



# U.S. ARMY HELICOPTER NAMES IN VIETNAM

**John Brennan**

*Mini Power:* F Troop 4 Cav, OH-6A, 1971. Inscriptions on a Loach's minigun housing were an extremely rare sight. Photo by Carl Betsill.

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*One June day at South Vietnam's Vinh Long Army Airfield in 1970, an Army buddy snapped a photo of me leaning against the nose of a 114 AHC slick that had been christened "THE IRON BUTTERFLY." A few months later the Crew Chief that named this ship, SP5 Frank Akana, was Killed In Action. Nowhere among this young man's official records would "THE IRON BUTTERFLY" be mentioned. Outside of a small group of buddies, friends and family this entitled bit of Army aviation history had but all been neglected and forgotten... until now.*



**An Khe Annie:** B Troop 1/9 Cav, UH-1B, April 1967. An Khe was 1<sup>st</sup> Air Cav Div Hdqs; the UH-1B gunship in foreground has a “frog” configuration weapons system as opposed to the UH-1B gunship in background which has a “hog” configuration. Standing (left to right): Jim Bennett CP, Dick Hale AC. Front (left to right): CE and DG, names unknown. Photo by Dick Hale.

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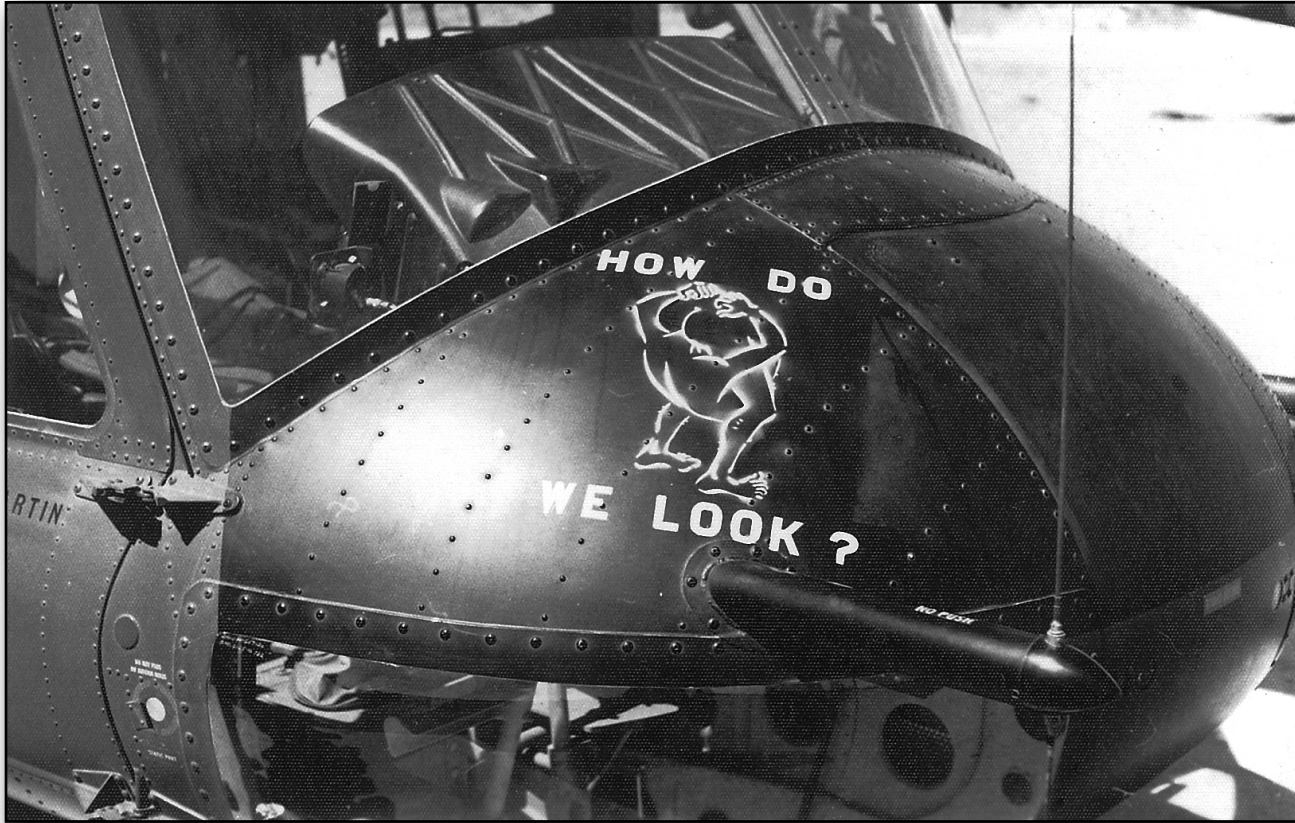
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***How Do We Look?:*** 68 Avn Co, UH-1B, 1965-66. You just gotta love the in-country humor of the everyday soldier. Photo by Dan Telfair.

# PREFACE

The personal naming of military aircraft in the Vietnam War is not unique in American history. What is unique is the near total lack of documentation on file of their existence. Not any longer. Unseen and nearly forgotten for over forty years, 3,100 Army helicopter names from the VN War have been rescued from history's cutting room floor and respectfully restored to their rightful place of importance, ending forever a societal estrangement that has lasted these many years.

Against a backdrop of censorship, political correctness, and military directives to the contrary, in-country Army helicopter nose art and fanciful names flourished in Vietnam. Understand, by no means does this imply anything approaching the scale of artistic expression exhibited on Army Air Force bombers and fighter aircraft of WWII. Yet the tradition was carried on, the baton was passed forward, and the legacy continued, borrowing some from the old, manufacturing others that were new, and gleefully composing for levity's sake enough cockeyed artwork and names to counter-balance the weight of war on the psyche of the war weary G.I. in Vietnam.

Between 1962-1973, stretching from the Delta to the DMZ, affixed to every helicopter model from the AH-1G through the UH-1M, and crewed/piloted by Army aviators from the 1st Aviation Detachment to the UTT (Utility Tactical Transport), there materialized in non-OD colors a veritable smorgasbord of personalized names and art. It is important here to be clear on the elements that DO NOT figure into this project's definition of personalized markings, these being: pilot/crew nicknames and call-signs, and unit/platoon names, call-signs, insignia, and slogans. The job of tracking down and recovering helicopter names would be a big enough challenge all in itself.

Although considered by the military to be of an unofficial and transient nature, personalized names and art represent an unbroken tradition dating back to WWI, with one little wrinkle. Because hearts and minds were part of our military strategy, and Vietnam being the first TV war, the Army decided to buckle down on any inscriptions and art that contained lewd, crude, vulgar, or pornographic overtones. For many Army brats any thoughts of carrying on dear old dad's WWII nose art legacy to Vietnam were sadly put to rest.

Over time and under scrutiny many new details would emerge in the wake of America's military presence in Vietnam. With over 3,100 helicopter names thus documented, one of the last remaining unexplored goldmines of Army aviation history will have been excavated and brought to light. Consequently, what is revealed after sorting out the collected data are four basic marking patterns as they appeared on in-country Army helicopters: *name only*, *name and artwork*, *artwork only*, *name as artwork*. Additionally, because some units adhered to a strict "no-personal markings policy," it was common practice for these crews to assign a *verbal name* to their aircraft; thus, a fifth classification of names will be honored that includes these as well. Furthermore, this fifth class will also take into account the VN War practice of naming one's helicopter according to the configuration of the aircraft serial numbers. For example, BALLS THREE (66-15003), DEUCE + A DIME (65-19210) and DOUBLE ACE (66-16011).

From the beginning the intended goal of this project was to document that quintessential and unmistakable American war custom of embellishing one's assigned military aircraft with personalized markings. As with any challenge worth its weight, such an undertaking would serve to be nothing less than daunting. Factor in the degrading nature of time upon memory and the declining veteran population, and the odds looked far from



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promising. But a historical void needed to be filled, the personal computer and the Internet made the task achievable, and my own curiosity needed to be satisfied. In addition, any study of Army aviation history in this particular conflict would be considered incomplete without including an overview of this project's findings, for that which was deemed inconsequential at the time now offers a significant insight into the state of mind of Army helicopter crews during those nights and days of Vietnam flying between 1962-1973.

Before this project was initiated very little was known about the in-country practice of painting individualized names and nose art on Army helicopters. The fact that it was tolerated by most local commanders on the ground and was visible throughout the course of the war in all four Corps Tactical Zones begged a couple of questions, chief among them, What happened to it all? and secondly, Does anyone know the who, what, and why behind these artistic creations? The fact that the UH-1 Huey possessed a detachable nose panel, which doubled as a natural canvas for artwork and names, was in itself a unique fuselage amenity among in-country helicopters. It also offered a viable keepsake for a lucky few who courted fate and faith to see it home.

Any in-depth analysis of a post-war collection such as helicopter nose art and names is dependent on a healthy database of information. Let's suppose other than helicopter names, someone wanted to study similar by-products of the war—like Zippo lighter art, flight helmet art, or short-timer calendar art. Here too, because of their “unofficial” military status, one might find it completely justified to bypass the Army and government altogether and appeal directly to the veterans themselves for help. With over 10,000 emails received to date that's precisely how this very project gained transitional lift and completed its mission. To break it down further, roughly two-thirds of the names obtained were from email correspondence and photos attached. The other third were acquired via websites, published print media, interviews, and reunions. It's a storied road to becoming a worded entity. First, the manufacturer gives it a serial number, then the assigned unit gives it a platoon slot number, and finally the crew gives it a name. Soon afterwards, brushes and paint become the next order of business.

Crossword puzzles and patchwork quilts can best describe the challenge inherent in documenting the history of any single crew and helicopter in the VN War. Take it up another notch to that of uncovering the actual painter of *STRANGE DAZE* and its accompanying giant eyeball (C/229 AHB), and the task nearly equals that of the mythological bucket of prop wash and fifty feet of flight line that in-country newbie pilots were instructed to collect as part of their initiation. With helicopter serial numbers and crew names in the runner-up positions, the single most elusive component to pin down is the not-so-simple identity of a particular nose art artist. Curiously, what might contribute to this dilemma is the fact that a fair amount of nose art was commissioned and performed by civilian contractors, Vietnamese artisans, and Korean personnel. However, aside from this small cottage industry that developed in and around helicopter air fields, there's no doubt that the bulk of painted names and art applied to helicopters were carried out by self-taught G.I.'s who took brush in hand and did their utmost to craft an additional identity for a certain ship, and its *CANNED HEAT* personality.

Unquestionably, and to the credit of my generation, what I experienced in assembling this book mirrored what I witnessed in the Mekong Delta as exemplified by Army-crewed helicopters in their rapid and decisive response whenever the need arose. They got the job done then, and they helped in getting the job done today. Merely calling it a group effort would be a gross injustice, for it was an outpouring beyond expectation to an appeal that resonated with each contributor who also recognized the need to validate and correct an historical omission before it was too late. What became a



*PREFACE*

massive outpouring of information and images was equally reinforced by tons of positive messages of genuine encouragement, support, and brotherly goodwill. Simply put, describing it as an anthology authored by 2,000 narrators is far from being an exaggeration.

Enough time has elapsed for the Vietnam War to have reached its peak historical interest, which offers, at last, an opportunity to showcase a unique assortment of re-discovered epigrams of the expressive American spirit. Once estranged and thought lost, these 3,100 in-country Army helicopters names have been fittingly repatriated, to assume their rightful place alongside previous combat seasoned names from generations past. The appearance of this subject material, in essence, strips away some of the enigma of that war by providing an essential puzzle piece in helping to understand our warrior brothers, fathers, uncles, sons, and friends who manned these “mostly” military green flying machines for the U.S. Army in S.E. Asia.

## U.S. ARMY HELICOPTER NAMES IN VIETNAM



***Pandora's Box:*** B Co 123 Avn Bn, OH-6A, (sn 69-15997), 1971, Chu Lai. An exclusive seventeen-month B-123 in-country tour netted 1,034 total flight hours before returning stateside. Photo by Jim Barnett.

# ADVISORY NOTES

*The search for Army helicopter names of the Vietnam War is predominately first a people search of those intimately familiar with an event that spanned eleven years. The process brings with it both challenges and triumphs, and hard-won knowledge. Whenever new ground is broken in any research project it is customary for the researcher to share his findings and educated conclusions. Here then are the highlights of what was discovered, what was not discovered, what anomalies cropped up, and what shortcomings were detected.*

The absence of official Army aircraft flight records (they simply don't exist) that spanned the period of November 1961 through August 1966 greatly hampered any attempt in obtaining a detailed in-country accounting on any single aircraft or of a unit's fleet of aircraft for the early years of the war.

Approximately half of the listed 3,100 Army helicopter names are without an accompanying serial number. Such a deficiency greatly reduced the possibility of successfully tracing a particular helicopter's in-country history.

Helicopter names that were obtained via an in-country photo versus other alternate means (email, verbal, text) have an extra-ordinary reliability rating when it comes to spelling. All other alternate sources pale in comparison. For example, was it ROAD RUNNER or ROADRUNNER? Was it SUZY Q or SUSIE Q? Was it THE JINX or merely JINX? Sometimes, the weight of evidence validates a certain spelling if no photo exists. Yet, there will always be a certain percentage of names garnered from former crew members whose true spelling will have fallen victim to that affliction commonly known as old age.

Depending on the angle of the photo and whether it is a close-up or not, will determine how much supplemental information is obtained besides the painted name. If it's a gunship, is it a B, C or M model Huey? If it's a slick, is it an A, B, D or H model Huey? If the photo is an extreme close-up of the name or artwork blocking out any other identifying markers on the copter nose, much more investigative work will be necessary. Is it possible to determine if the nose is riding high or low (slick vs gunship)? Can the location of the pitot tube be a reliable tell-tale sign for identifying the model and year of the helicopter? Trust me, it's never a surefire clue. Remember also, early in the war before the arrival of the UH-1D slick the B model Huey served in the role of both slick and gunship.

For the researcher, a series of challenges begins immediately upon the discovery of a helicopter name or artwork: pinning down a specific date when the helicopter acquired the name and its duration on the ship, identifying its author, learning the definition of the name, and identifying the artist. Next is the task of identifying the assigned crew and their occupations on the ship. A lot of detective work ensues with much needed help from former unit members and Internet webmasters. When it comes to identifying Medevac and Dustoff crews it helps to know that because of their standby status and quick reaction posture oftentimes regular crew and ship assignments were intermixed.

When a "II" is added to a copter name, it, strange as it sounds, doesn't necessarily symbolize the second in a series of helicopters with the same name. If this is the case then the usual reason that the "II" is the first incarnation of the copter name is that the origin for the name is something other than a helicopter, usually a loved one back home.

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There are a few instances where helicopters have been documented showing a high range of Roman Numerals after the name, and in all likelihood, although some of the middle numbers have never been documented, represent a true reincarnation of the original copter name. Under a deductive evaluation process, which I label “calculated assumption,” these missing originators receive full recognition and get added to the database. WITCH DOCTOR I-VIII of the 128 AHC and SNOOPY I-VIII of the 175 AHC quickly come to mind.

On the spreadsheet is a column labeled “Unit #1.” All those copter units that changed names or unit designation get recognized here. Those TC’s that became AVN, those AVN’s that were re-designated AHC, those AHC’s that became AWC, etc. For reasons of simplicity and orderliness you will also notice that a single unit designator, AHC, has been assigned to the majority of the helicopter aviation companies, even though their in-country tenure might have included them performing in the capacity of an AML (Air Mobile Light) or AVN CO (Aviation Company).

Identifying exactly who among a helicopter crew was the AC, CP, CE, FE, or DG is easy if the photograph or email generously provide that kind of factual information. However, if faces and rank go un-captioned, or are lumped together without details, there is little one can do but record the crew names without specified occupation. Unfortunately, the regular occurrence of this particular omission is quite evident among the entries in the spreadsheet CREW column. The temptation at guess work here runs a high risk for error, and is not recommended. Querying the unit’s webmaster for assistance oftentimes would prove successful.

During the later war years of 1970-73, in what author Lawrence Johnson called the “Air Cavalry Shell Game,” the task of tracking certain Cav helicopters that carried personalized names take on a whole new challenge. A certain political technicality allowed several Air Cav units to merely change names instead of leaving Vietnam, which by itself bought extra time for our side, but admittedly plays havoc with anyone keenly interested in the status of a particular helicopter, its pseudo new management policies, and newly re-designated unit markings. That being said, one big question remains to be answered: did the personalized helicopter names and artwork remain intact after transition? Without conclusive evidence to change an assumption to a fact, I’ve decided that any known “shell game” participant helicopter that sported a name before the change-over goes into the spreadsheet database affiliated to a single unit only—the former.

You will obviously notice in the spreadsheet FATE column that only a small percentage of data has been posted. The upshot of this is the lack of documentation. For the majority of names that were collected there is no beginning and there is no end when going about determining their calendar lifespan. Let’s say a contributor sends me a name which he had spotted on a Chinook at LZ Judy during his 1968-69 tour. No more specifics and no other details. With a little detective work the unit gets identified, a serial number becomes known, a door gunner’s name comes to light via the Association’s webmaster, and this “hook’s” official flight records are consulted. However, during further research all trails leading to the potential author of the CH-47 name turns cold. What must be considered also is that subsequent crew changes carry a huge potential for aircraft name changes. What was observed at LZ Judy in 1968-69 would most likely have been renamed on our sample Chinook in 1969-70, especially if the name was a female flame of a former crewman.

Here’s what you need to know in order to avoid any misunderstandings regarding the contents of the chapter titled, INDIVIDUAL CONTRIBUTOR’S UNITS—NUMERICAL: unit members, authors, and anyone else credited with furnishing a copter name are included here.

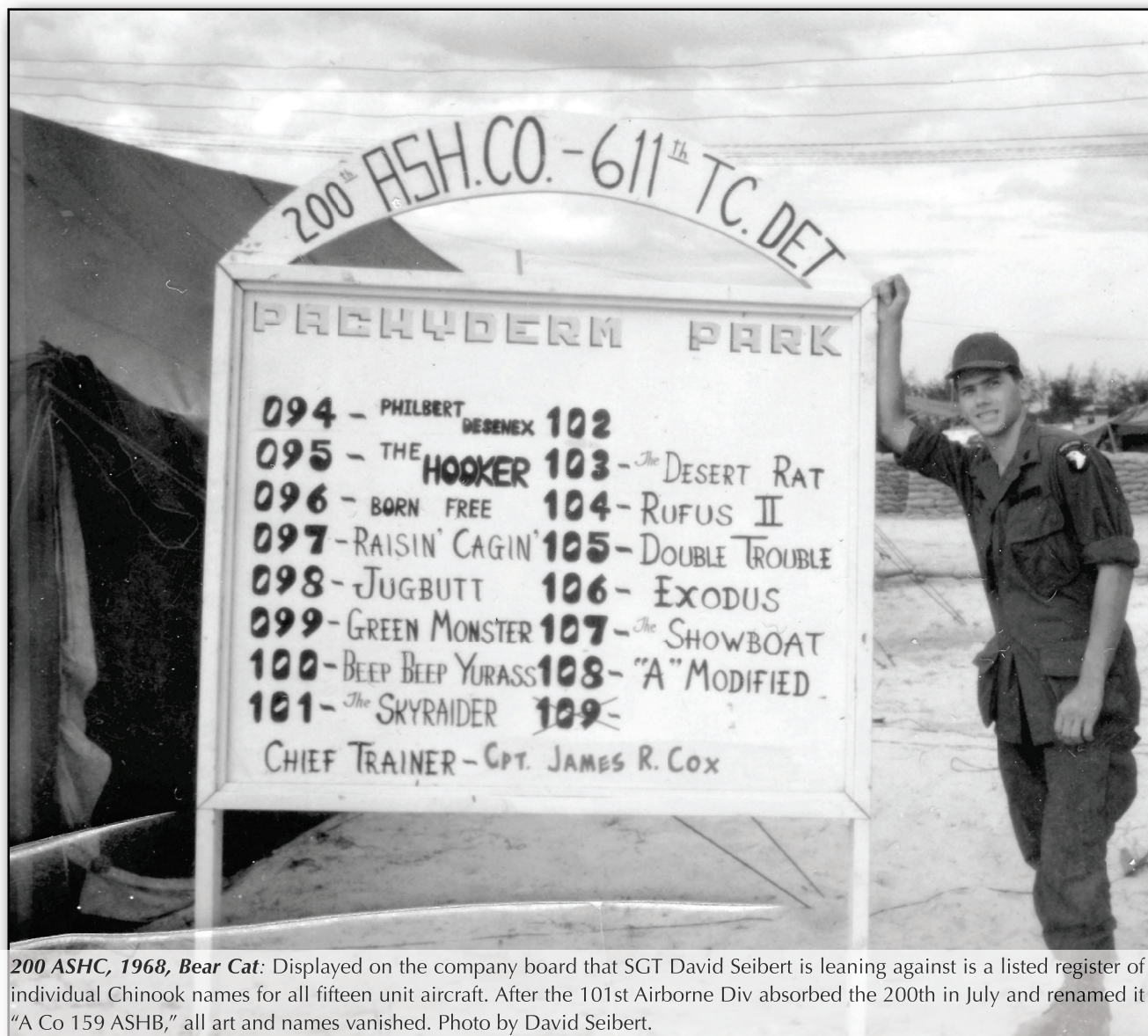
## ADVISORY NOTES

The “INDIVIDUAL CONTRIBUTORS A-Z” chapter contains 2,093 names of which only 1,988 are actually in alphabetical order. Those names that fall between #1,989 thru #2,093 were late additions that were received while the book was being finalized for publication. Consequently, the last 104 names are not listed in A-Z order.

I encourage all readers to forward me any corrections, additions, or omissions that would lend a better understanding of these data filled pages. Please send all queries and comments to the following email address: [johnmailman@yahoo.com](mailto:johnmailman@yahoo.com)

It was during the course of this project’s research that a surprising bit of historical curiosity was uncovered which gave reason for further examination. Comparative findings would reveal that among the favorite bomber names of WWII (re: Wallace Forman) and favorite helicopter names of the VN War, resides but one single name that coexists on both eras’ top ten names list. That’s 16,000 versus 3,100 documented names respectively. On solving its identity one will immediately understand the reason for its seemingly dual nature among military aircraft types, and its adaptability as a relevant name across generations. I’ll leave it to the reader to perform the necessary additions and subtractions towards revealing the celebrated answer.

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**200 ASHC, 1968, Bear Cat:** Displayed on the company board that SGT David Seibert is leaning against is a listed register of individual Chinook names for all fifteen unit aircraft. After the 101st Airborne Div absorbed the 200th in July and renamed it "A Co 159 ASHB," all art and names vanished. Photo by David Seibert.

# **ARMY HELICOPTER NAMES**

**A - Z**



## U.S. ARMY HELICOPTER NAMES IN VIETNAM

Copter Name	Unit	Unit #1	Aircraft	Circa	Function	Serial #	Config	Location	Artist	Crew	Contributors
"A" Modified	200 ASHC		CH-47A	67-68	cargo	66-00108	N+A	front fuselage	Larry Dumford	Daryl Garrett FE, R. Grusheski CE, Bill Bray DG	190, 995, 1195, 1585, 1703
#1	129 AHC		UH-1H	68-69	slick	67-17465	NO	nose		Lloyd Robinson DG, A. Noble CE, J.M. Rau AC, M.J. Solar CP	1495,
#1 Boom Boom	A Co 227 AHB		UH-1D	66-67	slick	65-09713	N+A	nose	Tom Rose	Carl Barnett DG, Tom Rose CE, Ed Turner AC, Tom Loughlin CE	237, 959, 1039, 1512
#1 Du Me Mi	F Trp 4 Cav		AH-1G	1972	gun	68-15012	NO	doghouse		Ken Mick	120, 134, 422, 439, 888, 1266, 5450, 5700
? (question mark)	81 TC	119 AHC	CH-21C	1962	lift	51-15898	NAA	fuselage		Al Doucette DG	431,
007	240 AHC		UH-1H	1970	C+C	66-16007	NAA	nose		Richard Tierney AC, Bob Cooper CP	340, 1748, 2009, 8625
007 *	498 Med Co		UH-1H	1968	dustoff	66-17007	v-nn			Pappy Richardson CE	1974,
1%	176 AHC		UH-1M	70-71	gun	66-00618	NO	nose	Garry Roberts	Garry Roberts CE	301, 395, 439, 504, 696, 1486, 1930, 5150, 5675, 5725, 5900, 6275, 9450
2%er	176 AHC		UH-1C	1969	gun		NO				1595,
2nd Try	335 AHC		UH-1H	1968	slick	66-16649	NO	nose		George Jennings CE	847, 9600
3-5 Pig	F Trp 4 Cav		UH-1H	1972	slick	68-16358	N+A	nose		J. Dan Keirse AC	888, 1851
4 More Shooting Days Til Xmas	71 AHC		UH-1D	66-67	slick		N+A	cargo door window			1241, 9210
5th Dimension	C Trp 1/9		OH-6A	1971	scout	68-17252	NO	doghouse		Randy Kerkar, D. Findley	271, 890, 1266, 1592, 6250, 9805
7-11	B Co 4 Avn Bn		UH-1C	1967	gun		N+A	doorpost		Jerry Polman DG	1407, 9060
10 Thou *	161 AHC		UH-1D	1967	slick	65-10000	v-nn				710, 7125
11th ARM. CAV. Recovery	11 ACR		UH-1H	68-69	maint		NO	nose			1703,
11th Commandment (The)	134 AHC		UH-1H	67-69	slick	66-16326	NO			Bill Harrison AC, Bob Monniger CE, Bill Ogden DG	352, 1818
15 Cents	187 AHC		UH-1H	68-69	slick	67-17555	NO	pilot door			1002,
76	A Trp 7/17		AH-1G	68-69	gun	67-15576	NO	bpw		Maxwell AC, Castlema CE	1602, 4825
96 Tears	A Trp 7/1		AH-1G	71-72	gun	69-16434	NO	bpw	Oscar from downtown Vinh Long	Mel Hinton AC, Free CE, Ken Larcher CE	755, 971, 4825

## ARMY HELICOPTER NAMES: A-Z

Copter Name	Unit	Unit #1	Aircraft	Circa	Function	Serial #	Config	Location	Artist	Crew	Contributors
744's Revenge	176 AHC		UH-1C	1969	gun	66-15233	NO	nose		Phil Varnum CE	742, 901, 1595, 9450
9,000 Lbs Of Romp + Stomp	F Btry 79 AFA		AH-1G	71-72	gun		NO	bpw		Bruce Stotler CE	1711,
A Shau Express	B Co 159 ASHB		CH-47B	68-69	cargo	66-19134	NO	fuselage		John Maddock FE, Wayne Clarke DG	310, 1068, 8025, 8250
A Slight Touch Of Death	B Co 227 AHB		UH-1H	70-71	slick	68-16171	NO	nose		Bobby Mullinax DG	1025, 1258
AA/G	A Trp 3/17		OH-58A	1970	scout	68-16935	NO	doghouse		Bill Sager CE, Paul Clergy	1976, 9720
Ace High	335 AHC		UH-1H	1967	slick	66-16621	NO	pilot door			301,
Ace Of Spades	114 AHC		UH-1H	1970	slick		NO				1704,
Ace Of Spades	162 AHC		UH-1H	71-72	slick	67-17649	NO			George Bell CE	122, 9390
Ace Of Spades **	174 AHC		UH-1C	69-71	gun	64-14170	AO	quarter panel		Hawkins CE '69, Parker CE '71, Manuel CP, Harter AC, Wade DG, Jansen CE	130, 233, 278, 316, 469, 592, 1611, 1770, 6050, 9430
Ace Of Spades	175 AHC		UH-1C	1967	gun		N+A	pilot door			301,
Ace Of Spades **	191 AHC		UH-1D	67-68	slick	66-00821	AO	pilot door	door gunner unk name	Art Almaraz CE, Richard Inskeep AC	27, 9500
Ace Of Spades **	205 ASHC		CH-47A	68-69	cargo		AO	fuselage			1834, 1836, 8325
Ace Of Spades II **	174 AHC		UH-1C	1971	gun	65-09470	AO			B. Wilder CE, F. Thompson, P.J. Roth, B. Holmes	130, 1907, 9430
Adkinson's Reb Raiders	116 AHC		UH-1B	67-68	gun		N+A	pilot door		Mike Adkinson AC	290,
Advengers (The)	48 AHC		UH-1B	1967	gun		NO	nose			531, 1451, 4050
Aeroplane	335 AHC		UH-1H	70-71	slick	68-16373	NO	nose			69,
Aimless Lady	117 AHC		UH-1M	70-71	gun	66-00667	NO	cargo door frame top		Dennis Lemons AC, Lee Bradley CE, Frank Alvarez DG	92, 127, 177, 1006, 1654, 9250
Ain't It A Bitch	175 AHC		UH-1D	1968	slick	65-09791	NO			Mike Haley AC, Joe Wisneski CE, Steve Smith DG, Ronnie Walsh DG, Eddie McGuire DG	682, 1926
Ain't War Hell	B Co 25 Avn Bn		UH-1C	68-69	gun hog	66-15567	NO	nose		Potter, Sal	1060, 3950, 9120
Airhorne	C Co 159 ASHB		CH-47C	1971	cargo	67-18510	NO	rear pylon		David Holdings FE	776,
Alabama	187 AHC		UH-1H	1970	slick	66-16406	NO	nose		Tommy Nigh, Mike Mann	1932,

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Copter Name	Unit	Unit #1	Aircraft	Circa	Function	Serial #	Config	Location	Artist	Crew	Contributors
Alaskan (The)	C Trp 1/9		AH-1G	69-70	gun	67-15752	N+A	rocket pod	Grover Wright	Grover Wright AC, Ed Scheurer CE	1963,
Alerquin	187 AHC		UH-1D	1968	slick	66-00834	NO	pilot door		Al Duquette AC, Imants Celtnieks CE	454, 1451, 1908, 4050, 4600
Alfi	128 AHC		UH-1D	1967	slick		NO	pilot door		Charles Decker AC	402,
Alfred E. Neuman **	20 TC		UH-1D	1967	recovery	66-01008	AO	nose		William McGowan AC	1145,
Alfred E. Neuman **	57 AHC		UH-1C	1968	gun		AO	doorpost			696, 5900
Alfred E. Neuman **	121 AHC		UH-1D	1968	slick	66-16098	N+A	nose		Beaver AC	1593, 6975
Alfred E. Neuman	283 Med Det		UH-1H	67-68	dustoff	66-17005	N+A	jump door			1638,
Alfred E. Neuman	C Co 228 ASHB		CH-47B	68-70	cargo	67-18480	N+A	front fuselage	Mel Chappell	Mel Chappell FE, Steve Keller CE, Steve Bolton CE	297, 347, 1571
Alfred E. Wall **	178 ASHC		CH-47A	66-67	cargo	66-19002	AO	front fuselage	Bob Means	Bob Means FE, Wall AC	841, 1167
Ali Baba	92 AHC		UH-1H	1968	slick	66-16502	NO	nose		Jim Heyn CE, Rocco Colucci DG	745, 9220
Alice In Wonderland	114 AHC	Avn Co	UH-1B	1965	slick	62-01960	NO	nose		R. Zehr, L. Greenly, T. Gallagher	1984, 6700
Alice's Restaurant	C Co 229 AHB		UH-1H	68-69	slick	66-16565	NO	nose			1466, 6805
Alive + Kickin'	45 Med Co		UH-1H	70-71	dustoff	69-15296	NO	nose		Thom Hall CE, John J. Koss MD, Ron Willy MD	683, 938, 2066, 7725
Alive N' Kickin'	45 Med Co		UH-1H	1970	dustoff		NO	nose		David Phillips CE, Richard Parmenter MD	2066, 2070
Alive N' Kickin'	57 Med Det		UH-1H	1971	dustoff		NO				7550,
Alive N' Kickin' II	57 Med Det		UH-1H	1972	dustoff	69-15083	NO	nose		David Freeman	561, 7550
AlJan	134 AHC		UH-1H	68-71	slick		NO				352, 1818
All American Frog **	128 AHC		UH-1M	71-72	gun	65-12741	AO	M-5 turret		Jim Taylor CE, Mike Honara AC	785,
Aloha	A Trp 7/1		OH-6A	70-71	scout	67-16630	NO	doghouse			1908, 4600
Aloha	D Trp 1-1		OH-6A	69-70	scout	68-17161	NO	doghouse			670,
Aluminum Butterfly (The)	B Co 25 Avn Bn		UH-1H	1970	slick	66-16257	N+A	nose		Bill Osthagen DG	9120,
Always In Good Hands <sup>^^</sup>	339 TC	339 TC	UH-1	1967	maint		NO	nose			2021, 9450

## ARMY HELICOPTER NAMES: A-Z



***America Love It Or Leave It:*** C Troop 7/1 Cav, AH-1G (sn 66-15342), Vinh Long, 1968-69. Topical sentiments of the day. Including time in the 334 AWC, she flew a total of 2,448 in-country hours. Photo by Mike Peterson; art by Owen Hamiel.

## U.S. ARMY HELICOPTER NAMES IN VIETNAM

Copter Name	Unit	Unit #1	Aircraft	Circa	Function	Serial #	Config	Location	Artist	Crew	Contributors
Amazing Spiderman (The) ^	A Co 158 AHB		UH-1H	1969	slick	67-17678	N+A	doorpost		Eugene Franck AC	556,
America Love It Or Leave It	C Trp 3/17		UH-1H	1971	slick		N+A	nose		R. Chapman CE, Hosmer AC, Rex Gooch CP	296, 625, 4825
America Love It Or Leave It	C Trp 7/1		AH-1G	68-69	gun	66-15342	NO	turret	Owen Hamiel		1382,
America Love It Or Leave It	D Trp 3/5		UH-1H	1971	slick		N+A	nose		Hosamer AC, Chapman CE	296, 9860
American Dream	B Co 25 Avn Bn		UH-1C	1968	gun	65-09459	NO				1011,
American Flag **	57 AHC		UH-1H	69-70	slick		AO	nose			923,
American Sportsmen	C Trp 7/1		AH-1G	71-72	gun	68-15166	NO	bpw		James Drury AC, Dayne Smith CP	1382, 1634, 1906
American Woman	48 AHC		UH-1C	1970	gun		NO	nose	Al Meadows	Gary Winchester CE	1165, 1813, 9150
American Woman	117 AHC		UH-1C	1971	gun	65-09458	NO	cargo door frame top		Cid Allen CE, Gary Allen DG '70-'71, T. Standsbury, F. Herbert, C. Behm, R. Ricks	92, 117, 127, 8650
American Woman	135 AHC		UH-1M	70-71	gun	65-09438	N+A	cargo door frame top		Larry Ritchie CE, Bob Bratkovic AC	187, 1250, 1381, 6805, 9330
American Woman	162 AHC		UH-1H	71-72	slick		NAA	nose		James Lewis CE, Jackie Tibbets CE	190, 1018, 1782, 1908, 9390
American Woman	174 AHC		UH-1H	1971	slick		NAA	nose			1770, 9430
American Woman	B Co 227 AHB		UH-1H	70-71	slick		N+A	nose		Glen Teague CE	629, 1171, 6805
AMF	92 AHC		UH-1H	1968	slick	66-16502	NO	belly		Jim Heyn CE	745,
An Khe Annie	B Trp 1/9		UH-1B	66-67	gun		NO	pilot door		Dick Hale AC, Jim Bennett CP	679,
Anachronistic Bummer	A Trp 7/17		AH-1G	70-71	gun		NO			Orville Davidsmeyer AC	40,
Anacronistic	A Trp 3/17		OH-6A	69-70	scout		NO	doghouse			1181, 6050
Ancient Age	114 AHC		UH-1D	67-68	slick	65-10131	NO	nose		L. Sanford	6700, 6775
Andy Capp	121 AHC		UH-1D	67-68	slick		N+A	nose		Smith AC	477, 1593, 4825, 6975, 9290
Angel Babe	D Trp 3/5		UH-1C	68-69	gun		NO			Bruce Mitchell CE	1211,
Angel Baby	135 AHC		UH-1H	67-68	slick		NO	pilot door			1249,