

UNIT HISTORY

184th Aviation Company (SAL)

20 January 1966 thru 31 January 1967

PREPARED BY

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APPROVED BY

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Major, Infantry,
Commanding

Under the Command of: 145th Combat Aviation Battalion

12th Combat Aviation Group

U.S. Army Vietnam

I Summary of Activities

The 184th Aviation Company (SAL) was activated and organized at Fort Sill, Oklahoma, on 20 January 1966. The company was commanded by Major Joseph H. Poole until just prior to movement overseas, when Major Poole was promoted to Lieutenant Colonel. Major Raymond L. Smith, who was next in command, took over the company. The unit departed from Tacoma, Washington, on 23 July 1966, aboard the USNS General John Pope, and arrived at Cam Rahn Bay on 13 August 1966. From that point the unit was flown to Bien Hoa and then conveyed to Phu Loi, where the unit's base of operations was established. Since that date the unit has flown over 12,000 sorties and over 13,000 hours, while maintaining an average availability rate of over 80%.

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II MISSION, ORGANIZATION, TRAINING, AND MOVEMENT OVERSEAS

Mission: To provide combat aviation support to the United States Forces in the III Corps area, and to increase the combat effectiveness of the Infantry Divisions, and its elements, with immediate responsive support.

Organization: The company was organized under TO&E 1-7D,60 with Change 7. The total authorized strength is 128 men, including 32 officers, 1 warrant officer, and 95 enlisted men. The companies subelements consisted of: Company Headquarters, three flight platoons, a service platoon, and the 243rd Signal Detachment. The Company's aircraft consisted of twenty four assigned O-1G "Bird Dog" type aircraft, eight per flight platoon.

Activation: The 184th Aviation Company (SAL) was activated on 20 January 1966, per General Order 12, Headquarters, United States Army Artillery and Missile Center, Fort Sill, Oklahoma, by authority of USCONARC message ATUTR-TP, 7 January 1966, and Fourth United States Army messages AKADG-E 400335, 8 January 1966, and AKACC-E 400539, 13 January 1966. The same General Order also directed the place of activation at Fort Sill, Oklahoma, and assigned the unit to Fourth United States Army, attached to the United States Army Artillery Aviation Command. Property Book C662 was opened and requisitions for all TO&E items were prepared by the 184th Aviation Company supply personnel, through Consolidated Supply, Fort Sill, Oklahoma. Both enlisted and officer personnel requirements were met at Department of the Army level. On 1 March 1966, Major Joseph H. Poole, the designated company commander, arrived and was briefed by the USAAC Commander. By the time of departure from Fort Sill, 31 officers, 1 warrant officer, and 92 enlisted men, had arrived at Fort Sill, Oklahoma.

Training: Unit aviators underwent an intensive training program aimed at the type missions that the unit would be required to perform in Vietnam. These included short strip landings and take offs, night and day cross country flights, aerial artillery adjustment, and operation from an unimproved airfield with minimum lighting. All personnel were screened for POR and a training program was initiated to meet those requirements. The following subjects were covered: Personal Affairs, Customs of Southeast Asia, Area Orientation, Geneva Convention, Code of Conduct, Escape and Evasion, Survival, Emergency First Aid, Psychological Warfare, Guerrilla Warfare, Aviation Safety, Aerial Artillery Adjustment, Map Reading, CBR, and Communications. All personnel, medical, and dental requirements were met.

For further preparation, the unit conducted a field training exercise on 16 May 1966 to 18 May 1966. During this exercise, the unit convoyed to an unimproved airfield, set up and operated in the field to simulate, as closely as possible, the operating conditions in the Republic of South Vietnam. Members of the United States Army Artillery Aviation Command acted as umpires for this highly successful training exercise.

On 15 April 1966, the first TO&E aircraft arrived at Fort Sill, Oklahoma. From 15 April 1966 to 22 July 1966, the unit aviators flew an average of over 75 hours each in support of the United States Army Artillery Aviation Command, and unit training. The company as a whole flew over 2,000 hours while at Fort Sill.

Training of newly assigned aviators in Vietnam consists of a III Corps Area orientation flight with a unit instructor, a night orientation flight, dual cross country, solo cross country, and a rocket checkout. This is a ten hour requirement prior to the aviator being assigned a combat mission.

Movement Overseas: The first requirement in preparing for the unit's movement overseas was to fly the companies aircraft to Sharpe Army Depot, Stockton, California, for preparation and shipment. This was accomplished in four flights. The first flight, consisting of four aircraft, departed Fort Sill on 31 May 1966. The following three flights departed on 9 June 1966, 11 June 1966, and 13 June 1966, respectively. Each flight took approximately 16 flying hours, which were accomplished over a four day period. The aviators taking part in these ferry flights were flown back to Fort Sill by commercial airlines. On 12 June 1966, the equipment readiness date, the general cargo was shipped by rail to Savannah, Georgia. Lieutenant Hoagland and two enlisted men accompanied this shipment. The general cargo departed Savannah on 30 June 1966, on a commercial freighter, the American Scientist. On the long, thirty seven day voyage, to the Republic of South Vietnam, the ship stopped at Athens, Greece, Port Said, Egypt, and Aaen, South Arabia. The general cargo docked in Siagon on 5 August 1966, where it was immediately offloaded. The shipment was met by Lieutenant Schindler, a member of the 74th Reconnaissance Airplane Company, which was our host unit, and the first convoy of the general cargo departed Siagon for Phu Loi on the same day. All of the general cargo arrived in the Republic of South Vietnam with a minimum of loss or damage. Due to the fact that the advance party was scheduled to proceed to Vietnam by air, they were also designated the rear party, and did not depart Fort Sill until after the main body. The main body, consisting of 29 officers, one warrant officer, and 90 enlisted men, boarded busses at Fort Sill, Oklahoma, on 21 July 1966, for Will Rogers Airfield, Oklahoma City, Oklahoma. Commercial jet aircraft were immediately boarded by the main body for Seattle, Washington. Upon arrival in Seattle, the main body boarded the USNS General John Pope, a Military Sea Transport Service Ship. The ship remained in port until the following day, 23 July 1966, when it departed for the Republic of South Vietnam. Intermittent stops were made at Okinawa and Qui Nhan, with the final destination of Cam Rhan Bay, Vietnam, where the main body disembarked. Upon arrival, on 13 August 1966, in Cam Rhan Bay, the main body boarded two C130 aircraft and were flown to Bien Hoa Airfield, where they were met by members of the 74th Combat Reconnaissance Airplane Company and immediately conveyed to Phu Loi, the designated base of operations for the 184th Aviation Company (SAL). The advance/rear party, consisting of three officers and two enlisted men, departed Fort Sill via C130 aircraft on 3 August 1966, and arrived in Phu Loi the following day.

III Deployment and Employment The 184th Aviation Company (SAL) was assigned to the 145th Combat Aviation Battalion, 12th Combat Aviation Group. The company was given the responsibility of support of all American Forces in the III Corps area. In order to effectively accomplish this, the unit divided the support of the major commands among three flight platoons. The first platoon was to support the 25th Infantry Division and the 196th Light Infantry Brigade; the second platoon supported the 173rd Airborne Infantry Brigade, the 54th Artillery Group, the 199th Light Infantry Brigade, and elements of the 9th Infantry Division; and the third platoon supported the 1st Infantry Division. Other missions were divided among the platoons as they were received. From 13 August 1966 until 10 September 1966, the unit built its temporary base of operations, received equipment and aircraft, and trained its aviators for combat missions in the Republic of South Vietnam. On 10 September 1966, the unit was declared operational. It was determined that all missions could most effectively be flown from Phu Loi Airfield, and the platoons remained with the company rather than deploying to satellite bases.

IV Combat Operations

All missions assigned to the unit are received through the Battalion Operations Center to the company operations. At company level, the operations officer is responsible for assigning the missions to the platoons, briefing and debriefing the aviators, and forwarding reports to Higher Headquarters. The missions are further assigned to the individual aviators by the respective platoon commanders. The unit supported is responsible for the assignment, and briefing and debriefing of observers. Since the platoons support the same units daily, the aviators become extremely familiar with their area of responsibility, and are able to notice abnormality or apply a color abnormality established within it.

The following type tasks, missions have been flown by the 184th Aviation Company (SAL): Airborne Command Posts, Artillery Adjustment, to include Naval Gunfire, Convoy Escort, Forward Air Control, Radio Relay, Combat Support Liaison, Psychological Warfare, Search and Rescue, Combat Observation, and Visual Reconnaissance.

During the period from 10 September 1966 through 31 January 1967, this unit flew over 12,000 hours of direct combat support missions in the III Corps area. The 184th Aviation Company (SAL) supported every divisional operation, and numerous smaller operations, during this period. The company supported two multi-divisional operations during the same period; Operation Attleboro, and Cedar Falls, flying more than 1500 sorties and 1620 hours in support of Attleboro, and more than 750 sorties and 1000 hours in support of Cedar Falls.

V Personnel and Administration

On 21 January 1966, the company's first personnel, thirty nine (39) enlisted men and one (1) officer, reported to the 184th Aviation Company (SAL). Individual personnel records were screened and the assigned officers and enlisted men were organized into platoons and sections. Simultaneously, with the processing and preparation of the units supplies and equipment, a POR schedule was set up. Unit personnel were checked for ID cards and dog tags and received their physicals, dental checks, and required immunizations. Personnel also underwent the required POR training, weapons, and CBR qualifications.

Rosters of personnel initially assigned to the company, and a roster of promotions, from 10 January 1966 to 31 January 1967, are included in Annexes A and B.

The morale of the company personnel was high at all times. A "Can Do" attitude prevailed at all times. Disciplinary problems were few. Since arriving in Vietnam, five (5) Article 15's have been administered. There were no disciplinary problems in the officer ranks.

Immunization requirements were given emphasis through all levels of the chain of command. Rosters were compiled and disseminated to the platoons, listing the immunization requirements for a given month. Each platoon submitted a report at the end of the month when the immunizations were completed. No individuals in the company contracted a disease for which there was a required immunization.

A leave and R and R policy was developed in accordance with existing regulations and directives whereby each individual was entitled to two (2) seven (7) day leaves and one (1) out-of-country R and R for a period of five (5) to seven (7) days. Numerous in-country R and R were granted in the form of three (3) day passes of VOCC's. Out-of-country R and R areas included: Bangkok, Manila, Taiwan, Japan, and Hawaii. In-country R and R's were taken in Vung Tau.

The company has earned over three hundred (300) Air Medals through 31 January 1967. In addition, six awards of the Vietnamese Cross of Gallantry, with the Silver Star, have been earned by unit personnel for their participation in Operation "Cedar Falls". The Purple Heart was awarded to Lieutenant Alexander E. Mandy, for wounds sustained during a flight on 23 November 1966. Five (5) Distinguished Flying Crosses and three (3) Bronze Stars for Meritorious Service have been awarded to aviators of this unit. Five (5) recommendations for the Bronze Star, and four (4) for the Distinguished Flying Cross, are pending.

The unit crest was designed by Specialist Fifth Class Bruce B. Boxmeyer. A drawing and explanation of symbols is included as Annex C. 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.

The 184th Aviation Company (SAL), upon arriving in the Republic of South Vietnam, initiated a local Civic Action Program in the form of support for a grade school in Phu Loi.

Letters were written and sent to friends and relatives at home asking for donations for this cause. .An immediate response was obtained and many items of toys and clothing were collected. Captain John P. Wallace, the unit Civic Action Officer, through many liaison visits with the school, arranged for and organized two parties for the children, mostly orphans, where they enjoyed games and refreshments, and were presented the toys and clothing collected. This program has earned the respect and admiration of many local people for the 184th Aviation Company (SAL).

VI Maintenance and Logistics

The units service platoon was divided into two shifts, a day crew and a night crew, in order to accomplish scheduled and non-scheduled maintenance. The maintenance officer, working closely with the platoon leader, would forecast scheduled maintenance requirements to insure a steady flow of aircraft through required inspections, while still allowing sufficient personnel to accomplish non-scheduled maintenance. An average of one periodic inspection was required per day in order to maintain the high availability rate required to support the units missions.

In August 1966, the units Tech Supply section initiated 382 requisitions for its ASL and 141 requisitions for its PLL for initial stock. In December 1966, to conform with other Tech Supply Sections within the 145th Combat Aviation Battalion, the units Tech Supply dropped its PLL and worked with an ASL only. On 19 September 1966, the unit submitted its first EDP to its direct support unit, the 605th Transportation Company. From the period 19 September 1966, thru 31 January 1967, the unit submitted 80 EDP aircraft. In October 1966, the unit submitted its first revision of its ASL with the addition of 21 items. Since arrival in country on 13 August 1966, there have been a total of 42 items added to the ASL, bringing the total to 424 with no fringe assets. As of 31 January 1967, 52% of the ASL is demand supported, while 45% is combat essential, and 3% mission essential. In October 1966, the highest number of EDP requisitions were submitted. During this month the unit lost only 3% availability due to EDP's.

Aircraft availability for the period September 1966 thru January 1967 was as follows:

<u>MONTH</u>	<u># A/C</u>	<u>% Avail</u>	<u>% Maint</u>	<u>% EDP</u>
September	24	90	7	3
October	24	82	13	6
November	24	87	7	6
December	24	82	15	3
January	24	94	6	0

On 28 September 1966, Aircraft, 51-1625, crashed on take off at Tay Ninh West. It was the only aircraft lost by this unit while in the Republic of South Vietnam.

OFFICER ROSTER

NAME	RANK	BRANCH	DUTY
POOLE, JOSEPH H.	MAJ	INF	CO
SMITH, RAYMOND L.	MAJ	SIG	XO
STEWART, ROBERT J.	MAJ	ARM	OPNS OFF
JOHNSTON, WILLIAM D.	CPT	SIG	ASST OPNS OFF
HALL, THOMAS W.	MAJ	CE	MAINT OFF
FOUTCH, JERRY	WO1	AVN	ASST MAINT OFF

FIRST PLATOON:

KNEISS, RICHARD F.	CPT	ARTY	1ST PLT CMDR
GORDY, JOHN W JR.	CPT	ARTY	"A" SEC CMDR
HUGHES, DOUGLAS M.	1/LT	ARTY	"B" SEC CMDR
PHELPS, LLOYD C.	1/LT	INF	AVIATOR
MOUNTCASTLE, ARTHUR M JR.	1/LT	INF	AVIATOR
BOND, LEROY M.	1/LT	INF	AVIATOR
STEINBACH, RONALD M.	1/LT	INF	AVIATOR
BOYD, CLINTON B.	1/LT	INF	AVIATOR
MANDY, ALEXANDER E.	2/LT	CE	AVIATOR

SECOND PLATOON:

HIBBS, WILLIAM N.	CPT	INF	2ND PLT CMDR
KIMES, KENNETH E.	1/LT	ARM	"A" SEC CMDR
PATRICK, RHODERIC K.	1/LT	ARTY	"B" SEC CMDR
CUNDIFF, JAMES O.	1/LT	ARTY	AVIATOR
KRONINGER, EDWARD N.	1/LT	TC	AVIATOR
STAIGER, RICHARD D.	1/LT	TC	AVIATOR
HOAGLAND, JOHN M.	1/LT	TC	AVIATOR
MILLER, ROLAND W.	1/LT	ARTY	AVIATOR
FAULKNER, FORREST E.	1/LT	INF	AVIATOR

THIRD PLATOON:

SMITH, LEWIS G.	CPT	ARTY	3RD PLT CMDR
BURNS, CHARLES S III	CPT	INF	"A" SEC CMDR
LENT, RALPH G.	1/LT	ARM	"B" SEC CMDR
WALLACE, JOHN P.	1/LT	INF	AVIATOR
MORRIS, JOHN H JR.	1/LT	TC	AVIATOR
WAITE, WALLACE W.	1/LT	TC	AVIATOR
LIVOLSI, SEBASTIAN F.	1/LT	TC	AVIATOR
TOMLIN, JAMES E.	1/LT	INF	AVIATOR
PASSAMORE, JAMES L.	2/LT	SC	AVIATOR

ENLISTED PERSONNEL ROSTER1ST SGT E-8

KAMUNEN, RAYMOND N.

SFC E-7GEORGE, ROBERT M.
NEWSOME, MATTHEWSSG E-6BALLARD, LELAND K.
SCHWEITZER, CLIFFORD A.SGT E-5

MAYNARD, JOHNNIE

SP/5 E-5AGUILAR, WILLIAM N.
ARNOLD, HARRY D.
AVERY, VERNON C.
MCKINNEY, JOHN D.SP/4 E-4BANNERMAN, MCAFFEE JR.
BELLE, CLARENCE
BUTLER, TERRY N.
BUTTKE, ROBERT C.
COFFMAN, ROLAND F.
CONNORS, LESTER D.
FRANCIS, HENERY L.
HARRINGTON, LINDSAY C.
HARRIS, WILLIAM F.
JACOB, ROGER
JUNGMAN, CARL E.
MACDOUGAL, THOMAS
PLATEK, RONALD J.
WILLIAMS, JOHN F.PFC E-3ABEL, DONALD L.
ADAMS, STEVE D JR.
ADOLPHO, PATRICK H.
ANDERSON, WILLIAM
BALDASSANO, NICHOLAS A.
BAXTER, ROBERT R.
BECKWITH, RICHARD H.
BESAW, JAMES L.
BOXMEYER, BRUCE B.
CALOVICH, RONALD J.
CARPENTER, JAMES R.
CAYES, DAVID B.
COLLINGSWORTH, DALE L.DUTY

1/SCT

OPS SGT
MAINT SGTMESS SGT
SUP SGT

ASST SUP SGT

COOK
COOK
COOK
PROP RPMNA/C MECH
A/C MECH
COOK
A/C MECH
TECH SUP
A/C MECH
SUP CLERK
R/W MECH
COOK
CLERK
COOK
MTR SGT
SUP CLK
A/C MECHMTR MECH
A/C MECH
A/C MECH
WELDER
A/C MECH
A/C MECH
A/C MECH
A/C MECH
A/C MECH
A/C MECH
A/C MECH
A/C MECH
A/C MECH
A/C MECHPFC E-3EBY, PAUL K
FERGUSON, JOSEPH V.
GOODWIN, RAYMOND J.
HORAK, BERNARD F JR.
KACZMARCZYK, RONALD E.
LIDBETTER, MICHAEL
MELLENCAMP, RONALD W.
OLIVAS, ARTURO
RESTIVO, PHILLIP S.
ROBERTS, RODNEY A.
SLENKER, WAYNE L.
WILSON, BOBBY E.PVT E-2BACHMAN, GEORGE T.
BERGMAN, EDWARD J JR.
ARMSTRONG, WAYNE A.
BERRIER, JOHN W.
BOSZKO, JOHN A.
CAREY, MICHAEL J.
COOK, ALGIE R.
DODSON, EDWARD L.
DOWNARD, KENNETH L.
EVANS, TIM W.
FOLKEN, JOSEPH G JR.
FRENCH, MARK E.
GARLAND, JAMES R.
GRASSI, WILLIAM F.
KRUG, FREDERICK
KEYMON, WELDON G.
LESAC, DAVID F.
LUNSFORD, BYNUM M JR.
MCCRORY, MICHAEL D.
MCCORMAC, JAMES R.
PERRY, RICHARD E.
POMARES, RAUL J.
ROY, GEORGE W. JR
SAYNE, CHARLES P.
SCHLECK, JERRY J.DUTYMACHINIST
CO CLERK
A/C MECH
A/C MECH
CO CLERK
SUP CLERK
A/C MECH
A/C MECH
CLERK
A/C MECH
A/C MECH
A/C MECHENG RPMN
ENG RPMN
A/C MECH
A/C MECH
CLERK
ENG RPMN
ENG RPMN
A/C MECH
A/C MECH
A/C MECH
CLERK
A/C MECH
ENG RPMN
A/C MECH
A/C MECH
ENG RPMN
A/C MECH
OPNS SPEC
A/C MECH
A/C MECH
ENG RPMN
A/C MECH
A/C MECH
ENG RPMN
A/C MECH
A/C MECH

Roster of Officer Promotions, 20 January 1966 thru 31 January 1967.

WO-1 to CWO-2

BURTON, DENIS W.
CASSADAY, ROBERT A.
FOUTCH, JERRY

2/LT to 1/LT

HOLLOMON, THOMAS W.
MANDY, ALEXANDER E.

1/LT to CAPTAIN

BOYD, CLINTON B.
BRANDKAMP, ROBERT L JR.

1/LT to CAPTAIN

FAULKNER, FORREST E.
HOAGLAND, JOHN M.
HUGHES, DOUGLAS M.
KIMES, KENNETH E.
MILLER, ROLAND W.
PATRICK, RHODERIC K JR.
SCHINDLER, JOHN C.
TYSON, WILLIE
WAHL, WILLIAM E.
WAITE, WALLACE W.
WALLACE, JOHN P.

Roster of Enlisted Men Promoted, 20 January 1966 thru 31 January 1967,
to Grade E-5 and Above.

E-4 to E-5

BELLE, CLARENCE
FRANCIS, HENERY L.
WILLIAMS, JOHN F.
BUTTKE, ROBERT C.
ADOLPHO, PATRICK
COFFMAN, ROLAND
FERGUSON, JOSEPH V.
FRENCH, MARK E.
JUNGMANN, CARL
QUESADA, RAMIRO
WILSON, BOBBY
COLLINGSWORTH, DALE
EBY, PAUL
GOODWIN, RAYMOND
EVANS, TIM
MELLENKAMP, RONALD
RENWICK, TERRY
MCCRORY, MICHAEL
POMARES, RAUL
BAXTER, ROBERT
BALDASSANO, NICHOLAS

E-4 to E-5

BUTLER, TERRY
MACDOUGAL, THOMAS
CAREY, THOMAS
THOMPSON, LESTER

E-5 to E-6

HODGE, THOMAS W.
BUTTRAM, CLEMENTH
MCKEE, DONALD R.
COATS, GRADY T.

E-6 to E-7

STEVENS, O'NEAL
MARSHALL, EDDIE D SR.
DOORNBOSCH, BENARD H.

E-7 to E-8

GEORGE, ROBERT M.

ANNEX C

1. Following is a drawing of the 184th Aviation Company (SAL) unit patch which 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, telescope, and lettering are in gold.

