









- *Myth: The fighting in Vietnam was not as intense as in World War II.*
- The average infantryman in the South Pacific during World War II saw about 40 days of combat in four years. The average infantryman in Vietnam saw about 240 days of combat in one year thanks to the mobility of the helicopter.
- One out of every 10 Americans who served in Vietnam was a casualty. 58,169 were killed and 304,000 wounded out of 2.59 million who served. Although the percent who died is similar to other wars, amputations or crippling wounds were 300 percent higher than in World War II. 75,000 Vietnam veterans are severely disabled. [\[McCaffrey\]](#)



Australia Enters the Vietnam War - 1962

- ❑ **Bien Hoa Province 1965-66**
- ❑ **Phouc Tuy Province 1966-73**
- ❑ **1st Australian Task Force (1 ATF) and**
- ❑ **1st Australian Logistic Support Group (1 ALSG) June 1966-1973**
- ❑ **'Big Red Rat'**
- ❑ **Conscription - National Service/Officer Training Unit (OTU) 17,424 served in Vietnam (63,000 NS total)**

- MEDEVAC helicopters flew nearly 500,000 missions. Over 900,000 patients were airlifted (nearly half were American). The average time lapse between wounding to hospitalization was less than one hour. As a result, less than one percent of all Americans wounded who survived the first 24 hours died. [\[VHPA 1993\]](#)
- The helicopter provided unprecedented mobility. Without the helicopter it would have taken three times as many troops to secure the 800 mile border with Cambodia and Laos (the politicians thought the Geneva Conventions of 1954 and the Geneva Accords or 1962 would secure the border) [\[Westmoreland\]](#)
- **More helicopter facts:**

- **More helicopter facts:**
- Approximately 12,000 helicopters saw action in Vietnam (all services). [\[VHPA databases\]](#)
- Army UH-1's totaled 7,531,955 flight hours in Vietnam between October 1966 and the end of 1975. [\[VHPA databases\]](#)
- Army AH-1G's totaled 1,038,969 flight hours in Vietnam. [\[VHPA databases\]](#)

- **Facts about the end of the war:**
- The fall of Saigon happened 30 April 1975, two years AFTER the American military left Vietnam. The last American troops departed in their entirety 29 March 1973. How could we lose a war we had already stopped fighting? We fought to an agreed stalemate. The peace settlement was signed in Paris on 27 January 1973. It called for release of all U.S. prisoners, withdrawal of U.S. forces, limitation of both sides' forces inside South Vietnam and a commitment to peaceful reunification. [\[1996 Information Please Almanac\]](#)
- The 140,000 evacuees in April 1975 during the fall of Saigon consisted almost entirely of civilians and Vietnamese military, NOT American military running for their lives. [\[1996 Information Please Almanac\]](#)
- There were almost twice as many casualties in Southeast Asia (primarily Cambodia) the first two years after the fall of Saigon in 1975 then there were during the ten years the U.S. was involved in Vietnam. [\[1996 Information Please Almanac\]](#)

Myth: Most Vietnam veterans were drafted.

2/3 of the men who served in Vietnam were volunteers. 2/3 of the men who served in World War II were drafted. [\[Westmoreland\]](#) Approximately 70% of those killed were volunteers. [\[McCaffrey\]](#)

- *Myth: The war was fought largely by the poor and uneducated.*
- Servicemen who went to Vietnam from well-to-do areas had a slightly elevated risk of dying because they were more likely to be pilots or infantry officers.
- Vietnam Veterans were the best educated forces our nation had ever sent into combat. 79% had a high school education or better. [\[McCaffrey\]](#)

Tan Son Nhut Air Base was a huge military installation located outside of Saigon. It was also the airport for the city of Saigon. The largest airplanes, Lockheed C-5As and Boeing 747s could be accommodated. The 7th Air Force Command Headquarters and the Military Assistance Command Vietnam (MACV) headquarters were located on base. MACV provided military assistance in the form of training and military supplies to the South Vietnamese's military

Tan Son Nhut airport still beggars description. Every cliché that ever was has been used by war correspondents to describe the chaos and order. The chaos apparent, the order witnessed by the lack of mid-air collisions. Then the busiest airport in the world, our arrival deposits us in an inferno of heat and fuming avgas produced by the tropics and uncountable aircraft. Not a system in sight but oh, the aircraft! F4-Phantom jets, Republic F-105, C123 Providers, RAAF Hercules and Caribou, Huey Choppers like a locust plague on the Nullabor Plains, Jet Ranger Choppers and small bubble choppers we later called the Flying Sperm (was there something on our minds?) Sky Cranes, "Dragon Fly" Chinooks and Push-Pull Cessna's used as spotter aircraft. Military Inventory Overload! Get me to an Aussie base!











































































































































