


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

1 January 1969 - 31 December 1969

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Commanding

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INTRODUCTION

This annual historical supplement of the 184th Reconnaissance Airplane Company is submitted to record not outstanding individual efforts but rather the superb accomplishments of a professional military organization. As you read on, you will learn that it has earned the name NON-STOP by dedication and perserverance. New Members are quickly infected with the pride and spirit of the unit and are inspired to perpetuate it's respected name.

While this narative was prepared by the Unit Historian and approved by the undersigned, it was written and lived by the NON-STOPS.



GEORGE B. MILBURN
Major, Armor
Commanding

CHAPTER 1. HERALDRY

The unit patch that is represented on the following page is now two years old, having been adopted in January of 1968. It was designed by a former commanding officer and has come to be recognized as the most distinguished unit patch in the 210th Aviation Battalion (Combat).

The patch design is comprised of an eagle superimposed on an arrowhead. The arrowhead is the tail marking of the aircraft of the 210th ABC. It is white with a black border with a smaller arrowhead in the center which is colored blue to differentiate the 184th from her sister companies which have differently colored inserts. The arrowhead and eagle are set inside a circle of blue.

The fierce expression of the eagle and the blue background give greater meaning to the battalion's motto, "Battle Line the Sky", and sets the 184th apart from her sister units in her effort to accomplish this mission.



CHAPTER 2. UNIT BACKGROUND

The background and history of the past three years, January 1966 to December 1968, of the 184th has been covered admirably in past supplements to the unit history. It would be repetitious to burden the reader when much has happened to "Non-Stop" in the year 1969.

Let it be said however that the 184th Utility Airplane Company, or "Non-Stop", as she is known to everyone in Three Corps, does not rest on past laurels. As this history of 1969 is being written the history of Non-Stop is just beginning.

CHAPTER 3. COMMAND & CONTROL

A. COMMANDERS

The 184th had an outstanding year and it can be said that the men of the 184th were as proud of their commanders as their commanders were proud of the effort and loyalty shown by all the officers and enlisted personnel of Non-Stop. A list of the men who have called themselves "Non-Stop 6" in 1969 follows:

Major Douglas Schneeman, 067-26-0956, Infantry, January - June

Major James E. Chapman, 248-50-9113, Infantry, June - December

Major George B. Milburn, 723-03-1679, Armor, December

B. ORGANIZATION

The 184th Avn Co (UA) is a member of the 210th Aviation Battalion (Combat) which is located at Long Thanh North. The 210th ABC in turn comes under the 12th Aviation Group (Combat), which is under the command of the 1st Aviation Brigade. Both the headquarters of the 12th Group and the 1st Aviation Brigade are located at a place called plantation on Long Binh Post.

The 184th AC is organized under MTO&E 1-257F. A unit organization chart is inclosed. We have three flight platoons and a service platoon. The first platoon operates soley out of Duc Hoa with only maintenance support given at Phu Loi. The second flight platoon operates entirely out of Phu Loi and the third flight platoon has one TDY section that operates out of Quan Loi, and the other section, from our company area at Phu Loi.

The authorized strength of the 184th is 32 Officers, 2 Warrant Officers, and 90 Enlisted Men. The actual strength on hand figures for 1969 average out to be 24 Officers 4 Warrant Officers, all of whom are rated, and 87 Enlisted Men.

184th Avn Co U-A
CO
1SGT

Company
Hqs
XO
EM 2

Mess Hall
EM 8

Supply
EM 3

Operations
OFF 2
EM 4

Airfield
Service
EM 3

Comm
Section
EM 6

Flight
Platoon
(3)
OFF 9
EM 10
OFF 9 EM 10

Service
Platoon
OPM 1
MO 1
PM 9

Maintenance
Section
MO 1
EM 19

CHAPTER 3 COMMAND & CONTROL (CONT'D)

C. Area of Operations

The 184th AC area of operations includes all of the III Corps Tactical Zone. This area has been described and mapped in previous histories so a brief description will suffice. The southwestern portion of the III Corps Tactical Zone consists mainly of flat rice paddies and mangrove swamp in an area just south of Saigon. The southwestern part of III Corps has a few scattered mountain ranges of heights up to 2900 ft separated by flat terrain which in turn is covered by dense jungle. The northwestern area is also fairly flat and level except for one prominent terrain feature, Nui Ba Den, or "Black Virgin Mountain". This mountain rises 3000 ft from flat open farmland. The last sector, the northwestern sector, has the most treacherous terrain, mainly comprised of extremely dense jungle and not-so-gently rolling hills and mountains. This varried terrain taxes the professional flying ability of the Non Stop Aviators to the utmost.

D. Administration

During the year 1969 Non Stop was inspected by battalion and higher echelons on numerous occasions. Of particular note was the annual General Inspection in which the 184th received 38 excellent ratings, 4 satisfactory ratings, and no unsatisfactories. Also of note was the CMMI inspection, in which Non Stop received a very high percentage score of 94%.

CHAPTER 4. UNIT OPERATIONS

This past year has found the 184th AC operating in a slightly different manner than in past years. The frequent rotation of mission assignments between platoons has been eliminated and only occurs when it is felt one platoon can more expeditiously fill a mission requirement than another platoon.

We also, on occasion, exchange missions with our sister O-1 company, the 74th AC, when it is found that maximum efficiency can be obtained by doing so.

Our first flight platoon is stationed TDY out of Duc Hoa and one section of the third platoon is TDY out of Quan Loi. The purpose for these TDY sections is a prompt reaction time and the saving of valuable aircraft time on nonproductive flights to and from the area of operation.

The following units are being supported or have been supported by the 184th AC:

- 1st Infantry Division (G-2)
- 1st Infantry Division Artillery
- 199th Light Infantry Brigade
- 3rd Brigade 9th Infantry Division
- Capital Military Assistance Command
- 5th Special Forces Group
- HQ, II Field Force Vietnam (G-2)
- III Mobile Strike Force
- 23rd Arty Group
- 1st ANGLICO (Naval Gun Fire)
- 25th ARVN Division

CHAPTER 4. UNIT OPERATIONS (CONT'D)

Now comes the real story of Non Stop, the actual heroic deeds that were performed by the brave pilots and observers that supported the fight to keep Vietnam a free country.

On the night of 1 January 1969 a Non Stop aviator was flying eagle watch over Dong Tam which at that time, was the division headquarters of the 9th Infantry Division, and home for one section of the first platoon of the 184th at 2200 hours the pilot was directed to go to the vicinity of Ap My An, Dinh Tuong Province, to VR a suspected enemy location. Immediately upon entering the area the aircraft came under intense enemy automatic weapons and small arms fire. The Non Stop pilot skillfully maneuvered his aircraft, evading enemy ground fire so the observer could effectively adjust artillery fire onto the enemy positions. As a result of this fire three secondary explosions were obtained, detonating approximately fifty to one hundred pounds of explosives.

On 16 March 1969 an engagement was fought in which the only Non-Stop aviator has been killed by enemy action. The pilot was flying counter-mortar watch over Dong Tam. This base camp had recently been subjected to frequent indirect fire attacks and this mission was designed to give Division Artillery elements an early warning of incoming rounds. The pilot's mission was to locate these sources of enemy fire and neutralize them by adjusting friendly artillery upon them. While checking a suspected enemy position the aviator's plane was hit by enemy fire, causing it to crash, mortally wounding both the pilot and the observer. His extraordinary heroism and devotion to duty and ultimate sacrifice are in keeping with the highest traditions of the military service and reflect great credit upon himself, the 184th AC, and the United States Army.

CHAPTER 4. UNIT OPERATIONS (CONT'D)

On 22 March 1969, in the vicinity of XS8869, another Non Stop pilot stayed over a heavy enemy contact for three hours. During this time he adjusted artillery and made several low passes to kill a Viet Cong with his M-16 rifle. This action resulted in a final body count of 11 Viet Cong.

On the night of 8 April 1969 another Non Stop pilot was directed to the vicinity of Ben Luc Bridge in Long An Province to cover a contact between an NVA unit of undetermined size and elements of the 2nd Bn 47th Infantry, 9th Infantry Division.

Though subjected to heavy automatic weapons fire he maneuvered his aircraft in such a manner that the observer was able to adjust illumination and high explosive shells on the enemy. For several hours he continued this and also marked enemy locations for his observer and troops on the ground.

Because of his personal courage and expert flying ability, no friendly casualties were incurred, but the enemy lost by body count, 47 NVA, 3 AK-47 rifles, 1 RPG, various documents, and 1 NVA POW.

On the evening of 20 April 1969 another Non-Stop pilot was flying a VR just north of Ben Luc in Long An Province. When he brought his aircraft around to make a low pass over the suspected Viet Cong they broke and ran for bunkers. The pilot immediately engaged the Viet Cong with his M-16, killing one and wounding another. In the meantime the observer had brought friendly artillery to bear on the enemy. Intelligence reports later confirmed that 4 Viet Cong had died and 12 additional Viet Cong were wounded, due solely to the quick thinking, courageous pilot.

On the morning of 23 April 1969 a Non Stop pilot was flying a VR in Kien Hoa Province, vicinity grid XS 5535, north east of Ben Tre City, when his

CHAPTER 4. UNIT OPERATIONS (CONT'D)

O-1G came under intense fire from two locations. He immediately maneuvered his aircraft to mark the targets so as to permit the observer to call in artillery.

While waiting for the delivery of artillery fire the pilot engaged the enemy with his M-16 to prevent their escaping from their positions. He then maneuvered his aircraft to avoid the enemy fire while the artillery was delivered on target. The results obtained were four secondary explosions, four bunkers destroyed and two automatic weapons positions silenced. Again this was a mission accomplished with no damage to the aircraft and more importantly no friendly casualties.

On 31 May 1969 a Non Stop pilot was flying out of Duc Hoa on a Visual Reconnaissance mission. After being airborne for approximately 20 minutes he was informed that a Special Forces and CIDG element was in contact in the vicinity of Duc Hue, Hau Nghia Province, about 2 miles from the Cambodian Border. He found the friendly troops to be trapped in an open field trying to hold off an enemy advance. He immediately began adjusting artillery in order to allow the friendly elements to escape from their enemy encircled position. At this time he also requested the support of a light fire team and upon their arrival he directed the gunships against the enemy positions. He then spotted another enemy platoon to the west, marked it and directed the gunships to that location. During this period the gunships and the O-1G came under intense 50 caliber anti-aircraft fire from four enemy sites. In spite of this fire he continued to bring devastating fire on the enemy while evading everything the enemy could fire at him. Since it was getting dark, he called for and directed a Spocky to give its illumination and firepower. Only after he had expended his ammunition and practically exhausted his fuel and was assured that the friendly forces were secure did he leave the vicinity.

CHAPTER 4. UNIT OPERATIONS (CONT'D)

Because of the courage and ability the enemy attack was repelled and the friendly elements escaped without incurring any casualties. The enemy incurred the following losses: 23 confirmed killed; 5 possible killed, 1 122MM rocket destroyed.

On 10 June 1969 another Non Stop aviator was flying an artillery adjustment mission in support of the 3rd Bde, 9th Inf Division in an area between Tan An and Ben Luc in IV Corps Tactical Zone. The ground forces made contact with an enemy force of unknown size occupying a bunker complex. The ground forces broke contact and the aviator maneuvered his aircraft to allow his observer to bring fire on the enemy force. At the completion of the fire mission the ground troops moved into the area and found 11 NVA bodies.

On 17 June a Non Stop pilot was flying a visual recon mission for the 25th ARVN Division, three miles south of the Tra Cu Special Forces Camp. He stopped seven enemy soldiers along a trail and adjusted ARVN artillery from Duc Lap onto them. The results of this mission were four KBA and three possible KBA.

On 18 June a Non Stop aviator was flying a contact mission for the 1st Inf Div along the Saigon River 5 miles south of Dau Tieng. The "Big Red One" Infantrymen were in contact with a well entrenched enemy force of unknown size. The aviator circled the enemy position and adjusted over 200 rounds of 155MM Artillery fire on the enemy positions. This action resulted in 10 KBA and numerous bunkers and fighting positions destroyed.

On 25 June 1969 a Non Stop pilot was flying in support of US Naval units on the Vam Co Dong river, in the vicinity of XT 4204, when he spotted a friendly company sized unit on the west bank of the river. He continued on in the direction that the friendly unit was moving to make sure their way was clear.

CHAPTER 4. UNIT OPERATIONS (CONT'D)

He then spotted an estimated platoon of Viet Cong on the unit's flank, set up to ambush the friendly unit. Unable to contact the friendly forces he attacked the enemy with his rockets to prevent the ambush. Upon rolling in he was subjected to heavy automatic and light weapons fire. He was then able to contact the friendly force and direct their fire on to the enemy. The friendly unit then began receiving the fire. In order to give the friendly unit time to consolidate their position the pilot made repeated low passes over the enemy expending over 600 rounds of M-16 arms.

The friendly unit thus gained fire superiority and mounted a ground assault that defeated the enemy. The ground commander confirmed that the pilot had killed at least one Viet Cong and wounded another besides saving the unit from what would have been a disastrous ambush.

In July it was announced that two of the 9th Division's three brigades were going home. Non Stop provided support in the form of convoy cover up until these units were completely withdrawn, all without incident.

Since the base at Dong Tam was being closed it was necessary to find a new home for this section. It was decided to consolidate the platoon and on 28 July it was moved to Duc Hoa and the first platoon was reunited. This also enabled the platoon to provide the same support as it had done previously with one less plane and pilot.

On 29 July at 0900 hrs a Non Stop aviator was flying a contact mission in support of Special Forces troops seven miles southeast of the "Parrots Beak" near the Cambodian Border. Reconning the area of contact, the aviator spotted 20 to 25 camouflaged enemy soldiers firing on the friendly troops. He engaged the enemy with rockets and M-16, killing two and immediately notified a gun team in the area of the situation. His firing runs resulted in 12 KBA confirmed and another possible 10 KBA.

CHAPTER 4. UNIT OPERATIONS (CONT'D)

On August 25 a Non Stop pilot directed the insertion of "Lansing H", a Navy Seal Team, at XT4604. When they were within 150 meters of their objective, the team came into contact and immediately pulled back to allow the Non Stop pilot to bring in artillery. This fire support resulted in a large secondary explosion. A VC was spotted by the pilot who then marked his location for a seawolf fire team (Navy) who succeeded in killing the fleeing VC. "Lansing H" was then reinforced by two platoons of CIDG from Tra Cu. A sweep of the area disclosed 5 KBA, 7 bunkers destroyed, 20 to 25 pounds of medical supplies, one case of Chicom hand grenades, some small arms, ammunition, and one sampan destroyed.

On 28 Sept another Non Stop aviator observed three VC at XS4997. He marked their location and directed a seawolf fire team to the enemy location. After the seawolves first rocket run the Non Stop pilot observed 8 VC fleeing into surrounding treelines. By this time the Non Stop pilot had artillery impacting on the enemy. Within 20 minutes the CO of the 3rd Bde 25th Inf Div arrived over the scene and after the Non Stop pilot advised him of the situation he decided to insert a platoon to sweep the area. The sweep of the area netted five VC KBA (confirmed), five VC KBA (possible) and three VC captured. Also found were numerous documents, medical supplies and three AK-47's.

An interesting sidelight for the month of October is the support given by the 184th AC to the 340th Aviation Detachment. The 340th Operates the GCA facility at Phu Loi and it was thru the efforts of all the aviators of the 184th that six GCA controllers were facility rated. Non Stop pilots made a record 252 practice GCA approaches to help accomplish this feat. A copy of letter of appreciation from the CO, 340th Avn Det, is added as an inclosure.

CHAPTER 4. UNIT OPERATIONS (CONT'D)

Now let me describe some of our missions in a more general sense. The majority of our missions throughout the year lie in the scope of Visual Reconnaissance. This very important mission has led to the most of the events that I have recorded in the previous pages. Artillery adjustment falls hand in hand with the VR as it is frequently necessary to exploit targets immediately because the opportunity may never again arise.

The third platoon has one mission that deserves special mention. That mission is the support of the Third Mobile Strike Force. This mission requires that the aviator use all of the professional ability that he has at his command. He frequently works out of such unimproved strips such as Rang Rang and Duc Phong, Bu-Dop and Bunard. He works alone at his job and is responsible for directing all artillery support, performing visual reconnaissance, as well as directing air strikes and acting as a radio relay. These aviators have done an outstanding job. I have recorded a number of heroic deeds in this summary of unit actions. I have not recorded what some would call the endless hours of "boring holes thru the sky", but every mission, no matter how insignificant it might seem, has added to the winning of this war and the freedom of the Vietnamese people. We of Non Stop are proud to be here and proud of the job we have done and the job we will continue to do in the future.

Following is a list of the hours and sorties flown each month:

	HOURS	SORTIES
January	3441	1397
February	2051	1538
March	2779	1301
April	2442	1520
May	2630	1123

CHAPTER 4. UNIT OPERATIONS (CONT'D)

	HOURS	SORTIES
June	2021	1316
July	1735	1019
August	2151	1031
September	1859	1045
October	2067	1611
November	1079	1515
December	<u>2259</u>	<u>1472</u>
Total	26,914	16,091

A. Maintenance

The 184th has, in 1969, had the highest aircraft availability rate in its brief four year history. An availability rate by each month follows:

January	86.7%
February	89.5%
March	88.0%
April	88.6%
May	85.2%
June	88.8%
July	89.9%
August	88.0%
September	92.2%
October	90.5%
November	92.1%
December	90.0%
Average for the year	89.9%

The crew chief and the personnel of the service platoon deserve to be commended on the outstanding manner in which they performed their duties. All of the men of the 184th put in many extra hours, giving up what little free time they had to make the maintenance as good as it was. Another figure compiled by the maintenance personnel is the 236 periodic inspections that were completed through the year.

The 184th AG is authorized 24 O-1G aircraft and 1 U-6A aircraft. We have averaged, throughout the year, 22 Birddogs and 1 Beaver. A total of 23,992 landings were made during the year and each aircraft has an average of 1102 hours flown on it.

PART 5. MAINTENANCE & INSTALLATIONS (Cont.)

B. Installations

The 184th has the finest company area in the Phu Loi basecamp. Two major construction jobs were started in 1969. The first major construction job was the company theater. It was started in February and has its grand opening on 15 March. It is located about halfway between the Motor Pool and the EOQ area. The theater is large enough to comfortably seat the entire company. It has a large screen and stage area in the front and a projection room and refreshment area in the rear. The entire area is sheltered so the movies can be enjoyed in any type weather.

The second major project was the EM lounge. The lounge is the finest building of its type in Phu Loi and also in Battalion. It has a large bar and officer in the rear and a stage up front. The entire floor is covered with hand made tile. The unit emblem is prominently displayed above the stage and over the bar. This area provides the enlisted personnel an area in which they can relax and take a well deserved break during their off duty hours.

Remodeling jobs were done to the following areas: The operations room, supply room, Motor Pool, officers lounge and the EM dining room.

It can easily be seen that the men and commanders are never satisfied with simply a good area; it must be the best area. And as a commercial enterprise would say "Build we must", so too is Non Stop always improving.

CHAPTER 6. REFLECTIONS

A. Awards

During the calendar year 1969 the following awards were earned by the members of the 184th:

Silver Star	1
Distinguished Flying Cross	20
Air Medal with "V"	4
Army commendation Medal with "V"	3
Bronze Star	45
Air Medal	480
Army Commendation Medal	68
Purple Heart	3
Vietnamese Cross of Gallantry	2

Two different sections in the 184th also received special awards. The supply section received the "Best Supply in the 210th ABC" three consecutive quarters and also the Best Supply in 12th Group in one quarter.

The maintenance section won the best maintenance award in the 210th ABC for one quarter.

B. Honor Role:

WO1 Selwyn R. Taylor 460-56-1158 RVN killed in action 16 March 1969 at Dong Tam, Long-An Province, RVN.

