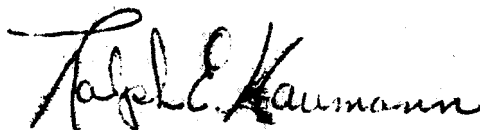


ANNUAL SUPPLEMENT
HISTORY OF THE
184TH RECONNAISSANCE AIRPLANE COMPANY (O-1)
210TH COMBAT AVIATION BATTALION
1ST AVIATION BRIGADE

1 January 1967 - 31 December 1967

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Commanding

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APO 96289

INTRODUCTION

The year 1967 was one of hard work, frustration and sorrow, as well as one of joy and accomplishment for the 184th Reconnaissance Airplane Company. As the year progressed the unit dropped its "new guy, new unit" status and joined the ranks of the seasoned and "blooded" troopers and combat units. It can be truthfully said that during the entire year the unit lived up to its call sign, "Non-Stop". A review of flight logs reveals that during every hour of every day, throughout the entire year, there were Non-Stop aircraft airborne, supporting United States, Vietnamese or other Free World Forces. Even on Christmas and New Years Eve, while the ground troops were taking a well deserved breather, aircraft of the 184th Reconnaissance Airplane Company were over head, flying Eagle Watches to detect and deter possible truce violations and sneak attacks.

The direct body count and building and bunker destroyed figures credited to the 184th Reconnaissance Airplane Company do not adequately reflect how important and effective, the little single engine, patched up old aircraft (some of the aviators flying the aircraft are only one or two years older than the aircraft themselves) commonly and affectionately called the "Bird Dog", is in a counterinsurgency type operation. One method of determining their true worth is to know that approximately 90 per cent of the fire missions of the 1st U.S. Division Artillery have been adjusted by artillery observers flying in Non-Stop aircraft.

The officers and men of the 184th look forward to the many challenges they will have to face and overcome during the year 1968. It is their fervent wish that during this year the forces of freedom will be victorious in Vietnam. In order to assist in the achievement of this goal, they and their "Bird Dogs" will continue to perform "Non-Stop".



RALPH E NAUMANN
Major, Infantry
Commanding



1. The unit crest was originally designed by Specialist Fifth Class Bruce B. Boxmeyer. The crest was made in pocket patch form by a local Vietnamese tailor and is worn on the right breast pocket of the fatigue uniform.

2. The background of the patch is red with a black eagle centered on it. The propeller and telescope, symbolizing aerial observation, are gold. The "184" and SAL (Surveillance Aircraft Light) are white.

3. The unit designation has recently been changed to the 184th Reconnaissance Airplane Company (O-1), and a new unit crest is presently being designed.

CHAPTER 2

COMMAND AND CONTROL COMMANDERS

1. The 134th Reconnaissance Airplane Company was under the command of Major E. Malstead from 1 January 1967 to 11 March 1967. In ceremonies held 11 March 1967, the command was assumed by Major Benjamin L. Collins Sr. It was at these ceremonies that Major Malstead was presented the Bronze Star for meritorious service while assigned to the 134th RAC.

2. Major Collins was assigned from the 12th Combat Aviation Group where he had served as group S-4. On 6 June 1967, Major Collins was promoted to Lieutenant Colonel. He remained in command of the company until his DEROS on 4 August 1967. At his change of command ceremonies on 4 August 1967, LTC Collins was presented the Distinguished Flying Cross, Bronze Star with V, Bronze Star and the Air Medal with V. Major Robert C. Stafford assumed command of the company at this time.

3. Major Robert C. Stafford was assigned from the 213th Assault Support Helicopter Company where he had served as Executive Officer. The 134th RAC has remained under his command as of 31 December 1967, with a change of command ceremony planned for 17 January 1968. Major Ralph E. Mannmann will assume command at that time.

CHAPTER 2

COMMAND AND CONTROL
ORGANIZATION

1. The 184th RAC is organized under three different TO&E's with an authorized strength of 32 officers, 1 warrant officer, and 95 enlisted men. Company headquarters, mess, supply, operations, and airfield service are organized under TO&E 1-7D. The three flight platoons with two sections each are organized under TO&E 1-59D. The service platoon which includes the aircraft maintenance section is organized under TO&E 55-500R.
2. The 243rd Signal Detachment RL, commanded by 1LT Kenneth J. Tanner is attached to the 184th RAC and provides direct support avionics maintenance to the company. The 243rd is organized under TO&E 11-500D with an authorized strength of 1 officer and 9 enlisted men.
3. An organization chart of the 184th RAC is included on page 5 of this history.

TO&E 1-7D
COMPANY HEADQUARTERS
CLERICAL SEC. HQS.
3 EM
MESS SECTION
1 NCO
6 EM
SUPPLY SECTION
1 NCO
5 EM

TO&E 1-7D
OPERATIONS
2 OFF
1 NCO
2 EM
AIRFIELD SERVICE
1 NCO
7 EM

TO&E 1-59D
FLIGHT PLATOONS
PLATOON HQS
1 OFF
1 NCO
"A" SEC
4 OFF
4 EM
"B" SEC
4 OFF
4 EM

TO&E 11-500D
243RD SIG. DET.
AVIONICS
1 OFF
1 NCO
8 EM

TO&E 55-5
SERVICE F
MAINT PLT HQS
1 OFF
2 NCO
1 EM
TECH INSP
2 EM
PROP REP
2 EM
ENG REP
4 EM
AIRPLANE REP
11 EM

1ST LT. COL. APL. CO.
CO. ADJUTANT GENERAL
CO. ADJUTANT OFFICER
FIRST SERGEANT

TO&E 55-500R
SERVICE FLT

MAINT PLT HQS
1 OFFR
2 NCO
1 EM

TECH INSP
2 EM

PROP REP
2 EM

ENG REP
4 EM

AIRPLANE REP
11 EM

TECH SUP
1 NCO
2 EM

AIRFRAME REP
5 EM

ELEC REP
3 EM

MISC
5 EM

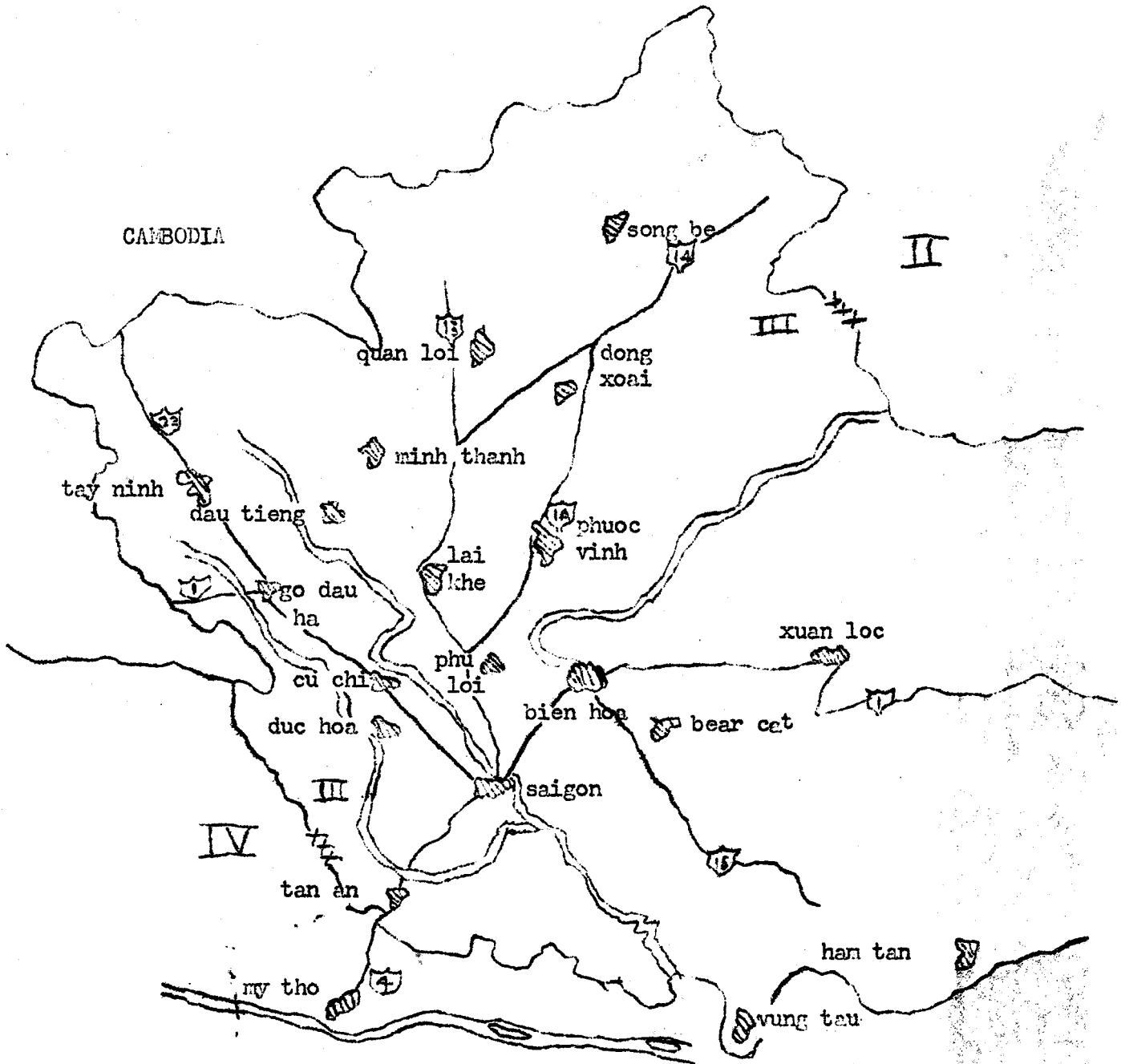
CHAPTER 2

COMMAND AND CONTROL
AREA OF OPERATIONS

1. The mission of the 184th RAC is to provide immediately responsive combat aviation support to the ground combat elements. In fulfilling this mission, the unit flies primarily in the III Corps area.
2. The III Corps area ranges in elevation from sea level on the coast near Vung Tau to over 2000 feet to the north of Song Be. The area to the south and west of Saigon is generally rice paddy and watery plains. The area to the northwest of Saigon, which includes Phu Loi, the home of the 184th, is generally a gradually rising level plain which extends to just north of Tay Ninh near the Cambodian border. The area to the west of Saigon and northwest of Bien Hoa is densely wooded with jungle canopies often reaching the 300-400 foot level. This area is extremely difficult to navigate over due to the lack of outstanding terrain features. It is also very difficult to perform aerial observation missions due to the jungle canopy which often conceals large base camps and well travelled roads from the eyes of even the most skilled aerial observers and pilots. The northern portion of the III Corps area is the beginning of the Central Highlands. This area is very sparsely populated and inhabited by the nomadic Montagnard tribe.
3. A map of the III Corps area is included on the following page.

CHAPTER 2

COMMAND AND CONTROL
AREA OF OPERATIONS



CHAPTER 3

UNIT OPERATIONS

1. All missions assigned to the unit are received by the Company Operations from the 11th Battalion Operations Center. At company level, the operations officer is responsible for assigning the missions to the platoons, briefing and debriefing the aviators and preparing and forwarding reports to the battalion. The missions are further assigned to the individual aviators by the respective platoon commanders. The unit supported is responsible for the assignment and briefing of the observers.

2. The following type of missions have been flown by the 184th Reconnaissance Airplane Company during the year; Airborne Command Posts, Artillery Adjustment, Naval Gunfire, Convoy Escort, Forward Air Control, Radio Relay, Combat Support Liaison, Psychological Warfare, Search and Rescue, Combat Observation, and Visual Reconnaissance.

3. During the year, the unit flew 36,784 hours in the III Corps area. Most of these hours were flown in direct combat support of the three U.S. Divisions, (1,9,25), which operate in the corps tactical zone. Following is a list of the major divisional operations which were supported by the 184th Reconnaissance Airplane Company:

1st Infantry Division		9th Infantry Division		25th Infantry Division	
<u>Operation</u>	<u>Date</u>	<u>Operation</u>	<u>Date</u>	<u>Operation</u>	<u>Date</u>
Cedar Falls	(Jan)	Enterprise	(Feb-Cont)	Cedar Falls	(Jan)
Junction City	(Feb-Mar)	Junction City	(Feb-May)	Gadsden	(Feb)
Lamson 67	(Mar-Apr)	Palm Beach	(Jan-Apr)	Junction City	(Feb-May)
Manhattan	(Apr-May)	Coronado	(Jun-Cont)	Wailua	(Mar-Apr)
Bluefield	(June)	Riley	(Jun-Cont)	Makalapa	(Mar-Apr)
Billings	(June)	Hoptac	(Jul-Cont)	Manhattan	(Apr-Jun)
Thunder Road	(Jul-Cont)	Kittyhawk	(May-Dec)	Diamond Head	(May-Dec)
Paul Bunyan I	(July)	Santa Fe	(Nov-Dec)		
Shenandoah I & II	(Sep-Nov)	Kien Giang	(Nov)		
Bu Dop	(Nov-Dec)				

CHAPTER 4

EQUIPMENT AND INSTALLATIONS

1. The authorized equipment used in the performance of the unit's mission has been limited to that which is organic to the unit by TO&E and MTOE allowances. On many occasions this did not prove to be sufficient nor adequate. This was the chance many of the unit personnel had been waiting for to prove their worth as "providers". Everything from airplane to wrecker was "borrowed" at one time or another, on a permanent or temporary basis.
2. The airplane (C1G) being the soul purpose in our being here, took precedence over all else in attention and energy. CPT Rieske, the Maintenance Officer, established such a rapport with the Air Force supply representatives that he was able to literally build aircraft when necessary. He and his crew did exactly that when they completely rebuilt three crashed aircraft. Many other items of equipment sorely needed, were procured to help build the working and living areas into a more acceptable state.
3. Through the month of January 1967, the unit continued to exist in the too crowded portion of the Phu Loi compound on the southwest side of the airstrip. In February the unit was assigned a much more satisfactory location adjacent to the airfield on the northeast side. The move took several weeks. Temporary quarters were established in GP tents while the mission never faltered. Soon foundations began to appear for permanent structures. An orderly room, supply combination building was first to appear with an operations building and maintenance office following closely behind. In June the unit enjoyed it's first meal together in the new mess hall, soon to become famous for it's cuisine. The Enlisted Men and NCO quarters were next. At this writing the officers are still living in tents, but that is well on the way towards "finis".
4. Until July not too much concern was placed on revetments or bunkers. After the rocket and mortar attack of 29 July the emphasis given these areas was greatly increased. Each aircraft soon had it's individual revetment and each tent it's personnel bunker. These were continuously improved upon throughout the year.
5. Water towers were built where needed and sanitation pits dug and piped to. The flight line was gradually improved both efficiency and safety wise by the laying of matting, the installing of lights, painting of taxi lines, and the erecting of hangars.
6. All in all the 184th has a compact, well thought-out and functional area that all the personnel past, present, and future can be proud of.

CHAPTER 4
EQUIPMENT AND INSTALLATIONS



CHAPTER 4

EQUIPMENT AND INSTALLATIONS

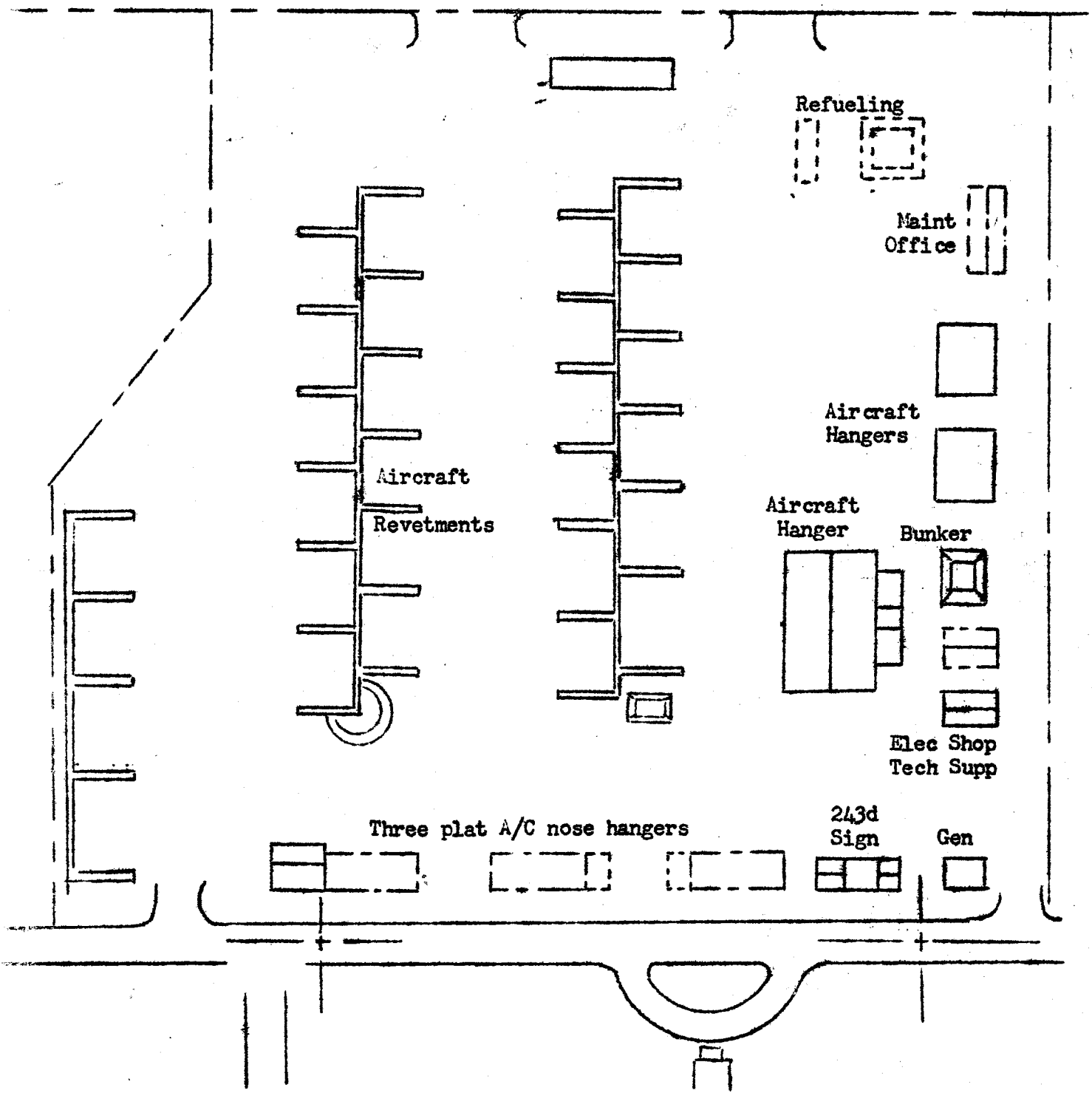
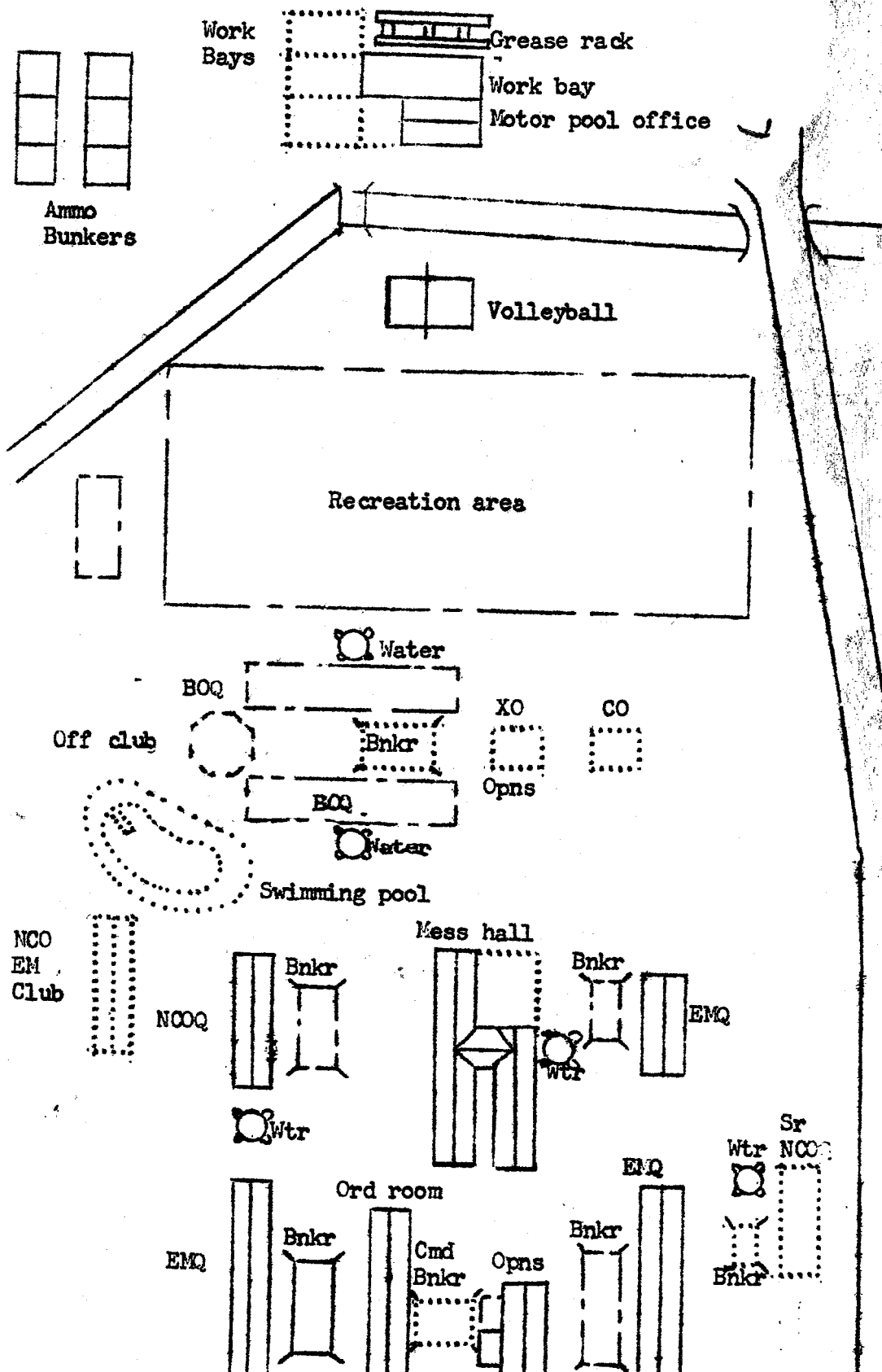


DIAGRAM OF PROPOSED FLIGHT LINE

CHAPTER 4

EQUIPMENT AND INSTALLATIONS



CHAPTER 5

REFLECTIONS

1. Although the unit has not been awarded a meritorious unit citation officially, it has participated in a great many operations that have merited awards for other units, and it is felt that one will soon be forthcoming.

2. On the other hand, individual awards have been many and well deserved. Following is a comprehensive quantitative list, by type, of the individual awards presented during the year:

20	DFC
5	BS w/V
18	BS
17	AM w/V
110	AM
3	PH
13	ACM w/V
26	ACM
40	C of A

The Distinguished Flying Crosses were all presented for heroism while flying in support of units in contact with the enemy. The Bronze Star awards with "V" device were presented for exceptional acts of heroism during the many enemy rocket and mortar attacks the unit was subjected to throughout the year. The Army Commendation awards with "V" device were presented for the same actions. The Air Medals with "V" device were presented for exceptional valor during contact operations. The many Air Medals and the multitude of Oak Leaf Clusters to this medal only point out the tremendous flying hour program and mission burden that the unit has carried throughout the year. The service awards presented were for outstanding achievements. Three Purple Hearts were presented during the year. One for wounds received during an enemy mortar attack and two for slight wounds received while flying. The unit sustained no deaths.

3. In the area of Public Information this unit has taken full advantage of all available outlets. The hometown news releases covering such items as awards and promotions were submitted regularly and punctually. Many feature stories were submitted and published such as the one attached which points out the tremendous morale and Espirt de Corps this unit enjoyed throughout the year. Several stories which have been submitted have received national newspaper recognition. There are many other articles still pending. Many of our aviators have had the honor of having had the Aviation Digest print an individual article or story written by or about them.

THE FLYING ACES OF VIETNAM

One means of measuring a top-notch unit is by the morale and esprit-de-corps of its men. Men with high morale are proud of their unit, and they usually find some means of expressing their pride.

One of the most unique expressions of unit pride has come from the officers and men of the 184th Reconnaissance Airplane Company of the 12th Group's 11th Combat Aviation Battalion. The men of the "Third Herd" have outfitted themselves with leather flight helmets, scarves, and swagger sticks, much the same as those used by World War I aviators.

The idea germinated with Captain John A. Bernardi, platoon leader for the third platoon of the 184th.

"Ever since I've been old enough to see an airplane, I've wanted to fly," he said. "And ever since I've earned the right to
HAWK

wear these wings, I've wanted to try to revive some of the spirit of the Rickenbacker days."

It was when he happened to mention it to his crew chief that the ball started rolling. The crew chief wrote to his sister and requested that she look around to see if she could locate some old leather flight helmets and complementing apparel.

The response was encouraging. "She came through like a charm," said Captain Bernardi. "In less than a month she had forwarded us enough leather helmets, goggles, and multi-colored scarves for every man in the platoon."

The only addition the platoon had to make was the acquisition of the swagger sticks, and they were in business. Of course, regulations dictate that only regulation helmets be worn on missions, but the flight helmets

are worn on special occasions.

The outfits made an immediate hit. It wasn't long before the whole company was asking how they could procure them, so Captain Bernardi wrote and asked if more could be found. Soon fifty more leather helmets and goggles arrived. These were not enough for every man in the company, but the shortage led to still another morale-boosting program. Outstanding individuals in the company are presented helmets on the basis of achievement and contributions to the efficiency and effectiveness of the 184th.

As an indication of the high morale of the 184th, 25 per cent of the men have extended their tours in Vietnam to stay with their unit. They're convinced that they belong to the best aviation company in Vietnam.

* * *



HAWK

WELCOME HOME?

One of the more popular methods of assuring the homeward-bound GI of a warm welcome on his return to the Land of the Big PX is to precede him with a letter to his friends and relatives, giving instructions for his "rehabilitation" to the American way of life. These humorous letters usually include such instructions as "be tolerant if he digs fox holes in the front yard, or wanders around looking for lines to stand in, or wakes everyone up at 0500 every morning for police call."

Further advice on helping the GI adjust to home life after a year in Vietnam comes from a wife in the States whose husband is presently serving his second tour in Vietnam. In a letter to

the editor of "Cougar," the 214th Combat Aviation Battalion newspaper, she gives the following "helpful" hints to those anticipating their GI's return:

1. When you ask him what he wants to eat, always say "no have" to the first two or three things.

2. Take all the screens off the bedroom windows so the bugs can get in. He is used to sleeping with many types of insects.

3. When he is sitting on the porch drinking beer and listening to the ball game, slip up behind him and scream "Snake!!"

4. After sprinkling his clothes for ironing, let them sit for two or three days. This allows them to start mildewing and smelling.

5. When washing his whites, always sprinkle dirt in the wash water. This keeps them yellow.

6. While he is watching his favorite T.V. show, unplug the set occasionally. He is used to frequent power failure.

7. Always use all the hot water before he gets home from work. He hasn't had a hot shower in a year.

8. Leave sweet stuff (honey and syrup) laying around open. This will attract many ants. He will enjoy cursing them.

9. Fill all low spots in the yard with water. He enjoys wading in mud.

10. When going somewhere, make him ride a bus--especially one with standing room only.