

## **OUTLAW HISTORY**

### **B TROOP, 1<sup>ST</sup> BATTALION 158<sup>TH</sup> AVIATION REGIMENT**

The 62<sup>nd</sup> Aviation Company *Outlaws* was formed on 6 August 1964 from assets assigned to the 11<sup>th</sup> Air Assault Division (Airmobile) at Fort Benning, Georgia, and was truly *the vanguard of the huge U.S military buildup in Southeast Asia*. After arriving at Vinh Long in September 1964, the *Outlaws* and its armed platoon *Mavericks* immediately conducted 30 days of in-country training prior to release for full combat operations through the IV Corps Tactical Zone, essentially responding to request throughout the Vietnam's Delta Region. The 150<sup>th</sup> Transportation Detachment *Roadrunners* provided aircraft and equipment maintenance. The 28<sup>th</sup> Signal Detachment provided maintenance on communications equipment, and the 25<sup>th</sup> Infantry Division attached infantrymen to the *Outlaws/Mavericks/Roadrunners* as doorgunners. In December 1964, the 62<sup>nd</sup> was redesignated as A Company 502<sup>nd</sup> Aviation Battalion, and retained all equipment, personnel, and call signs previously assigned to the 62<sup>nd</sup>.

A Company 502<sup>nd</sup> Aviation Battalion was deactivated in September 1966 and the 175<sup>th</sup> Aviation Company activated in its place, from personnel and equipment formerly assigned to A/502<sup>nd</sup> and retained their call signs. On 2 November 1967, the 175<sup>th</sup> Aviation Company was redesignated as the 175<sup>th</sup> Assault Helicopter Company and retained that designation until deactivation in February 1972 in Vietnam. However, the 175<sup>th</sup> Outlaws were reactivated in May 1972 at Fort Knox, KY, operated there for two years, and then deployed to Germany for operations until their deactivation in December 1977.

In 1987, the requirement for a dedicated command and control Aviation Company arose at Fort Hood, Texas. The 175<sup>th</sup> Command Aviation Company was reconstituted from assets belonging to the 57<sup>th</sup> Signal Brigade and the 6<sup>th</sup> Cavalry Brigade Command Aviation Platoon, both from Fort Hood. On 2 September 1987, the Outlaws were reactivated at Fort Hood, and redesignated as Company B, 1<sup>st</sup> Battalion 158<sup>th</sup> Aviation Regiment. The Outlaws are the only active duty company of the Battalion, and as a result, the unit was assigned to 2<sup>nd</sup> Battalion, 158<sup>th</sup> Aviation Regiment, 6<sup>th</sup> Cavalry Brigade as its peacetime higher headquarters. With the re-stationing of the 6<sup>th</sup> Cavalry Brigade (AC) to Korea in May 1996, B Company was attached to the Combat Aviation Training Brigade (CATB) as their higher headquarters and transitioned from the UH-1H helicopter to the UH-60A Blackhawk.

On 20 May 1996, the requirement to field and train Longbow Apache units was added to the mission statement for the brigade and on 22 October 1996, the CATB was re-designated again as the 21<sup>st</sup> Cavalry Brigade (Air Combat), thus evolving Bravo Company into its current designation as Bravo Troop.

In 1996, Bravo Troop began its current mission of providing command aviation support to the III Corps Command Group and the Fort Hood community in addition to requirements set forth by the 21<sup>st</sup> Cavalry Brigade Commander.

In 2001, Bravo Troop began providing direct support to the President of the United States during visits to his Texas Ranch. The Outlaws were directly responsible for providing aircraft and flight crews capable of launching quick response aircraft 24 hours a day to intercept low flying threats

penetrating the secure airspace around the President's resident in Crawford, Texas. This no-fail mission required a maximum of four-minute notification to flight response time and intense coordination with members of the South East Air Defense Sector (SEADS), the US Air Force's Combat Air Patrol (CAP) and members of the Secret Service. Additionally, Bravo Troop was responsible for many aspects of the President's movement to include: US Secret Service transportation, airfield security, providing in-flight backup transportation to the US Marine Corps and Marine One, primary flight transportation for members of his staff, the Joint Chiefs and the Secretary of Defense. Many of these highly sensitive missions were accomplished with little to no reaction time. During Thanksgiving Day, 2003, Bravo Troop was notified to execute a direct Presidential Support Mission with less than eight hours notification, involving three night vision goggle crews and helicopters. During their tenure, Bravo Troop never failed to accomplish all missions tasked in support of President George W. Bush, his staff and supporting agencies in over 500 hours of accident and incident free flight.

In late November 2003, Bravo Troop received its warning order to conduct combat operations in Southwest Asia for Operations Iraqi Freedom II. With less than 60 days from official notification to execution, on 13 February 2004, at Robert Gray Army Airfield, Bravo Troop began its deployment to LSA Anaconda, Balad, Iraq, aboard three USAF C-5 Galaxies and one C-141 Starlifter. The unit closed on LSA Anaconda with 43 soldiers, 8 UH-60A Blackhawk helicopters, 4 ground vehicles and all MTOE associated equipment. Today, the Outlaws provide direct command aviation support to the Commanding Generals of the Combined Joint Task Force-7 and the Multinational Forcer and Corps, Iraq. The Bravo Troop Outlaws continue to be the superior choice for command aviation support.