announces the unit name: "180th Aslt Supt Hel Co" along the upper edge and the name of its associated maintenance unit: "403rd T.C. Det" appears along the lower edge. The unit traditional call sign "BIG WINDY" and the unit motto "GOD IS OUR CO-PILOT" are concentrically embroidered in gold along the inner circumference. A black and white reproduction of the distinctive unit insignia appears on the following page.

This insignia is worn on the inner button of the right breast pocket by members of the 180th ASHC. Members of the 403rd T.C. Det wear this insignia on the inner button of the left breast pocket.

A commemorative plastic replica mounted upon a wooden plaque is presented to unit aviators and pilots prior to their departure. This replica is suitably inscribed with the name of the recipient and the inclusive dates during which he served with either unit.

DISTINCTIVE UNIT INSIGNIA



## CHAPTER II

A. The 180th Assault Support Helicopter Company (CH-47A) was constituted in the Regular Army on 16 July 1965 under the name of 180th Aviation Company (Medium Helicopter). It was activated at Fort Benning, Georgia, on 17 March 1966 by General Order 99, Headquarters, Third U.S. Army, dated 16 March 1966. This same order also activated the 403rd Transportation Detachment (Medium Helicopter Field Maintenance). The authorized strength of these units was as follows:

	<u>Officers</u>	<u>Warrant Officers</u>	<u>Enlisted Men</u>	<u>Aggregate</u>
180th	13	25	148	186
403rd	1	1	80	82

LTC (then Major) Thomas F. Perkins, O2263420, Artillery, became the first commander of the 180th per Special Order 69, Headquarters 10th Aviation Group, dated 24 March 1966 and LTC (then Major) Wallace L. Tate, O87635, TC, became the first commander of the 403rd.

B. 1. The spring and summer of 1966 were devoted to organization and training. Personnel and equipment "ear-marked" for the 180th and 403rd began to arrive at Fort Benning. Training was conducted at an accelerated pace culminating in Training Operation "PERKINS", 1-5 August 1966. During this Field Training Exercise, both units demonstrated their readiness for deployment. While supporting the 2nd Battalion, 40th Artillery and D Troop, 17 Cavalry, the 180th flew 100 sorties, transporting 875 passengers and 44,000 pounds of cargo.

2. Following Training Operation "PERKINS", final preparations for overseas movement began in earnest. From 24 August to 6 September, the CH-47 helicopters were ferried from Fort Benning, Georgia to Sharpe Army Depot, California, where they were readied for trans-shipment from Alameda. TOE equipment left Fort Benning by rail on 16 September for further surface shipment. This equipment arrived at Charleston, South Carolina, was loaded aboard the MSTS Gordon, and left for Southeast Asia on 19 September. On 1 October, the advance party consisting of Majors Rupert F. Glover and Allen M. Carlisle departed the United States by commercial aircraft. They were the first unit members to land in the Republic of Vietnam, arriving on 4 October. On that same date, 3 officers, 3 warrant officers, and 25 enlisted men departed Alameda, California, with their aircraft aboard the MSTS Briton. From 14 thru 17 October, small groups of officers and men departed Warner-Robbins AFB, Macon, Georgia, aboard C-130 aircraft. All told, seven C-130 airplanes, two Liberty ships and one aircraft carrier were required for the move.

3. Initially the 180th and 403rd were assigned to the 10th Combat Aviation Battalion and located with their parent unit at Dong Ba Thin. Pilots and crew members were sent to the 179th Assault Support Helicopter Company in Pleiku and to aviation units of the 1st Cavalry Division (Airmobile) in the An Khe area to receive their "in-country" orientation. Meanwhile, through self-help, construction of billets and the layout of work areas at Dong Ba Thin progressed rapidly.

4. Upon arrival of the MSTB Briton at Vung Tau on 17 November, little time was wasted restoring the aircraft to flyable status. Working diligently and with forethought, the first mission-ready helicopters departed Vung Tau a scant forty-eight following their arrival in-country. By the time the sound of three twin-rotored helicopters flying-by in review over Flanders heliport was heard on 19 November, "Big Windy" flight crews had already completed a part of their first combat re-supply mission. As the helicopters departed Vung Tau, they were diverted to Saigon to ease a backlog of aircraft parts destined for units of the 17th Combat Aviation Group. Thus, prior to becoming operational, the 180th Assault Support Helicopter Company (CH-47) delivered 85,000 pounds of aircraft parts to units located at Ban Me Thuot, Pleiku, Qui Nhon, Nha Trang and Dong Ba Thin. An intensive unit training cycle was curtailed as the unit was deemed combat-ready and declared operational on 1 December 1966.

## CHAPTER III

### COMMAND AND CONTROL

#### A. Commanders of the 180th Assault Support Helicopter Company (CH-47):

1. LTC Thomas F. Perkins, 02263420, Artillery, from 24 March 1965 to 1 April 1967.
2. LTC Wallace L. Tate, 087635, Transportation Corps, from 1 April 1967 to 3 October 1967.
3. LTC Francis E. Woith, 02263243, Artillery, from 3 October 1967 to the present time.

B. 1. During its activation and training period, the 180th Aviation Company (Med Hel) and the 403rd Transportation Detachment (Med Hel Fld Maint) were under the command and control of the 37th Aviation Battalion, 10th Aviation Group.

2. Effective 21 October 1966, the 180th and 403rd were assigned to the 17th Combat Aviation Group per General Order 770, Headquarters 1st Aviation Brigade, dated 1 November 1966. Both units were further assigned to the 10th Combat Aviation Battalion until 14 November 1967.

3. From 15 November 1967 until now, the 180th and 403rd have been under the command and control of the 268th Combat Aviation Battalion, 17th Combat Aviation Group, 1st Aviation Brigade.

## CHAPTER IV

### UNIT OPERATIONS

A. The 180th Assault Support Helicopter Company (CH-47) was deemed ready to assume its combat support roll and become operational in the Republic of Vietnam on 1 December 1966. From its home base at Dong Ba Thin, the unit soon began to operate in the manner established by its parent unit, the 10th Combat Aviation Battalion who were already known as the "Vagabonds of Vietnam." Four aircraft were dispatched to Tuy Hoa to support units of the 101st Airborne Division engaged in Operation "GEMINI." Two other "Chinook" helicopters and crews led by Major Morgan L. Phillips were assigned to support the Capital Infantry Division of the Republic of Korea at An Son. Since this was the first exposure of the "Tiger Division" to the CH-47, much time was expended in training and teaching proper cargo helicopter employment. Beginning on 7 December 1967, units of the 101st Airborne Division moved from Tuy Hoa to Kontum. "Big Windy's" helicopters followed along to provide tactical airlift support for Operation "PICKETT." Other unit aircraft operating out of Dong Ba Thin were allocated on a daily basis to units ranging from Song Mao to Phan Thiet. Thus the 180th Aslt Spt Hel Co fell in step with the 10th CAB's Vagabond march. "Big Windy" was selected to transport the Bob Hope Troupe from nearby Cam Ranh Air Force Base to Cam Ranh Army Airfield. CPT Fred Hope, unit Administrative Officer, piloted the aircraft which transported his namesake. Christmas was celebrated by many members of the unit at the Christmas tree celebration of the little town of Hoa Tan. About 350 children and their parents attended the festivities. The officers and men of the 180th provided candy and presents for the children who, in turn, presented native dances for the entertainment of members of the 180th. In the words of Father Tran Thuc Dinh, Hoa Tan parish priest, the 180th was "Daddy Noel." Thus began the 180th's community relations program. During its first operational month, the 180th logged 805 flying hours, transporting 2,635 tons of cargo, and 10,935 passengers.

B. Beginning in January 1967, increased airlift support was provided for the Capital Infantry Division of the Republic of Korea and support of the 101st Airborne Division continued. On Saturday, January 25th, the 180th held its first company picnic-beach party. As expected, the enlisted men trounced the officers at volley-ball. "The Nads," a musical group consisting of Captains Kelly, Muller and Wilson provided entertainment with their inimitable renditions of original songs. Each of their selections was rewarded with applause and shouted encouragement such as: "Go-Nads!" Their parodies panning everyone and everything ranging from "Windy Six" to "The Song Contest" were instrumental in developing the "playing" portion of "Big Windy's" hard-working and hard-playing reputation.

C. In February, the 180th continued to extend its support activities from Cu Chi to Tuy Hoa. Ten aircraft aided in the rapid movement of troops and munitions during Operation "JUNCTION CITY" in the northern Mekong Delta sector.



Support of the 101st Airborne Division ranged from Bao Lac to Phan Thiet. As the month drew to a close, the 101st moved northward toward Song Mao. Three helicopters requiring extensive 3rd echelon maintenance remained at Phan Thiet where two aft swash plates and one forward transmission were changed. Members of the 403rd Transportation Detachment utilizing equipment no more sophisticated than a davit, performed these field maintenance tasks in an outstanding manner despite the most adverse field conditions. Specialist Six Kivler distinguished himself by performing an engine change in the field aided and abetted only by the Maintenance Officer. Simultaneously, the unit was ordered to move north in order to be in a better location from which to support forthcoming operations. On February 24th, the land-tail, under the command of Major Leonard L. McLaughlin, arrived at Tuy Hoa. The one-day trip from Dong Ba Thin was outstandingly successful in that not a single vehicular breakdown occurred. The difficulties inherent in operating and maintaining aircraft at four different locations were compounded by the needs of building a new cantonment. With undaunted spirit, all officers and men became carpenters, plumbers, electricians and tinsmiths. Although many of our aircraft were flown by blistered hands, our combat support mission never faltered. Our construction project progressed at a rapid pace.

D. Through March, as the 101st probed deeper into its area of operations near Song Mao during Operation "FARRAGUT," the 180th continued to refine and improve its service. Working with the full cooperation of the 2/230th Artillery, a standardized loading plan to move an artillery battery was developed. By deleting all mixed loads and transporting all equipment externally, the time required to relocate an artillery battery was reduced considerably. Support of the Capital and 9th Infantry ROK Divisions engaged in Operation "OH JOCK YO" saw many troop moves of more than 500 persons per day. On two occasions, 1,175 and 1,246 troops were transported. The monthly total of 17,833 passengers transported established a new high for the unit. After having seen action in the Song Mao, Phan Rang, and Tuy Hoa areas, a contingent moved to Khanh Duong on 28 March to kick-off Operation "SUMMERALL."

E. From 28 March until 6 May, the 180th assisted the "Screaming Eagles" as they maneuvered through Khanh Hoa Province. Limited support was extended to the 9th ROK "WHITE HORSE" Infantry Division as they continued their regimental size operations to clear and open Highway 1 near Ninh Hoa. A CH-47 piloted by Captain Kelly received a few rounds of rifle fire while landing in a "secure" landing zone southeast of Ninh Hoa.

F. As the "Screaming Eagles" moved to Duc Pho on 6 May, the 180th was given the task of providing general airlift support for the 22nd, 23rd and 24th ARVN Divisions in the II ARVN Corps area. Base camp was established at Ban Me Thuot. Insertion and extraction ladder training was given to units of the "White Horse" Division by the 180th's Chinook Aviation Briefing team assisted by members of the 10th Combat Aviation Pathfinders. The advance party of the 268th Combat Aviation Battalion arrived at Phu Hiep. The 180th acted as host company and provided billeting and messing facilities as well as vehicular support for the new unit. The CH-47 ramp revetment program was initiated. According to some party experts, the "Social Event of the Year" was held on 24 May 1967. The "Hook Lounge," featuring an original bamboo bar, provided the setting of the grand farewell for Colonel Marr of the 17th

Combat Aviation Group. The ladies of the 91st Evacuation Hospital (SMBL) added the charm of their voices and the glamour of their round eyes to the festivities. On May 29th, the general support mission at Ban Me Thuot was terminated and the base camp was closed. Four aircraft were allocated to provide direct support to the 179th Assault Support Helicopter Company in Pleiku. Led by Major "Tac" Baldwin, the flight of four Chinooks left a misty Ban Me Thuot and proceeded toward a very rainy Pleiku. Two of the helicopters piloted by CW3's Anderson and Flohr sustained a few rounds of small arms fire near the road junction north of Plei Do Lim. The other two helicopters piloted by Major Baldwin and CW3 Murray were forced to fly at reduced speed by their heavy internal loads. Choosing to fly "nap-of-the-earth" at reduced speeds dictated avoidance of main travel arteries. Although by doing so these two aircraft avoided enemy fire, they were forced to land at Hensel Army Airfield by an extremely low ceiling and visibility. After a one-hour visit with the "Shamrocks" of the 4th U. S. Infantry Division, the weather improved and the two helicopters were then able to proceed to Holloway Army Airfield.

G. The first task assigned to the Pleiku group consisted of transporting 200 tons of rice from Kontum to Dak Pek, a distance of approximately 50 miles. Compounding the difficulties posed by adverse weather conditions was the problem of refueling since the only facility was located at Dak To, midway between Kontum and Dak Pek. Despite torrential rains, this task was completed expeditiously without mishap. During the month of June, the four helicopters at Pleiku logged 375 flying hours, transporting 4,762 troops and delivering 1,357 tons of cargo. Meanwhile, in the "White Horse" (9th ROK Infantry) Division area, numerous combat assaults were being made ranging from Tuy Hoa to Phan Rang. While all of these tactical combat assault and combat support missions were being flown, "in-country" indoctrination of seven aviators and 20 enlisted crew members of the 205th ASHC was conducted. Despite a 50% turnover of aviators, the 180th ASHC achieved a new high flying-hour total of 959 hours.

H. July saw previous high performance totals eclipsed. Statistics for the month included 1,029 flying hours; 4,457 tons of cargo; and 14,674 passengers. General support in the Central Highlands was terminated on 7 July. The return of personnel and aircraft from Pleiku marked the first time this unit had been together since May 6th. The stage was set to raise the curtain on Operation "HONG KIL DONG." Two Korean Divisions, the 9th and the Capital Infantry Division, on 9 July, launched their most extensive combat airmobile assault since their arrival in-country. The 180th's Chinooks played a key role in providing the rapid mobility required for this fast-moving search and destroy operation. Relocating units in the Tuy Hoa-Cung Song-Dong Tre area as dictated by the fluid tactical situation, flying operations continued at a record-setting pace throughout the month. CW3 Rex C. Flohr and CW2 Richard N. Woodward successfully executed a forced landing in the vicinity of Chap Chai mountain. During takeoff, a loud noise was heard followed by a severe vibration throughout the airframe. The immediate application of emergency procedures resulted in a swift, safe landing without additional damage to the aircraft.

I. The 180th ASHC continued its direct support of the two Korean Infantry Divisions in Operation "HONG KIL DONG" throughout the month of August. The Korean 9th Infantry Division completed their portion of the operation in mid-August and returned to their defensive positions. The Capital Infantry Division continued the operation into the mountains northwest of Dong Tre and Van Canh. A total of twelve artillery battery moves were completed during the month. On one occasion, six "Big Windy" helicopters teamed up with six aircraft of the 196th ASHC to move two artillery batteries a distance of 8 miles in less than two hours. CW3 Charles H. Astrike Jr., and CW2 Jean C. Paquin performed a successful hoist rescue mission, extracting three Korean WIA's from the densely wooded slopes southwest of Ninh Hoa. Captain Daniel S. Gressang III and CW3 Charles H. Astrike Jr., were presented the Boeing-Vertol Division Certificate of Achievement for having logged 1,000 hours in the CH-47 helicopter. CW3 Rex C. Flohr and CW3 Robert Graben (now of the 17th Combat Aviation Group) distinguished themselves by successfully autorotating a "Chinook into a dry rice paddy after experiencing a dual engine failure. While the crew was performing the emergency procedures on number one engine, number two engine failed after a time-lapse of no more than fifteen seconds. Although the autorotation resulted in damage to the airframe, no injuries were sustained by any of the personnel aboard.

J. The 180th ASHC once again assumed the role of general support in the Central Highlands during the month of September. A total of 23 days were spent in Pleiku Province with the "Big Windy" daily commitment varying from three to five aircraft. Support to the ROK 9th Infantry Division continued throughout the month. Various battalion size offensives were staged during the month by all three regiments from the Phan Rang area to the Tuy Hoa valley. The "Big Windy" participated in the initial insertion of two battalions of the 173rd Airborne Brigade on Operation "BOLLING" and in doing so, set a new record for the unit by flying 89.1 hours in one day. Three artillery batteries and their basic load of ammunition were emplaced by nine helicopters assisting in the move. Also in the record department, the monthly flying hour total hit a new high of 1,107 hours with one flight engineer, Specialist Six Donald M. Smith, boasting 111 hours on his aircraft for the month. September 27th was a noteworthy day for "Big Windy" maintenance. The status board showed all sixteen CH-47's flyable on that day. This 100% flyable aircraft status climaxed a month that averaged eleven mission-ready aircraft per day.

K. The 180th ASHC devoted the majority of its assets to the support of Operation "BOLLING" for the 173rd Airborne Brigade and to the ROK 9th Infantry Division. Operation "BOLLING" was characterized by considerable tactical movement within the area of operation. The "Big Windy" participated in the deployment of the Brigade by moving their 105 mm howitzer batteries into new firing positions 12 times during the month and by flying four combat assaults in conjunction with the 335th Assault Helicopter Company. An "Artillery Raid" was conducted by the 173rd Airborne Brigade, assisted by the 180th Assault Support Helicopter Company. This was the first time the "Big Windy" were involved in this sort of exercise and valuable experience was gained through participation. The raid involved the combined fire-power of the Army and Air Force. It was initiated by a B-52 strike of six aircraft, followed

by a 105 mm, 155 mm and 175 mm artillery barrage lasting one hour; a tactical air strike, and strikes by armed helicopters. The raid was an excellent demonstration of inter-service coordination, and was accomplished successfully including the role of the 180th Assault Support Helicopter Company. During early October, the 28th Regiment of the 9th PAV Infantry Division required the largest share of support to construct three company size sites in the Tuy Hoa valley. During the last half of the month, increased enemy activity in the Ninh Hoa area created a substantial increase in the heavy lift requirements of the 29th Regiment. The tactical emergency was alleviated by "Big Windy" helicopters flying numerous 16 hour-days and many night sling-load resupply sorties. During the period 8 through 12 October, a company of 5th Special Forces Group was moved from their location near Ban Me Thuot to a site nearer the Cambodian border. The 180th hosted the advance party of the 243rd ASHC which arrived at Tan Bien on 16 October for their in-country orientation. LTC (then Major) Francis E. Worth assumed command of the 180th Assault Support Helicopter Company at a ceremony held on the "Big Windy" ramp. An unusual three helicopter fly-by marked the occasion. Rather than flying lengthy orbiting sorties, the three helicopters were diverted from their normal re-supply missions by inclement weather. They "passed in review" as precisely as if the operation had been given thorough prior planning.

L. In November, the 180th Assault Support Helicopter Company severed its ties with the 10th Combat Aviation Battalion. The 180th replaced the 196th in providing the 26th Combat Aviation Battalion with a heavy-lift capability. Numerous signs of relief were borne as the problems of communicating with a headquarters 200 miles away vanished. LTC Harry W. Townsend, then commanding the 26th, selected the 180th to the "Black Lightning" fold saying he knew "Big Windy" lived and worked by the Battalion motto: "Do It Now!!" During this month, many of the officers and men renewed their carpentry skills following the passage of Typhoon Freida. Freida struck on November 10th, blowing the roof off our only new hangar and demolishing all company latrine buildings. The most costly damage was inflicted upon the eight unit aircraft which remained on the flight line. Rotary wing damage was extensive, necessitating the change of eight sets of blades and various associated parts including some transmissions. Fortunately, more than one half of the unit aircraft were away at Pleiku and Phan Rang. Leading a flight of seven CH-47's, Major Leslie A. Drake, unit Operations Officer, coordinated the movement of 4th Infantry Division troops with the staff of the 52nd Combat Aviation Battalion. Despite heavy rains, numerous troop movement and resupply sorties were flown on-schedule from Hensel Army Airfield to locations ranging from Kontum to Dak To. Meanwhile, a trio of Chinooks led by CW3 Mike Rodriguez, unit Standardization Instructor Pilot, provided support to units of the 101st U. S. Airborne Infantry Division during Operation "ROSE." The insertion of the 3/506th, participating in their first combat assault in country, was marked by a high degree of professionalism and efficiency demonstrated by both the 3/506th and the 180th.

M. In early December, the 180th ASHC struggled through its darkest hours since its arrival in-country. Personnel strength dropped to 59% and aircraft availability dropped correspondingly due to the aircraft parts shortage induced by Typhoon Freida storm damage. In order to improve air-

craft availability, a vigorously aggressive cannibalization program was pursued. This was done with the full realization that cannibalization tends to compound maintenance problems through an added work load. However, it was deemed necessary in order to continue to provide responsive combat support. As the year came to an end, "Big Nifty" continued its support of the "White Horse" Infantry Division and the "White Horse" Brigade. Numerous sorties were also flown in support of the 4th Infantry Division and the 5th Special Forces Group in the Pleiku area. As the time Father Time drew the final curtain down on 1967, the 190th Assault Support Helicopter Company (CH-47) had amassed a total of 11,959 flight hours, performed 41,694 sorties and had transported 161,527 passengers and 41,275 tons of cargo since its arrival in the Republic of Vietnam.

CHAPTER V

PERSONNEL

The following Officers and Warrant Officers have served in the Republic of Vietnam with the 180th Assault Support Helicopter Company (CH-47A) or the 403rd Transportation Battalion (Medium Helicopter Field Maintenance).

CWO Elmer G. Anderson	WO1 Wesley W. Gallop
CWO3 William D. Austin	MAJ Robert F. Glover
CWO3 Charles H. Astrike Jr.	CWO3 Robert Graben
CPT William G. Bacon	CWO3 Ronald E. Graham
MAJ Noland Y. Baldwin	CPT Daniel S. Gressang III
WO1 George H. Barr	CWO3 Duane L. Hagen
CPT G. Norman Batten	CWO3 Valentine Hampton
MAJ Milton Benz	MAJ Thomas O. Hardy
WO1 James F. Bowden Jr.	CPT Floyd E. Hayes
WO1 Michael B. Cauger	CWO3 Bevi J. Hebert
CWO2 Angelo S. Cetroni	MAJ Robert D. Hites
CPT Jasper K. Champion	MAJ Fred H. Hope
1LT William J. Chapman	WO1 Gerald J. Innella
CPT James K. Cooksey	MAJ Arlo D. Janssen
CWO2 Larry W. Craft	WO1 Richard B. Johnson
MAJ Leslie A. Drake	CPT Warren B. Jones
CWO2 Charles E. Dominy	CPT Patrick O. Kelly
MAJ Jack A. Dunn	CWO3 Lloyd D. Keith
CWO3 Charles J. Dye	WO1 Tom R. Kneiley
CWO2 Charles E. Fant	CWO2 Clinton M. Kounk
MAJ Alexander G. Fewsmith	WO1 Eric C. Kurth
CWO3 Rex C. Flohr	WO1 Robert E. Lee
CWO2 Ronald B. Frye	CWO2 Dennis W. Leverett
CPT James A. Fuller	WO1 Clyde C. Love

CPT Vernon J. Mathern  
WO1 Thomas A. McBeath  
CW3 Ted L. McDaniel  
1LT William R. McKelvy Jr.  
MAJ Leonard L. McLaughlan  
WO1 Carl D. Moseley  
CPT Anthony N. Muller  
CW3 Joseph H. Murray Jr.  
CW2 Jean C. Paquin  
LTC Thomas F. Perkins  
MAJ Morgan L. Phillips  
CW3 Bobby Raulston  
CPT George A. Redd  
WO1 Veryl L. Reeder  
CW3 Mike Rodriguez

WO1 John E. Rouse  
MAJ Gregory J. Schrand  
CW2 Raymond V. Semora  
2LT Frank C. Spooks Jr.  
MAJ Richard J. Smith Jr.  
CPT Gerald B. Stofor  
LTC Wallace L. Tate  
CW2 Robert J. Thorpe  
MAJ Floyd J. Tiemann  
WO1 James V. Weatherill  
MAJ Marion F. White  
WO1 Kenneth M. Willis  
CPT David H. Wilson  
MAJ Francis B. Woith  
CW2 Richard E. Woodward

CHAPTER VI

REFLECTIONS

Fate as treated the 180th Assault Support Helicopter Company (CH-47) kindly since its arrival within the Republic of Vietnam. Injuries to personnel have been few and thus far death has sought its victims elsewhere. Through a strength tempered by the fires of necessity, "Big Windy's" aircraft and crews have provided dependable, reliable combat airlift support to all units we have been privileged to serve. Our sincere thanks go to our predecessors who gave so freely of their time and knowledge to qualify us to carry on in the professional manner in which they performed so well. Our sincere best wishes go to those who will follow on. We trust that the "Big Windy" traditions born at Fort Benning, Georgia, weaned at Dong Ba Thin and now maturing at Phu Hiep in the Republic of Vietnam will ever so continue to grow.