

174th Assault Helicopter Company Helicopter Tail Numbers

NOTES:

- Data Last Updated 12/28/05
- Please see list of sources and credits at end of this document
- A single red asterisk (*) represents those aircraft originally assigned to the 174th AHC, which made up the 25 authorized under the TO&E, 9 UH-1Cs and 16 UH-1Ds.
- Double red asterisks (**) represent the four UH-1Ds assigned when the TO&E was changed, authorizing 20 UH-1Ds for each Assault Helicopter Company” (LTC(R) Martin Heuer)
- Headings Used:
 - MODEL: Helicopter Model (UH-1C, UH-1D, UH-1H, UH-1M)
 - S/N: Complete aircraft serial number (tail number)
 - ARRIV: Date aircraft arrived in the unit
 - HRS1: Flight hours on the aircraft upon arrival
 - LEAV: Date of aircraft departure from unit
 - HRS2: Flight hours on aircraft on date of departure
 - HRS3: Total flight hours acquired while in the 174th
 - Comments: Information obtained, usually informally, on each aircraft. We are soliciting updated and additional information on all aircraft.

174th AHC UH-1 (S/N) Tail Numbers 1966 - 1971

<u>MODEL</u>	<u>S/N</u>	<u>ARRV</u>	<u>HRS1</u>	<u>LEAV</u>	<u>HRS2</u>	<u>HRS3</u>	<u>COMMENTS</u>
UH-1D	63-12983	6708	1193	6801	1754	0561	
UH-1D	64-13555	6708	1508	6710	1740	0232	10/19/67. Total Loss (Crew Members: WO1 Dennis Blackmon, KIA, WO1 Prince Alexander, SP4 F Thomas, SP4 F Dixon. Passengers: E5 L Lewis, E3 L Chambers, E5 F Stewart, E6 K Cramer, E5 T Grey, E4 J Allison). After an engine noise was heard and aircraft lost power, the pilot tried to extend glide over trees and crashed in a rice paddy.
UH-1D	64-13822	6707	1677	6708	1875	0198	
UH-1D	64-13870	6610	0372	6704	0970	0598	
UH-1D	64-13885	6709	1605	6712	2041	0436	
UH-1C	64-14109	6812	0663	6907	1102	0439	SP4 Terry Tecca CE 1969

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UH-1M	64-14140	7009	1428	7112	2239	0811	“Cobra”/“Woodstock” WO1 “Big Al” Harris KIA 8/29/71. CE (Crew Chief) was Bob LeGault that day. Harris was the only casualty (from ground fire) in this Shark UH-1M that was launched mid-day to cover an extraction NW of LZ Professional. AC (Aircraft Commander) was Chuck Blake. Aircraft was recovered and survived until unit "stand-down" in November 1971. One of only three of the original eight Shark gunships to survive Lam Son 719.
UH-1C	64-14157	6805	0812	7002	1815	1003	40mm. JC Pennington AC in 1968
UH-1C	64-14162	6705	0567	6705	0599	0032	Wally Nunn CE (Ron Hood Door Gunner)
UH-1C	64-14170	6909	2034	7103	3072	1038	Ray Hawkins CE in 1969 (MAJ Blevin’s C&C ship). Then, “Ace of Spades (1 st)” shot down and repaired - CW2 Greg Manuel wounded. Platoon Sergeant Dale Parker was the CE, 2/11/71. Eventually shot down and destroyed on 3/3/71, side-by-side with another Shark gunship during Lam Son 719. Wednesday March 3, 1971; Shark 170 was crewed by AC Gary Harter, Co-Pilot unknown (Gary says he “...was a Captain and new to the Unit.”), Pat Wade (right Door Gun) and Bob Jansen CE (seriously wounded). “The aircraft was actually hoisted out...then back to Quang Tri and DX’ed out unrepairable”- SP4 Bill Wilder
UH-1C*	65-09423	6610	0237	6705	0470	0233	(From 7109 to non-available date) with HAL (Navy) as M Model
UH-1C*	65-09424	6610	0304	6705	0533	0229	First 40mm in the 174 (modified at Lane). MAJ Bernie Cobb AC 1966... also MAJ Bob Jones and MAJ Dick Overhamm (pilots), SP4 Mescher and SGT Frisby (crew members) 1966
UH-1C*	65-09425	6610	0239	6702	0348	0109	First Shark to sport the Shark's teeth nose art. SP4 Jim Coyne artwork. Originally used for the Service Platoon 1966. Platoon Leader MAJ Dick Overhamm had it modified with M-3 rocket system (two 24-rocket pods). However, it crashed 1/24/67 due to tail rotor strike on take off from Nha Trang (WO1 Herzig, WO1 Leistiko, SP4 Barton and SP4 Vickers).
UH-1C*	65-09426	6610	0173	6801	0927	0754	Converted from ‘hog’ to ‘miniguns’ in 1967, Don Richardson last CE 1/68. Aircraft went to depot with bonding separation and left unit that month - Don Richardson
UH-1C*	65-09428	6610	0194	6801	0616	0422	
UH-1C*	65-09429	6610	0211	6804	0941	0730	Jack Hester CE '66. Paul Kunelius CE '67
UH-1C*	65-09430	6610	0212	6705	0518	0306	
UH-1C*	65-09431	6610	0084	6610	0094	0010	
UH-1C*	65-09432	6610	0229	6705	0397	0168	4/28/67 During a rocket run, a 2.75" rocket (fired from the left rocket

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							pod), was inadvertently hit by fire from CE's (SGT Jim Yocum) M60, abeam the left pilot's door. 1LT Al Roberson was flying on right side. The left pilot, LT Ike Israel, was seriously wounded (his armored seat with sliding side panel probably saved his life) and that ended his tour with the 174th.
UH-1C	65-09470	7101	2202	7112	2605	0403	"Charlie Tuna" at Quang Tri. 1971 (artwork by CE Bill Wilder) "Ace of Spades (the 2nd)" at Chu Lai (1971). Fred Thompson wounded (head shot) in this aircraft 2/24/71. He proclaims that although the hit came through the windshield, that the aircraft was doomed because it had no pilot doors (no doors because they were ejected/released during rescue attempt of Shark 161 "Surfer" a few days earlier.) Aircraft lasted until unit stand-down 11/71. One of only three of the original eight Shark gunships to survive Lam Son 719.
UH-1C	65-09484	6703	0393	6705	0572	0179	From 6806-6906 0715hrs w/155 th AHC
UH-1C	65-09504	6808	0907	6808	0908	0001	From 6906-7003 0683hrs w/155 th AHC (Dolphin with second least hrs... only ONE hour! See #65-9933)
UH-1C	65-09507	7008	2465	7102	2987	0522	"Have Gun -Will Travel" late 1970. Later became "Battlin' Bitch" (AKA: "Madonna") in 1971. "We were out at Khe Sahn in February 1971 when we got word that one of our aircraft had gone down at Vandergrift. Apparently CPT McGaffick had tried a Cobra type take-off in a loaded Charlie-model. He was flying Shark 507. It had a 40mm grenade launcher mounted on the nose. The McGaffick take-off dug the barrel into the deck and broke all the hard points in the ship (Door Gunner - Mark Klindt). "We'd lost a reliable aircraft and we never saw or heard from McGaffick again. He would be replaced by another unknown CPT (to us) named Jeff Weller."- Fred Thompson
UH-1M	65-09540	7008	1192	7112	1976	0784	"Jolly Roger"(AKA: "Skull & Crossed Bones") 1970, then "Grim Reaper" (Shot down with .51 cal. September 1970. AC Mark Stefan. Door Gunner Jack Kauffman wounded (later to lose his leg). Was also shot up on 22 Nov 1970. Jim Kinne AC and Fred Thompson Co-Pilot. ".51 cal came in up through floor on Jim's side...went through his cyclic and through his leg...through the commo console and went out through his windshield" - Fred Thompson.
UH-1C	65-09555	7005	1708	7011	2030	0322	One of only three of the original eight Shark gunships to survive Lam Son 719. ...It was, at that time, converted to a "Mike-model." "Maltese Cross" (AKA: "Triple Nickel"). Fred Thompson's

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							introduction to the Sharks... until too many mechanical failures caused it to leave unit November 1970.
UH-1C	65-09557	6706	0462	6710	0706	0244	AC Tom Morris (Shark 3) 1967
UH-1D*	65-09605	6610	0186	6612	0334	0148	7/7/66: (AC) R. Gauthier, (PP) F. Rawdon and unknown passengers, crashed in LZ to avoid collision with other aircraft. 12/17/66 (just south of Lane) crashed due to mechanical failure (damper bracket broke). Main rotor went thru fuselage. CPT Aaron Bram, SP5 William Seastrom and Korean pilot LT Lee all KIA.
UH-1D*	65-09619	6610	0215	6610	0309	0094	Crashed 11/18/66 in LZ (CW2 H. Carriger and 1LT H. Brant)
UH-1D*	65-09621	6610	0402	6802	1945	1543	Crashed 11/18/66 in LZ but airworthy (CPT J. Roberts and CW2 S. Fant). "Some time in 1967, Summer or early Fall, the Commander decided that each aircraft commander would have a permanently assigned aircraft. Mine was Dolphin 621 then. I forget my CE's name, but he wanted me to name the bird, so I had him paint my wife's name on it. A month or two later the experiment of having our own aircraft ended in a mess." - CW2 Jim Messinger. "When I crewed Dolphin 621 (Dec. 67), my first ship, I remember it being a leaker (hub seals). It was a full time job keeping the top of the aircraft clean... used a hell of a lot of rags. Next to that 'Cactus' drawing, on the left side panel, there also was a drawing of a 'Coffin'. Just above it were the words 'The Flying Coffin'. I believe Wheeler (or Whelan) was the CE before I was." - SP4 Dennis Pelliccia.
UH-1D*	65-09638	6610	0518	6705	1116	0598	2 nd Plt. Leader 1LT Ron Newcomer 9/66- 9/67
UH-1D*	65-09639	6610	0478	6802	2124	1646	2 nd Plt. Leader 1LT Ron Newcomer 9/66- 9/67
UH-1D*	65-09640	6610	0333	6802	1941	1608	7/6/66, ship was hit by small arms fire. Aircraft returned to Lane for main rotor blade replacement
UH-1D*	65-09641	6610	0402	6804	2289	1887	2 nd Plt. Leader 1LT Ron Newcomer 9/66- 9/67
UH-1D*	65-09642	6610	0366	6807	1866	1500	2 nd Plt. Leader 1LT Ron Newcomer 9/66- 9/67
UH-1D*	65-09643	6610	0386	6705	0987	0601	"On 5/67, took heavy fire while inserting an Eagle Flight North of Duc Pho. WO Jim Campbell was AC and wingman on the flight (WO1 Larry Martin was peter pilot and SP4 White was CE - this per Larry Martin's son, King, 1/05) "Dad lost a \$95.00 Yashika camera left hanging on the seat." The aircraft was losing power and the ship was smoking badly. They set her down on the way back to Duc Pho. Later that day, before sunset, she was "field stripped" to deprive Charlie of the radios and equipment, then called in artillery to destroy aircraft. "The

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UH-1D*	65-09644	6610	0412	6712	1766	1354	weapons were removed, then I picked up Campbell and his crew under fire.”- 2 nd Plt. Leader 1LT Ron Newcomer 9/66- 9/67
UH-1D*	65-09646	6610	0372	6804	2092	1720	2 nd Plt. Leader 1LT Ron Newcomer 9/66- 9/67. Carl Muthersbaugh CE 1966-67 says, “My slick was the first in our unit to be hit while on a supply mission for the Korean Tiger Division West and North of Phi Tai, near Lane Field. The bullet went through the radio compartment. No injuries. Lt. Brewster was my AC that day.” - Carl
UH-1D*	65-09647	6610	0299	6707	1103	0804	2 nd Plt. Leader 1LT Ron Newcomer 9/66- 9/67 “Dolphin 647 was the only aircraft I ever knew of that got shot down by a bed. It was on a re-supply out of Tuy Hoa when that happened.”- Ted Saunders SP5. (Sorry, no more details than that. Ted?)
UH-1D*	65-09648	6610	0478	6801	2088	1610	“Dolphin 648 got "shot down" by a poncho that went through the rotor system while on a resupply mission in the Phu Cats. I had just gotten brand new rotor blades too”- SP5 Ted Saunders CE 1966.
UH-1H	65-09679	7105	3669	7112	4161	0492	From 6610-6707 0496hr w/335 th AHC as D Model
UH-1D*	65-09906	6610	0080	6807	1927	1847	The 14 th UH-1D assigned to the unit mid-May 1966” - Marty Heuer
UH-1D	65-09910	6708	0527	6806	1469	0942	CE Wally Nunn's famous "Spotted Slick" (the only camouflaged bird ever in the unit). Johnson & Wifholm (pilots), Nunn (CE) & Dailey (Gunner). Bill Dunning was also a CE at one time for Dolphin 910 Sept-Dec. 67. Previously 6610-6707 with 452hrs w/335 th AHC.
UH-1D*	65-09911	6610	0140	6804	2049	1909	The 15 th UH-1D assigned to the unit 28 June 1966.” - Marty Heuer. SP4 Tom Smith CE, Doc Livingston Door Gunner and MAJ Schartz AC 1967. Currently on exhibit at Army Reserve Barracks, New Orleans, LA.
UH-1D*	65-09933	6610	0128	6611	0128	0000	This was the 16th UH-1D assigned on 28 June 1966, bringing the 174th Avn Co to full-strength for UH-1Ds at that point. It crashed on 10-04-66 (CW2 S. G. Hankins and WO1 S. P. Fant) while hovering above trees to allow troops to off-load by rope. RPMs were lost while the troops were descending. The aircraft then settled into trees and the main rotor struck the first man (RVN) on the rope (fatal). Aircraft was severely damaged and then destroyed in place. The cause was ‘overload condition to hover out of ground effect.” - as per the accident report.” - Marty Heuer.
UH-1D**	65-09938	6610	0119	6702	0607	0488	Totally destroyed during resupply mission in Ninh Hoa area 3/12/67. Aircraft lost RPM on termination of a pinnacle approach. The pilot attempted to dive the aircraft off the pad to regain the RPM. The aircraft

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							struck a tree, crashed and burned. (AC) W1 HE Carriger, (P) 1LT Johnston Ronald Lee KIA, (CE) E4 DF Fargier and (G) E3 GV Gordon (Passengers: X2 LM JAE, PAX, D). WO1 Carriger walked away. Injured: SP4 Fariger, and PFC Gordon. I witnessed the crash.” - Don Richardson- Shark CE 1968
UH-1D**	65-09939	6610	0090	6804	1201	1111	SP4 Charles Bischof CE 9/6/66. While returning from Tuy Hoa to Nha Trang, one round hit pilot's cyclic and fragments wounded the pilot. Aircraft returned to Nha Trang, was repaired, and flew the next day. - Marty Heuer
UH-1D**	65-09946	6610	0052	6709	1167	1115	Jim McDaniel crashed in this aircraft twice. “It had a notoriously weak engine.” First time, 6/25/67, WO1 Jim McDaniel (P) and WO1 R. Carmichael (AC), PFC Waden (CE) and PFC Worsley (Gunner). Carmichael was flying, lost RPM after unloading troops in LZ at a hover, over large elephant grass with hidden boulders, and crashed into the rocks. No injuries, crew and aircraft recovered. Engine inspection showed "hole rusted in diffuser section." Received a new engine. Second crash on 9/26/67. Aircraft shot down, Jim McDaniel (AC), Steve Buzzel (P), SP4 Dixon (CE) and unknown Gunner. En route to "hover hole" resupply LZ on mountain top, poor weather, took round in engine at low altitude and low airspeed, lost power, and crashed into 100-foot trees on mountainside near LZ. Rotor blade came through cockpit hitting McDaniel with a glancing blow to the head (let's hear an "amen" for flight helmets). Minor injuries to McDaniel, Buzzel had a broken jaw or wrist (both were injured). Entire crew was recovered. Aircraft destroyed in place.
UH-1D**	65-09952	6610	0082	6801	1759	1677	
UH-1H	65-10020	6812	1652	6902	1893	0241	
UH-1D	65-12863	6611	0000	6712	1472	1472	CE Don Richardson, Gunner Abran Lucero from 2/67 to 11/68. Shot down with bullet in engine 2/67. 6/67 took fire during extraction, CE (replacement while Richardson had malaria) WIA, 1 infantry KIA. Hard landing, 12/68, aircraft went back to states for rebuild. - Don Richardson
UH-1D	65-12872	6703	0097	6805	1621	1524	
UH-1D	65-12874	6703	0256	6703	0352	0096	
UH-1C	66-00590	6811	1280	7004	2314	1034	“Pink Panther” SP4 Philip Luft painted the artwork 1969. CE SP5

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UH-1C	66-00621	7005	1700	7012	2087	0387	Martin Alexander 1969. SP4 Bill Cowling CE and SP4 Steve Ratcliffe Door Gunner 11/69- 1/70. Crashed on Hill 411 4/70. Aircraft was downed 8/70 by enemy ground fire while part of a Shark "light fire team" supporting two Dolphin slicks on an Agent Orange spray mission. Mark Stefan and AC Jeff Zavales pilots. Severed fuel line. It was set down at Ba-To Special Forces base camp and hooked out. Also hit during this action, though flyable, was "spray ship" Dolphin 463 "Satan" (Dennis McCabe & Fred Thompson pilots). -Fred Thompson & Mark Stefan.
UH-1C	66-00645	6910	1170	7101	1912	0742	"Mexican Express" Albert Garza CE did the artwork 1971
UH-1C	66-00646	6809	1111	7006	2429	1318	"Texas Flag" SP4 Steve Ratcliffe CE from 2/70 until wounded 4/3/70 (his gunner was SP4 Riggs). Aircraft crashed due to engine failure 6/70- WO1 Brandt injured. WO1 Mizer, SP5 Bell and SP5 Vandiver KIA.
UH-1C	66-00662	7004	1194	7004	1274	0080	WO1 Henke, WO1 Sheffield, SP4 Jarrell, SP4 Johns & PFC Patrick -- all KIA. 13 May 1970 0530 hours. Gunship departed Duc Pho for combat Mission. Due to delay in CA, the Shark team broke station to refuel at Quang Ngai. On approach AC Henke stated to team lead that they were experiencing collective feedback. They landed, and after inspection, assumed aircraft was OK. Shortly after departure Henke reported he experienced the feedback again. Team leader, CPT. Riddle, questioned the severity, but Henke felt he could make it back to Duc Pho. Five minutes later, Riddle received Henke's MAYDAY call. Riddle flew to the location of the emergency call and found the burning wreckage of Shark 662. An Australian Military Advisor, CPT Gunder, had observed it as flying south along Rt. 1 at approx. 150 feet. As the aircraft approached LZ Dragon, there was a change in engine sound (similar to a backfire). He also observed the aircraft make a 90-degree turn to the west, with heavy puffs of black smoke emitting. And then it fell out of sight, behind a tree line, with a tremendous impact sound. All souls lost.
UH-1M	66-00722	7103	1305	7112	1596	0291	Sept. 1971: Mel Lutgring (CE Witchdoctor 560) witnessed this Shark gunship on takeoff from Minh Long FSB after rearmament. It was part of a Shark team that was to cover a CA and extraction of some ARVNs. It appeared to lose rotor RPM, then descended and hit nose low before flipping over on its back. Mel says: "On departure, the Shark had snagged some "commo wire," and the aircraft was so heavy (it was

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UH-1D	66-00864	6707	0690	6805	2014	1324	<p>normal to fly at or over maximum gross weight) that there was not enough reserve power to "pull through" the wire. A 174th Dolphin, also seeing the crash, landed next to the Shark and picked up the crew. Everyone got out all right except for a new Shark crew member who hurt his back. One of the slick pilots actually reached in and shut off the still-running engine. Rick Christopher (CE 1971) recalls- "I don't remember who the crew was except one. That would be Galen 'Colorado' Koontz. I remember it did happen on take off and they did hit the wire and went down. Koontz was the one injured and hospitalized. We went to see him, brought him some whiskey, if I remember right, and tried to cheer him up. It seems that the nurses, un-politely, asked us to leave. He wasn't feeling so great. I remember distinctly though, the look of pain on his face. It's strange what stays very vivid and what is blurry. His bed was on the right side, as we turned right into the ward, about 3/4 of the way down the room. I see his face as if it happened today. The rest the story, as to who went, the crew and etc... fuzzy. I don't think it was CE 'Colorado's' regular ship." -Rick</p> <p>From 6701-6706, flew 0682 hrs w/155th AHC. "The last flight of UH-1D #66- 00864 May 1968 (crew: AC Hank Tews, PP unknown, CE SP4 Sam Davis and Door Gunner PFC Allen Weamer). Dolphin 864 appeared in the famous Time/ Life photo at Pinkville/My Lai. In May 1968, we were searching for an 'unidentified' tracked vehicle. We were flying along what tracks we could see (about a half mile south of the DMZ... near Dong Ha). Suddenly a .51 Cal rocked us almost sideways. The Peter Pilot (anybody know ID?) yells, 'I think I'm hit'! The impact sent his feet upwards (he was OK though). We had taken the round right under my seat (right side of aircraft). I checked my ass and crotch for blood. All my faculties were there and I was OK; however, my ammo box was igniting tracers. I was tossing these things out as they were igniting! Some burns, but I knew we had a full fuel cell ...because we had just refueled. All we could smell was JP-4! Tews put us down somewhere around a 'ville' near Nhi Ha. We had gone from full (1400lbs) to about 400lbs in about 20 seconds. The fuel cell under my seat was punctured. A Chinook hooked us to Camp Evans. Where we took inventory of the ship. We got pieces of wood tree and pushed them into the openings and used some wire to hold the plugs in. We actually</p>

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UH-1D	66-00874	6703	0101	6802	1356	1255	flew it back to Chu Lai.”- Sam Davis (CE) Dolphin 874 came in new and was used as the Brigade C&C ship for a couple of months. One day CW2 Sullivan and I were playing C&C with one of the Battalion Commanders and his staff. Somewhere just north of Duc Pho the S2 (who?) was to mark a spot on the ground with a Willie Pete. He missed the door and the grenade landed behind our FM radios. It exploded as he tried to reach for it, and some how he managed to fall out of the AC, at about 300 feet! Some of the stuff hit my windscreen and onto my face. I went to the hospital for about four days, thanks mostly to by helmet visor, and returned to the unit. Sullivan was an old Air Force Captain. He was the only W2 in the 1st Plt. When I got back to the Company, LT Brant told me the aircraft would not be back, the grenade had gone through the floor one panel forward of the right fuel cell.” - Boyd Mitchell
UH-1D	66-00888	6710	0846	6808	2051	1205	Shark 4 J.C. Pennington: “This D-model #66-0888 was called ‘Trip Eight.’ I flew it in Aug 68. It was in the First Platoon and I think it was the last D-model that was operational in the 174th. It was notorious. It was a ‘gutless pig’ that was so underpowered no one wanted to fly it or fly in it. There was a Battalion Commander who refused to fly in it. He said, ‘If you show up with Trip-8 as my C&C bird, I’m staying on the ground’.” -JC
UH-1H	66-00993	6903	1030	6908	1571	0541	From 6701-6706, flew with 155 th AHC. However, on 08/15/1969 (Incident number: 69081555.KIA and UTM grid coordinates: BS622352), aircraft was trail in flight of four with mission of putting infantry in to take out .51 cal that had been firing up aircraft going in and out of San Juan Hill. Gun could not be knocked out by artillery or air strike and decision was to put infantry in to take out the gun, because it was constantly being moved. The .51 cal hosed aircraft. Mast was hit causing main rotor separation and tail boom was severed. Aircraft was on final to LZ at 200 feet, came apart hit the ground exploded on hill top and then rolled on fire down to the bottom of a ravine. Crew of four and six 11th Brigade infantry killed. (Crew Members: CE SP4 Delvalle Sanchez Alejo, G PFC Graham Johnnie, Jr., AC WO1 Shields Robert Hazen, P WO1 Bozinski John Michael. Passengers and/or other participants: SP4 Lentz David Arnett, AR, PX,) All KIA.
UH-1D	66-01016	6710	0780	6806	1804	1024	“Dolphin 016 arrived in Unit from the 155 th AHC on 10/67 with nose

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							and body damage (and broken chin bubbles). Maintenance told me if I could repair it, it would be 'my bird'. I did and it was. However, my last flight day was 6/12/68, so my best friend, Allen Weamer was in my place on 13 June 1968. I was not on the aircraft. I heard about the loss while I was lounging between platoon hootches. Allen was my close friend and hootchmate."- Sam Davis (CE). On 6/13/68: Midair collision with O-2. Helicopter was on a Command and Control mission. The aircraft landed, picked up passengers and departed to fly a visual reconnaissance mission near the Demilitarized Zone (DMZ). The Operation Center at Duc Pho, that was controlling the flight received a report that Carter's aircraft was involved in a mid-air collision with a U.S. Air Force O2 aircraft. The helicopter and the O2 crashed. Another helicopter crew in the area observed Carter's helicopter impact with the ground and stated that they did not see anyone escape from the site. The aircraft was burning. Another element from an infantry unit was airlifted to the crash site and could find no survivors at either site. A maintenance aircraft arrived and assisted in the search. No remains were recovered that could be associated with Carter. On subsequent searches, the remains of the pilot of the O2, Major Brenner, and the crew of the UH1D, were recovered, but Carter's remains were never located. WO1 Carter, WO1 Johnson, SP4 Milton, & PFC Weamer all KIA
UH-1H	66-01022	6905	0656	7010	2107	1451	
UH-1C	66-15040	6908	1313	7004	1787	0474	CE Bill Loken and Gunner Terry Rolinger 1969. "I crewed with Bill from about the time the bird arrived in the 174th (August 1969) until the following February. Lots of hours without major incidents. Rumor has it that the crew had a bit of an "attitude," but I can neither confirm nor deny that. Bill might be able to pass on more info, especially as to what transpired after I DEROSed." Per records compiled by Gary Roush, Dolphin 040 was a well-traveled bird. It was first in service with a unit in Alaska in February of 1967...then it made it to Vietnam in June 1967...then was returned stateside to Bell Helicopter in August... then back to Vietnam with C Trp 7/17th Cav in November...then went back to the states from May 1968 until August 1968 ...then back to Vietnam with F Trp 8th Cav where it served until August of 1969... when it was transferred to the 174th. It stayed with the 174th until June of 1970...then it was moved to the 57th AVN Co. On January 5, 1971

<u>MODEL</u>	<u>S/N</u>	<u>ARRV</u>	<u>HRS1</u>	<u>LEAV</u>	<u>HRS2</u>	<u>HRS3</u>	<u>COMMENTS</u>
UH-1C	66-15045	7003	1920	7011	2490	0570	during a test flight at Pleiku, following a main rotor blade change, the aircraft did a nose dive into the runway at 130 knots and burned completely upon impact with the loss of three souls. -Terry Rolinger "Easy Rider (1st)" Crashed due to tail rotor strike. Pilots 1LT Bob Hackett & CW2 Greg Manuel, 11/70
UH-1C	66-15060	6806	0420	6910	0912	0492	Replacement Gunship donated by 176 th AHC at Quang Tri during Lam Son 719 on 3/71 (Fred Thompson called it "Musk-Shark") Later became CE Mark Klindt's Gunship at Chu Lai 1971 until unit stand-down.
UH-1M	66-15089	7103	1857	7112	2198	0341	
UH-1C	66-15092	7102	2073	7103	2098	0025	Another replacement ship from 176 th AHC. On Wednesday March 3 rd , 1971- Shot down over Laos- Lam Son 719. Gunship #092 (UH-1C 66-15092) was piloted by CPT Greg Smith flying "lead" for the fire team (the other crewmembers--- we don't know yet)
UH-1C	66-15094	7101	1254	7103	1321	0067	Another replacement Gunship from 176 th AHC. Friday March 5 th , 1971- shot down over Laos- Lam Son 719 (crewed by Neal Varner, Chuck Blake and Bill Wilder and Yogi Reaves)
UH-1C	66-15098	6905	0706	7006	1407	0701	Tom Reinshagen says, "I picked up Shark 098 at Depot Maintenance, Vung Tau on the 25 May 1969 and flew it back to Duc Pho. We were in a hurt for gun ships so two others and I spent over a week enjoying the sun and surf while it was getting ready (smile). Upon returning I had to report to the Battalion, in detail, why it took so long. The big problem was the folks at Vung Tau didn't work on Sundays and that Saturday was organization day. Don't remember the other pilot that was with me, but SP4 Earl Ingram was with us as CE." - WO1 Tom Reinshagen "Witch Doctor" 1969. 9 August 2005- Wally Nunn (174 th AHC Association President at the time) reported this airplane is now in the hands of one Jeff Biles in PA. He is young collector of museum pieces. The aircraft is miraculously intact (except for the minor need of the turbine engine...smile... the transmission and all drive shafts and rotors are intact). He wishes to make it flyable and bring it to our 2006 reunion (either by air or flatbed). Can anybody help here on who flew it and crewed it? Contributions to Jeff's efforts (this is all out of his pocket literally).
UH-1C	66-15105	6707	0000	6801	0536	0536	Al Scheri CE '68
UH-1C	66-15106	6707	0000	6801	0559	0559	

<u>MODEL</u>	<u>S/N</u>	<u>ARRV</u>	<u>HRS1</u>	<u>LEAV</u>	<u>HRS2</u>	<u>HRS3</u>	<u>COMMENTS</u>
UH-1C	66-15137	6707	0000	7003	1778	1778	Pilots: Danny Burton '68, Jim McDaniel '68, CPT Jim Towle, J.C. Pennington '69, and many more. Had more flight hours than any other Shark in the unit. Joe Lumley CE 1969/70. Patrick Duncan, (Armament) as a gunner, "was aboard her the first time she was shot down (and repaired) near Tam Ky in May 1968." This 40mm Shark had 1778 hours on it when it left the unit 3/70.
UH-1C	66-15138	6707	0000	6804	0561	0561	"40mm Shark (1 of 3 in 1968). Don Richardson last CE 1/68 to 4/68. To depot with bonding separation and left the unit 4/68"- Don Richardson
UH-1C	66-15161	7012	1494	7102	1612	0118	"Surfer" Shot down 2/71. Pilots Bruce Marshall and James Souders seriously injured and medevaced.
UH-1C	66-15162	6803	0153	6904	0830	0677	Crashed due to command-detonated 500lb booby trap 5/16/69. SP5 Dennis Schmidt KIA. J.C. Pennington: "I was part of the 'secondary' Shark team that day, and we were scrambled to cover the crash. It was just west of Hwy 1 between Duc Pho and Quang Ngai. I was told my good friend Bill Cooper was the AC on the crashed Shark. There was an NVA flag flying on a small hill and they decided they should hover by low and slow so the CE (Schmidt) could reach out and grab the flag. As a result, Shark 162 was a sitting duck for the command detonated booby trap. It blew their tail boom off and the cabin rolled down the hill but did not catch fire. Cooper was in the right seat with the rocket site down and his face bounced off the site several times. He had a broken nose and jaw as I recall, also a broken arm or elbow. We went to see him at the Duc Pho aid station before they moved him out and he looked like hell. Don't remember who the PP or DG were. Cooper was sent to the hospital in Japan. A couple of weeks later we got a letter from him. I'll never forget it. He wrote, 'I may be an idiot but I'm in Japan and you guys are still in Vietnam.' That was Cooper :-)"- JC Pennington/ Shark 4 68-69
UH-1C	66-15165	6712	0172	6807	0743	0571	"Called 'Patches' due to the numerous aircraft bullet hits and fuselage hole repairs."- Jim McDaniel AC '68 (CE Ron Conner in 68)
UH-1C	66-15169	7101	2399	7103	2433	0034	Replacement Gunship from 176 th AHC. Friday, March 5 th , 1971 shot down over Laos during Lam Son 719 with Shark 069. Fred Thompson says: "We got replacement gunships from the 176 th 'Muskets' several times during Lam Son 719 because of depletion of our aircraft (shot down). Once or twice they even helped us paint the Shark's teeth on the

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UH-1M	66-15190	7103	2198	7112	2639	0441	nose. It was unanimous that it intimidated the NVA!" Originally thought to be a replacement gunship from the 176 th AHC. Shark Plt. SGT Dale Parker clarifies, "Shark 190 never belonged to the 176th as far as I know. The closest I came to an R&R in three years was a trip to Saigon in March 71 to pick it up. It had just come in from overhaul in Corpus Christi and was for all practical purposes new. At this point it was a Charlie model and we put 19 round pods on it. When we picked it up, I think it was either Bob Hackett or Fred Thompson, or maybe both, in the front seats. Don't know who else went with us or how we got there (Probably C-130). Anyway I was acting as TI. There were some minor problems and we made them fix it before we accepted it, so we got to spend the night in a hotel in downtown Saigon. Nice change from what we were used to. On the way back we RON'ed (Remained Over Night) in Tuy Hoa AFB." - Dale Parker
UH-1C	66-15201	6803	0168	6804	0300	0132	
UH-1C	66-15221	6806	0300	6810	0570	0270	"This was the Shark that I went down in while on a test flight (the ship was just out of 100 hour PE). We hung & bore sighted the guns, then went to test fire the weapons in a rice paddy near Bronco, simulating a gun run. After making the low pass run with no firing, and making sure that no civilians were in the area, I turned down wind and started a climb, so as to make my live-fire gun run into the wind (I remember very well, because we had a 16 knot wind from the north and I had my CE in right seat (a definite no-no), and two gunners in the back). As I began this downwind climb, the engine quit at about 200 ft! I had no time to turn 180 degrees into the wind so I auto rotated straight ahead into a rice paddy. As I flared, with the 16-knot tail wind, we popped pitch. The skids hit a dike and the rotor flexed down and severed the tail rotor control arm (top of tail boom). We then hit the water in the rice paddy and both chin bubbles broke allowing water to rush in. We came to rest with the water level just up to the floor of the helicopter. Believe it or not, the story is somewhat humorous UNTIL we were rescued by CPT Cayton flying the maintenance ship." -Ken Peters (Shark 6 8/68-11/68). SP4 Ron Connors was CE on Shark 138. However, he was riding in Shark 221's right seat for this test fire flight. Actually, Hal Koster was the CE for Shark 221 and was in the back with one of the maintainence people. We had not even installed the jump seats in the

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							back. We were sitting on the mini gun ammo cans for the flight. - SP4 Hal Koster
UH-1C	66-15224	6806	0305	6902	0906	0601	
UH-1M	66-15242	7103	1556	7112	1981	0425	Easy Rider (2nd) “ Came to us in 1971 as a C model, a fresh Bell rebuilt, one of the replacement aircraft for those shot down in Laos. Fred Thompson was her first Aircraft Commander. When he left country, he turned her over to me. (It was a proud moment). Incidentally, when Typhoon Hester hit Chu Lai, my crew and I took Easy Rider up the ramp to the big concrete Air Force B-52 hangars. I asked an Air Force sergeant if he had room for a Huey in a back corner. He said, ‘If you've got ground-handling wheels, roll it in.’ She came through without a scratch.” -PJ Roths, Shark 10, 1971. One of only three of the original eight Shark gunships to survive Lam Son 719.
UH-1D	66-16080	6704	0001	6801	0957	0956	“In late 1967 to Jan. 1968, I flew exclusively for the 11th Infantry Brigade Commander, COL Wear, and the late GEN Lipscombe, in tail number #080... until I crashed in it in January. I destroyed that one. I went back out to the crash site (a rice paddy) to help maintenance ‘blow it’ in place. - CW2 Jim Messinger. “ I happened to be the Crew Chief on 080 that day with Mr. Messinger, SP4 Currie was the Door Gunner. We experienced engine failure after picking up an arms cache west of Duc Pho. “- SP4 David ‘Doc’ Livingston
UH-1D	66-16100	6804	0791	6806	0913	0122	Crashed in Laos June 1968. CWO Jim Rawling, other pilot?, CE Tom Ellis and Door Gunner Andy Brito. Aircraft was recovered and shipped to Ft. Belvoir July 1968 for “SEA NITEOPS”
UH-1H	66-16155	6902	0662	6907	1208	0546	
UH-1H	66-16186	6908	2132	7112	3345	1213	
UH-1D	66-16201	6804	0516	6805	0660	0144	
UH-1D	66-16235	6706	0000	6707	0278	0278	Crashed July 1967 due to tail rotor strike on boulders at hill-top LZ. Carried the original “Machina” Dolphin nose art. - WO1 Jim McDaniel 1967. Jim McDaniel and Richard Machina were shot up in this aircraft in July 67 resulting in Machina being medivaced back to the States.
UH-1H	66-16394	??	??	7103	??	??	Shot Down 3/71
UH-1H	66-16406	7107	2168	7111	2496	0328	From 6908-7010 flew 0831hrs w/187 th AHC
UH-1H	66-16511	6903	1211	6903	1335	0124	CPT Mark Fisher, WO1Rodney Calloway, SP4 Tom Gauby & SP4 Ben Kennedy crashed 3/69. Only serious injury was Calloway (facial) and Gauby (back)

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UH-1H	66-16589	6812	0495	6902	0712	0217	
UH-1H	66-16651	7103	2641	7110	3334	0693	From 6709-6805 flew 0910hrs w/335 th AHC
UH-1H	66-16811	6805	0277	6812	0806	0529	12/29/1968 Incident number: 68122911. KIA. UTM grid coordinates: BS526517 (AC) CW2 Tews Henry James KIA. Aircraft received battle damage and was emitting unusual noises. Tews inspected and determined the aircraft could make a one-time 30-minute flight to Duc Pho. Damage appeared minor. Tews flew alone in the aircraft. In route, the transmission seized and the aircraft crashed. (*Recent Note: "Mr. Tews did not make the decision to fly UH1H 66-16811, it was the (TI), who was flying with that mission, who told Tews that the Aircraft was flight ready. That (TI) was transferred by Major Brown 2 days later!"- Larry McKenna (1/05).) Dolphin 10, Ken Grogan adds: "I was only six weeks in Nam when I was assigned to fly with John O'Sullivan on a CC mission. We were about 10 K Southwest of Minh Long, when we came under heavy automatic weapons fire. O'Sullivan was hit in the leg, so I was flying the aircraft. It was our good fortunes to be near a Recon Platoon, on a hill nearby. We landed without any problems, even though the helicopter was heavily damaged. Henry Tews showed up. We had a short conversation concerning the damage to the Helicopter. He got in, and took off in a Northeast direction. Later, about dark, the crew and I left in another Helicopter for Duc Pho. In route, we were advised that we were needed to secure a Helicopter that went down. When we arrived about a mile west of Minh Long, the Helicopter was engulfed in flames. The crew and I were unable to do anything but stand by and watch the fire burn".
UH-1D	66-16863	6802	0013	6805	0498	0485	"Dolphin 863... I'm sure that was the aircraft I flew with Frank Dailey as my Crew Chief. Wally Nunn was the gunner quite often. They were both the best I could have flown with. That would have been about November 67 thru about June 68 for me, cause I arrived in the 174 th from the 71 st just after Thanksgiving 67. - Dean Lind
UH-1D	66-16867	6802	0008	6805	0359	0351	
UH-1H	66-16954	6809	0360	6905	1122	0762	"Dolphin 66-16954 was assigned to the 2nd PLT and my ship. It came to the 174 th around 9/68 after being a Dust Off, and carried many bullet holes patched in the cabin floor. SP4 Thad Kelly was the CE. We flew Dolphin 954 during the Fall of 68 - Spring of 69."-Ross Clement. Thad Kelly then writes: "About 221, it was actually Dolphin 954, my ship,

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with a new tail boom. It was in for a PE and replacement of the tail when I went home for Christmas '68. When it came out of maintenance, I think it was Steve Dewitt who took her out. It seems when they hovered near a farmer to ask him something, he shoved his hoe into the tail rotor, and down she came. I felt bad, really! She was a great bird, just out of maintenance and no regular CE to put the tail number and paint the stripes back on her, or even tune 'er up."- Thad Kelly
Ross Clement continues: "After I went to the 14th CAB, in April 69, Dolphin 66-16954 was rolled over and I understand it was totaled. I saw pictures of her, and it appeared it was due to "Dynamic Roll over." That was a term used later to explain how the aircraft got away from the pilot, who was lifting off and not paying attention to rate of roll, and continuing to pull collective pitch to attain a hover. The result was the helicopter ending upside down. In this case, the crew walked away, but Dolphin was slung to a repair location, probably Red Beach, north of Da Nang. I have many fond memories of 954, as she pulled us out of many a tight LZ and night missions."- Ross Clement (now a Pilot/Capt. with Boeing Alaska Airlines). "I was CE, John Wayne Bond (JB) was gunner - I can't remember pilots, on board when 954 turned upside down. I think the Post Crash revealed 'cyclic malfunction.' I went straight up in the air and my ammo fell out of my can on me, stuck all in my arms etc. - also wrapped around my helmet. Hurt like hell but no serious injury. After the main rotor hit the ground on the right side, the chopper 'bounced up' and landed on its roof. The pilots were 'hosed' - they were hanging upside down and their armor was in place. JB (John Bond) says the engine was screaming bloody murder since there was no transmission hooked to it. I opened the AC door and let him out - he took off. I went around to the other side and the Peter-pilot was hanging upside down with his visor still over his face. He was a little overweight and I could not get to his seat-belt release but I finally got him to do it. He fell straight into the green window (normally the top of the ship) - then he 'didied' too. Remember, the ship's engine was wide open, there are 1200 lbs of JP4 now above that red-hot engine, We're standing there and I mentioned that somebody (read- A PILOT!) needed to go down there and cut that thing off before it exploded. I distinctly remember the AC telling me how to do it, and there would have been no

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							reason for me to know that otherwise. I can still remember there is a collar on the collective and a button or something. There has been a lot of discussion on whether it was a pilot error, mechanical, or what. It never mattered to us." Robert Shoe CE Dec/68- Dec/69.
UH-1H	66-17017	6903	0255	6904	0516	0261	
UH-1H	66-17036	6901	0099	7011	2355	2256	Dolphin 14- Charlie Uhlich 2/70. However, during flaership On 11/28/70, crashed CW2 Creamer, 1Lt. Jauregui, SP4 Powell and CPL Field ...all KIA
UH-1H	67-17191	7012	2615	7103	3069	0454	
UH-1D	67-17193	6802	0000	6805	0534	0534	
UH-1D	67-17203	6802	0000	6802	0082	0082	
UH-1D	67-17209	6802	0000	6805	0438	0438	
UH-1D	67-17281	6803	0000	6804	0112	0112	Currently on static display (as an Memorial) outdoors at Freeman Park next to the Airport in Burley, Idaho. We believe that CE SP5 Carl McCoy was CE 1968.
UH-1D	67-17282	6803	0000	6804	0219	0219	Dennis Pelliccia CE, Tony Yates Door Gunner 1968
UH-1H	67-17359	7008	1734	7102	2341	0607	
UH-1H	67-17410	6805	0002	7103	2334	2332	"Witch Doctor" Tom Reinshagen Dec 68-Aug 69
UH-1H	67-17419	6805	0001	6904	1233	1232	Lost to operational accident - dynamic rollover/rotor strikes. CE Sam Sours and Door Gunner Larry Whalen 4/69
UH-1H	67-17421	6805	0002	6904	1379	1377	
UH-1H	67-17428	6805	0000	6903	0938	0938	11/18/68: SP5 Tice KIA. Dolphin 428 came under enemy fire. The ship took more than 15 hits. Although critically wounded, SP5 Tice, the CE, returned fire until the aircraft was out of the area. Tice was medevaced to Chu Lai, but later died of wounds. In recognition of gallantry, he was awarded the Distinguished Flying Cross posthumously. John O'Sullivan was the AC and the copilot was "Smokey" Grykin. 3/1/69: Pinnacle crash in 515 Valley 3/1/69 WO1 Harris, WO1 Davis, SP4 Zarina and SP4 Schultz and five (of seven) enlisted 11LIB Infantry KIA. Aircraft was flying 1/20 Infantry Bn. C&C. Coordinates BS641534. Approach was over-shot. Aircraft tried to make a pedal turn to get on top of OP. Lost power and altitude. Approximately 50 meters down the hill, the main rotor struck the ground and the slightly further down- the main fuselage broke apart, starting fire. The only two survivors (2 infantry men) were removed by medevac with injuries.
UH-1H	67-17430	6805	0001	7010	3195	3194	Pat Mitchell CE 69/70

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UH-1H	67-17444	6805	0001	6808	0289	0288	Tim Healy (gunner) & Dale Ellis (CE) 1968
UH-1H	67-17445	6806	0002	7012	2989	2987	“Suzie” AC Tom Sterrett 1969
UH-1H	67-17471	6805	0000	7104	3368	3368	“Connie” Dolphin with most hours 3368!!
UH-1H	67-17503	6806	0000	7101	2278	2278	Smoke Ship "Smokey." Says Wayne Clark: “I was the AC for Dolphin 67-17503 as my first ship following my AC orders, in Nov.’ 68. Zerberg (sp?) was my CE. Sometime in Dec-Jan, the unit got the smokeship equipment put on Dolphin 503. The test flight was fun and at the end of the flight we asked Duc Pho tower for a ‘smoke run.’ They expected to see a stream of yellow smoke. Instead we covered the entire company area with smoke (until it blew away)! I flew the smoke ship until I moved to Sharks in April of ‘69 (Shark 9) and I think WO1 Grogan took over next”- Wayne Clark. SP4 Larry Whalen was the CE 1969.
UH-1H	67-17512	6806	0002	6904	1213	1211	SP5 Russell Pelke CE 1968
UH-1H	67-17519	6806	0002	6901	0959	0957	From 6909-7007 1188hrs w/187 th AHC
UH-1H	67-17521	7105	2739	7111	3278	0539	
UH-1H	67-17530	6806	0002	6808	0335	0333	Sam Sours CE during 5/69
UH-1H	67-17540	6806	0000	7106	3240	3240	“I was the last CE of Dolphin 67-17540, last AC was Guy 'Cowboy' Martin. He and I flew 540 to Da Nang in June of 72 to turn it in on frame hours (3240). This, mind you, happened after a pissing match with the Witchdoctor group, pretty obvious who won that one. Can’t blame them though :-).”- Dennis Orthman
UH-1H	67-17543	6806	0002	7011	3091	3089	"Schlitz" First AC Steve Kennedy 1969. Piloted frequently by CPT Mark Fisher, Dolphin Platoon Leader 1969. Nose art by SP4 Ben Kennedy.
UH-1H	67-17550	6806	0002	6904	1286	1284	
UH-1H	67-17566	6807	0000	6811	0619	0619	“Many knew the nose art on #566, the ‘My Yellow Balloon.’ My Crew Chief didn't ask permission. He just did it and I kind of liked it. Dolphin 566 was a great aircraft. She was shot down on 7 September ’68. She was riddled with machine gun fire (mostly through the cockpit). I was wounded in the neck. My door gunner, a young black SP4 named Ross, was also wounded. When I saw him at the 2nd Surgical Hospital in Chu Lai, he had lost his leg. Dolphin 566 was ‘hooked out’ of where we had to put it down. It was so messed up that I was told it was going to be scrapped. I guess it was a couple months before they got everything out of it they wanted.”- Bob Collins (2 nd Platoon Leader 8/68)

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UH-1H	67-17588	6807	0000	7004	2160	2160	
UH-1H	67-17718	6809	0000	7007	2483	2483	
UH-1H	67-17753	6810	0000	6905	0573	0573	
UH-1H	68-15215	6901	0000	7103	2045	2045	Shot down over Laos during Lam Son 719. Dolphin 215 crashed and burned. Miraculously, the crew was extracted, but all ARVN troops on board perished. (AC) CPT Charles Johnson, (PP) Jim Story, (CE) Eddie Nichols and (Gunner) Lee Fairchild. For a short time, Story was pinned in aircraft and Fairchild was pinned under the aircraft. They were the "Chalk" ahead of Dolphin 639, CPT Bishop's ship, which also was shot down.
UH-1H	68-15223	6901	0000	7104	2833	2833	"Debbie" Tom Gauby CE '68. Named after Gauby's wife. Ben Kennedy nose art. Some other CEs: Frank Daily, Charlie Upton and Sam Sours. Name changed to "Gail" in the early 1970 by WO1 John "Beetle" Bailey: "I was the assigned Aircraft Commander for the aircraft at the time. Gail is the name of a young woman I was trying to establish a relationship with who was from a suburb area in my hometown. Another enlisted man who was the assigned CE, after Sam Sours, was Hank Dorn from Wichita, Kansas, who later moved to the Sharks gun platoon in 1970. A picture of the aircraft (223) appeared in an issue of the Stars & Stripes on one of the pages featuring an article about the Americal Division. It was a first flight platoon aircraft with yellow skid caps and the Dolphin tail stripe. It was probably one of the strongest birds in the unit next to Satan 463" - John. This ship lasted three years in the Unit. After numerous mechanical failures it was sent back stateside 4/71, where it had several capacities as a corporate helicopter.
UH-1H	68-15403	7012	0799	7102	0856	0057	2/25/1971 WO1 Steven R. Burch and WO1 Patrick D. Erb KIA. They were resupplying troops on or near a pinnacle - LZ Scotch. LZ was obscured by smoke, had marginal visibility, dead trees around the approach, and a departure route that limited maneuvering. Richard Bricker was CE, right behind Doug Erb, who was on the controls. The aircraft took enemy fire on climb out, caught fire, exploded, and fell to the ground among the trees. The aircraft was engulfed in flames before it hit the trees or the ground. SP4 Bricker, and SP4 Mike Walsh, were blown out of the burning aircraft during the crash and survived. Walsh found Burch and carried him to hide behind a log, until rescued by the

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							Infantry. Bricker, who was badly burned, cried out for Walsh, but Walsh could not hear because of the intensity of the enemy fire. To get out of the wreck, the pilots had to run through the intense fire in the cargo compartment and were severely burned. The Infantry came down the hill and assisted in the recovery of the crew to the mountaintop, where they were flown out. All crewmembers were able to walk away from the aircraft under their own power and were taken to the hospital at Quang Tri by a 174th Dolphin aircraft. Both pilots (Burch and Erb) had burned their lungs running through the fire and died from pneumonia weeks later in Japan. Walsh and Bricker were sent to the Burn Center at Brooke Army Hospital, Ft. Sam Houston, TX.
UH-1H	68-15458	7011	1411	7112	2413	1002	“Black Jack”- Rex Schumacher CE 1971
UH-1H	68-15463	6904	0000	7101	2233	2233	“Satan” 1969 CE Ben Kennedy and the AC WO-1/CW2 Melvin “Heimy” Heitman. Danny Davison CE in 1970 says, “The most powerful H model ever to go in country!” Also used as “spray ship” 1970. AC Dennis McCabe and George Toomey CE
UH-1H	68-15529	6905	0000	6905	0127	0127	Crashed 5/69 on its maiden voyage as a flairship (rotor contacted a parked aircraft)! John O’ Sullivan’s last of many crashes.
UH-1H	68-15531	6905	0000	6905	0105	0105	
UH-1H	68-15639	6906	0000	7103	2137	2137	Shot down over Laos 3/3/71. CPT John Bishop, 1LT Flemer, SP4 Rhodes and SP4 Padilla. Gary Padilla (gunner) was KIA. Bishop and Rhodes were not rescued until 3/6/71 (3 days later)
UH-1H	68-15644	6906	0000	7010	1853	1853	2 nd Platoon-“Carolyn” Crashed through several trees due to engine failure. (AC) Robert Chipley, (PP) Guy “Cowboy” Martin, (CE) Holder.
UH-1H	68-15661	6906	0000	6911	0676	0676	WO1 Wilson, WO1 Regaldo, SP4 Ducommun and SP4 Hodgkin crashed 11/15/69, all KIA. Aircraft was resupplying artillery firebases on a very windy day. Due to wind conditions and aircraft cargo, the crew had to make their approach in the same direction, four times in a row. On the fifth approach, the aircraft was shot down with all souls lost; the crew of four and a single artilleryman from the S-4 section.
UH-1H	68-15671	6906	0000	7103	2005	2005	“Rampage” crashed and recovered during Lam Son 719, 3/3/71 (took 5 hits!)
UH-1H	68-15676	6906	0000	7112	2763	2763	
UH-1H	68-15677	6906	0000	7010	1614	1614	
UH-1H	68-15680	6906	0000	7011	1861	1861	
UH-1H	68-16122	7105	1154	7112	1825	0671	

<u>MODEL</u>	<u>S/N</u>	<u>ARRV</u>	<u>HRS1</u>	<u>LEAV</u>	<u>HRS2</u>	<u>HRS3</u>	<u>COMMENTS</u>
UH-1H	68-16180	7101	2125	7102	2197	0072	
UH-1H	68-16225	6910	0000	7004	0603	0603	
UH-1H	68-16340	6911	0000	7112	1709	1709	Pilot AC "Witch Doctor" Butch Elliott (Witch Doctor 5), LT Richard Gabauer (Co-Pilot), SP4 Dave Smalley (CE), SP4 Harold Brasket (gunner), SP4 Jim Watkins, SP4 Mike (Mac) McFadden, and SP4 Rumaldo Salinas (maintenance specialists). Shot down and crashed in trees west of LZ Aloui in Laos 3/5/71. Entire crew was recovered after three days in Laos.
UH-1H	68-16573	7105	0203	7111	0824	0621	"Frito Bandito #2". The nose art was taken from (avionics panel) crashed UH-1H Dolphin 767. "Tom Boston was the AC, Steven Oshrio was the Door Gunner and I was CE on #573." - Keith Jarett (SP4 1971)
UH-1H	69-15200	7004	0002	7008	0439	0437	8/8/70- WO1 Fred Thompson's (as P) first crash. Alvord (AC). Bill Wilder (CE). While flying C&C for a combat assault they were shot down. Aircraft burned/complete loss. "A total of 6 packs and 4 crew walked away uninjured & extracted. This was the personal 'brand new' CC ship of 174 th CO Fred Blackburn!"- Fred Thompson
UH-1H	69-15284	7005	0000	7102	1057	1057	
UH-1H	69-15423	7006	0000	7112	1650	1650	
UH-1H	69-15516	7008	0000	7112	1389	1389	Hydraulic failure 1/28/71 during unit move to Quang Tri. Pilots Buddy Howard and CPT Garner. No injuries.
UH-1H	69-15533	7102	0506	7107	0925	0419	Took 2 hits during Lam Son 719 3/3/71 (DX'd 7/71)
UH-1H	69-15730	7011	0000	7112	1211	1211	
UH-1H	69-15759	7107	0505	7107	0579	0074	"This helicopter was making a 'pinnacle approach' to the re-supply pad at (FSB) Hill 411 (coordinates BS 540730) July. '71. According to rumor only, Dolphin 759's CE was in the left pilot's seat, the copilot in the right seat, and the AC was in the left gunner's position! The aircraft landed too 'hot', short of the pinnacle, and rolled down the hill .The 16th Aviation Group Commander, LTC (P) Jim Leslie, was in the area and was able to land at Hill 411's pad soon enough after the crash to actually climb down to the Dolphin and shut down the still-running engine by cutting off the main fuel switch. Luckily, the short-shaft between the engine and transmission had been severed during the crash sequence (when the main rotor blades broke after hitting the hillside). The pilot was trapped for a short time in his seat, hanging upside down in the helicopter after it came to a rest partially inverted, but was soon

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							extracted from the aircraft with the help of the crew chief.”- Commenter asks to remain anonymous. “Tail Number 69-15759 which crashed on a pinnacle approach had been LTC Rutkowski's personal C&C aircraft with the 14th Avn Bn. I talked him into taking one of our new replacement aircraft as his C&C Ship and he gave us Dolphin 759. I think my ass still hurts from the ass-chewing he gave me when we lost his old aircraft on that pinnacle approach. I don't even want to know who was in what seat?”- Dale Sprat (Dolphin 6/Boats6)
UH-1H	69-15763	7011	0000	7111	1197	1197	
UH-1H	69-15767	7012	0000	7104	0515	0515	Frito Bandito (#1) “We crashed up- side- down through trees with Dolphin 767 on 28 April 1971. I painted the nose art. After the crash, I moved the nose art (avionics panel) to UH-1H 68-16573”- SP4 Keith Jarett 1971
UH-1H	69-15768	7105	0433	7111	1180	0747	Used for C&C missions. Mark Klindt CE 1971
UH-1H	69-15783	7011	0000	7102	0300	0300	
UH-1H	69-15953	7102	0000	7112	0685	0685	
UH-1H	69-15958	7102	0000	7111	0715	0715	
UH-1H	69-16650	7103	0000	7111	0530	0530	The last “Witchdoctor” slick (AKA: ”Witch Bitch”). Mel Lutgring CE. Last flight 11/15/71 just before “stand down”
UH-1H	69-16667	7103	0000	7103	0108	0108	
UH-1H	69-16698	7103	0000	7111	0725	0725	
UH-1H	69-16716	7103	0000	7106	0306	0306	
UH-1H	69-19191	7004	0000	7005	0353	0353	Brand new to the unit, but crashed 5/70 - AC John Bailey: “As I recall, it was the day of the Change of Command for Maj. Virgil E. Blevins and it (the crash) ruined his safety record which I, at the time, was pleased to have done because of my extreme dislike for him as a Commander. “- John Bailey
UH-1H	70-15711	7103	0033	7112	0342	0309	CO Dale Spratt’s Slick “Boats 6” (also CE 1SGT Bob McClure). From 8/72 to 12/75 it did 920hrs with the 335 th AHC.

Sources: Information gathered from the following, 1997- 2005:

- VHPA Data Base (Gary Roush)
- The Gold Book On-Line

- Websites of the 174th AHC, 155th AHC, 176th AHC, 187th AHC, 335th AHC
- Vietnam Casualty Database
- Joe Baugher's Home Page (Listings of military serial allocations)
- US Military Designations and Serial Numbers (Compiled by John M. Andrade)
- Vol. 33 No. 4, Winter 1988 AAHS Journal (Article on HAL-3)
- 174th AHC Crew Losses Web Page (Several contributors, but primarily Mike Sloniker (Dolphin 15, 1971), Fred Thompson (Shark 7, 1970-71), and Jim McDaniel (Shark 4 1967-68))
- Tireless effort and volumes of research done by Robert Brackenhoff (174th AHC Maintenance and PE Team 1970-71)
- Research & Personal interviews of 174th Avn Co & 14th Avn Battalion personnel
- Records of LTC(R) Martin Heuer (Dolphin pilot 1966)
- All comments received “In person” via interviews, phone and Email correspondence of personal accounts by 174th AHC members
- Personal conversations and documented records of (the late) Fred Thompson (Shark 7, 1970-71)