

ANNUAL SUPPLEMENT
HISTORY OF THE
184TH RECONNAISSANCE AIRPLANE COMPANY
210TH COMBAT AVIATION BATTALION
11ST AVIATION BRIGADE

1 January 1968 - 31 December 1968

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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.

DOUGLAS SCHNEEMAN
Major, Infantry
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FORWARD

In the past, my story has been told by those mortal beings charged with the responsibility of recalling my yearly activities. I am now three years old. It is time for me to tell my own story as I have lived it. You may think of this as my diary or autobiography, for each edition tells of my trials and tribulations, my accomplishments and failures; this is my life. I am NON-STOP.

My family tree continues to grow every year, with each new arrival adding his contribution to those of his ancestors. My reputation is dependent upon their actions; my name is as honored as those who use it. I am NON-STOP.

CHAPTER 1 - HERALDRY

The new unit crest is now one year old and is depicted on the following page. It was designed by a former commanding officer, and produced locally in a metal badge form, worn on the right breast pocket. The crest is also displayed at the entrance to the orderly room and operations buildings.

The arrowhead is the aircraft tail marking for all units in the 210th Combat Aviation Battalion. It is white with a black border. In the center is a smaller arrowhead colored Infantry blue, distinguishing the 184th RAC from other units in the battalion, each having a different color. The eagle, symbolizing the O-1 as it searches for and destroys the enemy, is colored in detail. The background of the crest is blue and symbolizes the working environment of both the eagle and the O-1, the sky.

Because this is MY diary, I must tell the complete background of my crest. The design for the eagle was borrowed from the label of a Budweiser beer can. I would be reluctant, however, to try to attach any symbolic meaning to this fact.

The former crest was retired in January 1968.



CHAPTER 2 - UNIT BACKGROUND

I shall not go into complete detail of my background, for this has been done in previous supplements to my history. However, I would like to review some major activities and recall a few that have not previously been recorded.

I was born at Ft. Sill, Oklahoma on 20 January 1966. At Birth my given name was the 184th Aviation Company (Surveillance Airplane Light). On 23 July 1966, I departed for Vietnam and shortly thereafter arrived at Phu Loi and became a part of the 145th Combat Aviation Battalion located at Bien Hoa AFB. On 10 September, NON-STOP was declared operational and was placed in general support of all American and Free World Forces in the III Corps Tactical Zone. Originally, my commander decided that all aircraft would be based at Phu Loi rather than farming them out by platoon or section to outlying base camps.

My aviators flew a wide variety of missions. Although the majority of them consisted of aerial artillery adjustment and visual reconnaissance, periodically they were called upon to perform radio relay, convoy escort, search and rescue, naval gunfire adjustment, act as an airborne command post, forward air controller, or conduct some type of psychological warfare.

High explosive rockets were carried on most of my Bird Dogs, and a few had a 7.62 mm machine gun mounted under one wing. The number of kills actually attributed to my pilots became a matter of pride, and figures of VC were painted on the door of each aircraft to keep count of it's record.

CHAPTER 2-UNIT BACKGROUND (Cont'd)

During the first year and a half in Vietnam, no limit had been set as to the number of flying hours a supported ground commander could have each day from an O-1 pilot. Consequently, it was not uncommon for my pilots to fly as many as ten hours a day, with over half of them exceeding their 140 hour limit during a 30-day period. There was usually little time available for extra-curricular activities.

On 19 March 1967, I was transferred to the 11th Combat Aviation Battalion. With the 11th CAB headquarters located at Phu Loi, our liaison was greatly enhanced.

Living accommodations in the 184th area were relatively primitive. Officers and enlisted men had tents with wooden floors and frames as quarters. The orderly room/supply room, operations building and mess hall were wood with tin roofs. All personnel, officers, NCO's and enlisted men ate in the same dining area. The motor pool used a tent as its office. The flight line, however, had been built up to provide maximum protection for my aircraft. Engineers built revetments out of SSP and laterite. Each flight platoon had a tent on the flight line to use as an office and storage area.

This is roughly the first two years of my life. Many changes have taken place in 1968. Let us now make some new entries in my diary.

CHAPTER 3 - COMMAND & CONTROL

A. Commanders

It is said that a chain is only as strong as its weakest link. In a military unit, the efforts of many strong individuals can overcome the shortcomings of its weak links. The one individual, however, who must take full responsibility for the honors and the downfalls credited to his men and his unit is the "Old Man." Here are the names of my commanders:

MAJ Joseph H. Poole	March 66 - July 66
MAJ Raymond L. Smith	July 66 - Jan 67
MAJ E. Halstead	Jan 67 - Mar 67
MAJ Benjamin L. Collins, Jr.	March 67 - August 67
MAJ Robert C. Stafford	August 67 - Jan 68
MAJ Ralph E. Naumann	Jan 68 - July 68
MAJ Arthur R. Vaughn	July 68 - Jan 69
MAJ Douglas Schneeman	Jan 69 -

B. Organization

On the 15th of January this year, the 184th RAC was transferred to the 210th Combat Aviation Battalion, located at Long Thanh North. The 210th comes under the 12th Combat Aviation Group headquarters, which in turn is a part of the 1st Aviation Brigade, both headquarters are located at Long Binh.

My unit is organized under three different TO&E's. 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

CHAPTER 3 - COMMAND & CONTROL (CONT'D)

aircraft maintenance section, is organized under TO&E 55-500R.

My authorized strength is 32 Officers, 1 Warrant Officer, and 95 Enlisted Men. On hand strength figures, however, would average about 27 Officers and 84 Enlisted. Two rated Warrant Officers are presently serving as fixed-wing aviators in one of my flight platoons. Strength figures at one time have been as high as 33 Officers and 92 Enlisted Men.

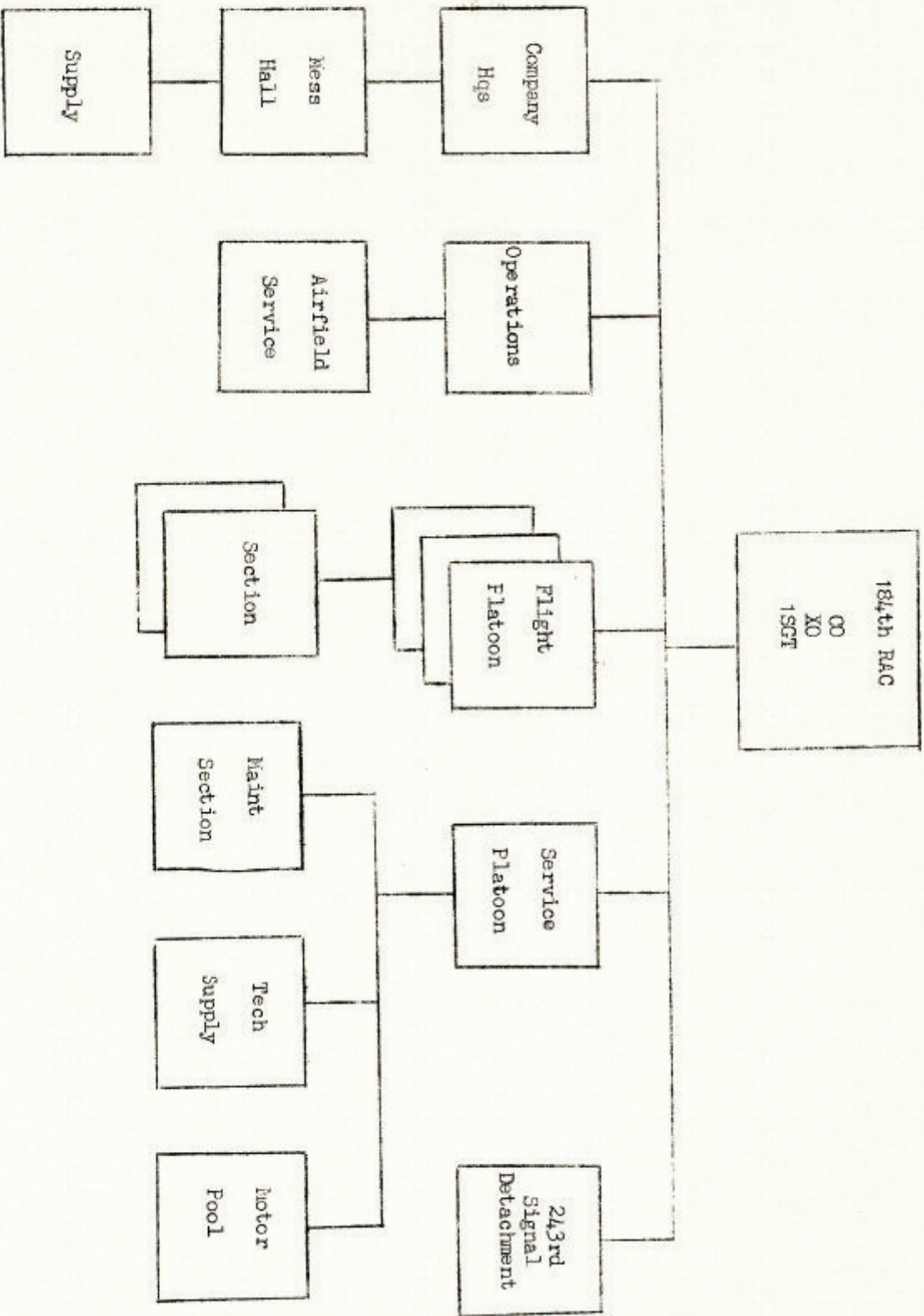
The 243rd Signal Detachment is attached to the 184th RAC and provides direct support avionics maintenance to the company. The 243rd is organized under TO&E 11-500D with an authorized strength of 1 Officer and 9 Enlisted Men.

A unit organization chart is shown on the following page.

C. Area of Operations

The mission of the 184th RAC is to provide immediate, responsive combat aviation support of U.S. and Free World Forces in the III Corps Tactical Zone. In support of the 9th Infantry Division, however, NON-STOP flies throughout the northeastern portion of IV Corps. My area of operations has changed little since my arrival in Vietnam. For this reason, I shall not include a detailed description of the area as this has been done in previous supplements to my history.

The terrain, ranging from sea level rice paddies in the South to 2,000 foot mountain ranges in the North, is ideal for visual navigation during the wet season, however, my pilots have often found it necessary to fly compass headings or to use navigation aids such as GCA, ADF, or radar.



CHAPTER 3 - COMMAND & CONTROL (CONT'D)

Anti-aircraft fires have not been a major hazard to my Bird Dogs here in III Corps as they are in I & II Corps. To date, only one NON-STOP aircraft has been shot down and destroyed. In May 1968, A/C 51-11969 was hit by enemy fire and downed. The pilot, an Australian Major who was killed in the incident, was stationed at Luscombe strip in the Nui Dat area. He and three other Australian pilots were TDY to Phu Loi, using two NON-STOP aircraft on loan to them.

D. Administration & Public Information

On the 24th of July, USARV conducted an annual AGI of the 124th MAC. My men received 8 outstanding, 28 excellent, and one unsatisfactory rating.

On 2 December, the CMMI team inspected NON-STOP and gave an overall rating of satisfactory.

In spite of the heavy workload, during 1968 a total of 42 NON-STOPs extended their foreign service tours.

Along the lines of public information, on 13 July I was recognized as the "Unit of the Day" on AFVN radio, Saigon. On 31 August an article describing the job of an O-1 aviator in Vietnam was published in the Aviation Digest. It had been written by a former NON-STOP. On that same day, an article appeared in the "Stars & Stripes" relating the discovery of an enemy base camp by one of my pilots.

The best P.I.O. I have, however, comes from my supported units who relate the everyday outstanding performance of my officers and men.

CHAPTER 4 - UNIT OPERATIONS

The major events of this past year are concerned with the TET offensive and the deployment of several of my pilots to outlying basecamps. Before expounding on these events, however, let me describe exactly how my unit operations work.

Ground forces in need of an Army Bird Dog must make their request through II Field Forces. If the request is approved, 210th CAB is given the responsibility of fulfilling the mission. Battalion, in turn, gives the mission to either myself or our sister company, the 74th RAC. Missions assigned to NON-STOP are then assigned to one of my three flight platoons by my unit operations officer. The platoon commanders designate the pilot who will fly the missions, and their platoon sergeants assign the aircraft to be flown. Generally speaking, each month mission blocks are rotated among the platoons so that all pilots have the opportunity to familiar with every mission the unit flies.

The missions occasionally are transferred between the 184th and the 74th RAC. Therefore, the units I support may vary. NON-STOP has supported or is presently supporting:

- 1st Infantry Division
- 9th Infantry Division
- 25th Infantry Division
- 5th Infantry Division (ARVN)
- 25th Infantry Division (ARVN)
- 11th Armored Cavalry Regiment

CHAPTER 4 - UNIT OPERATIONS (Cont'd)

II Field Forces G-2

23rd Artillery Group

101st Airborne Division

Capitol Military Assistance Command

SIGMA

3rd Mobile Strike Force Command

Let us now begin with this year's operations. During the period 29 January to 29 February, NON-STOP became deeply involved in the TET offensive, both in the air and on the ground. The heroic actions of my pilots during flight and of my enlisted personnel during rocket attacks in the company area were a credit, not only to NON-STOP, but to every American fighting man. The following four narratives exemplify my actions during the campaign:

On 21 February 1968, two O-1 "Bird Dogs" of the 184th RAC were on visual reconnaissance mission northwest of Duc Hoa. At 1330 hours they received a call that elements of the 25th A.VN Division were pinned down by an estimated 100 VC at coordinates XT 445 068. Abandoning their previous missions, the two pilots hastened to that position. It was agreed enroute that one pilot would fly low in order to determine actual enemy position and strength while the other would fly overhead cover. When the first pilot returned to altitude he reported that he had taken three aircraft hits and that enemy strength in fact was not 100 VC, but an entire regiment. One of the pilots immediately called for artillery while the other contacted an Air Force FAC and briefed him on the situation. The VC, realizing that the advantage was no longer theirs, attempted to cross the river and break contact. The two pilots of the 184th RAC skillfully

CHAPTER 4 - UNIT OPERATIONS (Cont'd)

utilized their 2.75 rockets to keep the VC away from the river. Later it was learned that 2 confirmed KIA's were credited directly to the use of these rockets. After a total of 8 air sorties and numerous artillery barrages, the pilots were called upon to give an estimate of damage. Utilizing the technique previously mentioned, the undamaged aircraft made a low pass to make a proper assessment of the effect on the enemy. In doing so, he received heavy fire from three positions. Having lost a portion of his power and use of all of his radios, he courageously maintained altitude and landed the aircraft safely at Duc Hoa. Upon landing the pilot found that he had taken 20 aircraft hits. After further artillery barrages and air strikes a confirmed report of the action was made. With the 2 VC KIA's credited to the Bird Dog pilots, a body count in excess of 150 VC was recorded.

On 18 February 1968, the 184th RAC was serving in direct support of the First Infantry Division as mortar-watch over the Phu Loi - Lai Khe area. An O-1 "Bird Dog" of the 184th RAC with a First Infantry Division Aerial Observer was on station over Lai Khe adjusting artillery. Lai Khe had been under constant rocket and mortar attack for three hours. Having been airborne for three full hours, the pilot was forced to return to Phu Loi to refuel. At 0045 hours while enroute to Phu Loi, the pilot observed the launching of 5 rockets from approximate grid XT 8320 fired toward Phu Loi. He immediately gave a warning of incoming rockets. Simultaneously the First Infantry Division AO called for artillery in order to neutralize the rocket positions. The pilot then called for gunships so that immediate fire could be brought on the positions. His call was answered by Hawk Whip 6.

CHAPTER 4 - UNIT OPERATIONS (Cont'd)

who was flying a Huey slick. The pilot with his O-1 "Bird Dog" directed Hawk Whip 6 to the area. The door gunners covered the area well with M-60 machinegun fire. As artillery clearance was received, the pilot informed Hawk Whip 6 and artillery barrages were brought on the rocket positions. Since he had been airborne well over four hours, the pilot was forced to land at Phu Loi. He rapidly refueled his aircraft and continued to adjust artillery in the Lai Khe - Phu Loi area throughout the night.

On the morning of 18 February 1968 at 0045 hours, enemy elements launched a rocket attack on the Phu Loi basecamp. During the attack several rounds fell in the area occupied by the 184th RAC. Two rounds had scored direct hits on the maintenance hanger igniting a fire that threatened to completely destroy the building, equipment, and two shop vans. These vans contain most of the tools and machinery used to repair O-1 aircraft organic to this unit. With the attack still in progress, an officer and an NCO voluntarily ran from an area of safety to the fire in hopes of extinguishing the inferno and saving the costly, essential equipment. With complete disregard for their own safety they fought the fire with every available extinguisher and, when this wasn't proving to be adequate, they further exposed themselves to danger by running several hundred meters to secure another apparatus. Through their valiant efforts the blaze was extinguished. Because of this heroic and timely act thousands of dollars worth of mission necessary equipment was saved from destruction. This action typifies the attitude and determination displayed by personnel of the 184th RAC throughout the entire TET Offensive.

CHAPTER 4 - UNIT OPERATIONS (Cont'd)

The outbreak of the TET Offensive affected the 184th RAC in many ways. In the area of base defense the company was heavily committed for the entire period. With the increase possibility of a ground attack on the Phu Loi basecamp, it became necessary to form a secondary line of defense within the perimeter. The 184th RAC was assigned the mission of building and manning night defensive positions during the hours of darkness. These positions were located in the southeast corner of the compound which was considered to be the enemy's primary route of attack. These positions were manned by three personnel each and were commanded by a reaction force OIC with the assistance of a NCOIC. In addition to the above positions, the company also manned three bunkers in the motor pool which was considered to be the enemy's secondary route of attack. To protect the aircraft in the event the enemy did penetrate the perimeter, three machine gun positions were set up on the flight line the interior guard was doubled. To fulfill all of the above requirements over fifty per cent of the company's assigned strength was committed. The 184th RAC continued to perform its assigned daytime missions throughout the entire TET Offensive without a reduction of mission of flying hours.

The 184th was truly "Non-Stop" during the offensive. The aviators of the unit flew 2279 sorties for 2894 hours from 29 January 1968 until 29 February 1968. Three aircraft were damaged on the ground due to hostile action while four aircraft received hits in flight. No aircraft were shot down by the enemy, although Non-Stop "Bird Dogs" destroyed 44 structures, sank ten sampans, and killed nine enemy. This picture

CHAPTER 4 - UNIT OPERATIONS (Cont'd)

of death and destruction does not adequately portray the effect of the "Bird Dog". Much more damage was inflicted by artillery, armed helicopters, and USAF tactical aircraft directed by the little Non-Stop.

In April, one of my sections from the 1st platoon, consisting of three pilots crew chiefs and aircraft, moved to Duc Hoa to take up TDY residence. There they supported the 25th ARVN Division and worked directly with the Vietnamese and U.S. Military advisors. The purpose of this move was to effect greater coordination and timeliness of action between the air and ground elements. My pilots had the opportunity to "run their own show." They controlled and adjusted artillery, called for and advised gunships, slicks, medivacs, and air strikes when needed, and fired marking rockets to pinpoint targets for strike aircraft. The NON-STOP call sign had become so respected within the 25th ARVN Division that often the ground units would not make a move without first getting a recommendation from their NON-STOP pilot.

During the month of May, Bird Dogs were no longer allowed to carry HE rockets. White Phosphorous rockets were the only authorized armament for O-1 aircraft. This policy was effected to insure that the O-1's would be used for its designed purposes rather than as an attack aircraft. The WP rockets were to be used for marking targets or identifying locations only. As a result few kills are directly attributed to the O-1's firepower. However, the firepower requested and controlled by my observation aircraft have continued to cause heavy damage to enemy personnel and equipment.

On 2 June, I had my first aviator shot down. While making a rocket run in support of SIGMA he received five hits from .50 caliber automatic

CHAPTER 4 - UNIT OPERATIONS (Cont'd)

weapons fire. Two of the rounds entered the cowling, one striking the intake manifold. He began to lose power and headed for Tay Ninh. While entering traffic there, his engine quit, and he made a dead-stick landing on the strip. The only damage to the aircraft was that done by the ground fire itself. The pilot and his observer received no injuries.

For some time, my pilots have been supporting SIGMA. The SIGMA unit operates in varying size teams, usually not more than twelve men, composed of two or three U.S. personnel and the rest indigenous troops. In July, two of my pilots from the second platoon were sent to Dau Tieng TDY to support them. Later, one pilot stayed TDY while the second was on a stand-by status, operating out of Phu Loi. Since that time, SIGMA has changed their area of operations at frequent intervals, using Quan Loi or Song Be as their base. In August, my 3rd platoon (3rd Herd) took over the mission and has continued to operate one pilot TDY and one on stand-by. Their activities, for the most part, include radio relay, visual reconnaissance, and artillery adjustment.

Also in July, I had the requirement to send another aircraft TDY. This mission was in support of the 3rd Mobile Strike Force Command. My "Third Herd" sent one aviator and crew chief to Tay Ninh East. The MSFC, like SIGMA, has changed their area of operations several times using Song Be City, Long Hai, and now Rang Rang as their base.

On 29 August, one section from my 1st platoon was sent TDY to Tan An to support the 9th Infantry Division. Due to the lengthy travel time required from Phu Loi to Tan An and Dong Tam, my commander decided that I could best support them in this manner, an added benefit was to cut down on enroute flying hours and maintenance.

CHAPTER 4 - UNIT OPERATIONS (Cont'd)

Shortly thereafter, Dong Tam completed the building of revetments for fixed wing aircraft, and the second section from 1st platoon moved TDY there. By 9 September, the entire platoon used Dong Tam as their base of operations and has been there ever since.

On 1 September, NON-STOP and the 74th RAC both were tasked to provide mortar watch coverage of the Saigon area for Capitol Military Assistance Command. The 1900-0600 coverage was split between us and flown with a U-6A. "B" Troop 3/17 Cav at Di An furnished a co-pilot and observer. With both cabin doors taken off, the mission was flown carrying four E158 CS canisters and two flares, the arming and deploying of these being the responsibility of the enlisted observer. On 8 December, I began to furnish my own co-pilot and observer. I later took over the entire mission on 5 January 1969. The task of furnishing two U-6A's, four qualified pilots, and two observers each night was difficult because I only had six aviators rated in the U-6.

On 16 January 1969, the entire mission was transferred to the 74th RAC. The 210th Combat Aviation Battalion Commander had directed that the E158 canisters be replaced by the E159, which is made up of two E158's in such a way that it can be mounted on the shackles of a Bird Dog and fired either electrically or mechanically by the pilot. This was tried the day prior to the mission transfer. The 74th RAC now conducts the mission with the E159's and an O-1.

On 21 November 1968, 210th CAB notified my operations that the 74th RAC had all of their aircraft grounded for inspection. On the 22nd, I was levied to fly all of my regular missions plus a portion of the 74th's until ALOFT was operational again. The temporary burden lasted three days and required many flying hours by my aviators.

CHAPTER 4 - UNIT OPERATIONS (Cont'd)

In the year 1968, my pilots flew a total of 17,895 sorties and were credited directly or indirectly with 101 enemy KIA, 76 sampans destroyed or damaged, and 178 structures destroyed or damaged.

Flying time allotted to ground-supported units was limited to a total of six hours per mission, unless there was enemy contact, at which time the pilot could be extended beyond his six hours to cover the duration of the contact. This regulation has been beneficial for several reasons. It tends to make the supported units more careful in planning their allotted time to get maximum benefit from the hours flown. Maintenance has been reduced and fewer non productive hours are being put on my aircraft. Of utmost importance, however, is the safety factor gained, the possibility of a pilot having an accident as a result of fatigue is decreased.

CHAPTER 5 - EQUIPMENT, MAINTENANCE & INSTALLATIONS

A. Equipment

On occasion, the TO&E authorized equipment for my unit has failed to meet my needs. The unit "providers" were sent into action to procure everything from nails to aircraft. Among the acquired items are a dump truck, which was later returned to the owner; three 5000 gallon water tankers, which are now permanent fixtures in the company area, providing running water to all living quarters and the mess hall; a cement mixer, used for pouring cement pads throughout the area; and at least half of the building materials used to remodel the area.

B. MAINTENANCE:

I am as proud of the work done by my maintenance personnel as I am of the accomplishments of my pilots. The flight platoons and maintenance platoon have managed to keep my aircraft at an outstanding availability rate, varying in the 80% area each month.

The maintenance platoon has often gone above and beyond their authorized echelon of repair in order to keep a high availability rate. They have manufactured their own parts when necessary and have completely rebuilt three O-1G's during this past year. When parts became difficult to obtain, such as tail wheels and spark plugs, it was often necessary to borrow from the Air Force. Our working relationship with the Air Force has been mutually beneficial.

In December, all aircraft were required to conform to standard conspicuity marking. The marking consisted of painting the top of the wing tips and horizontal stabilizer international orange, with a

CHAPTER 5 - EQUIPMENT, MAINTENANCE & INSTALLATIONS (CONT'D)

rectangular section of each wing inboard to the fuselage painted white.

At the same time, helicopter units began to paint the top of one main rotor blade white. Airborne identification of other aircraft has been substantially improved as a result.

During the year 1968, the following statistics are quoted for my unit:

A/C totally destroyed (Combat & Non-Combat Losses) - 3 O-1G's

A/C completely rebuilt - 3 O-1G's

Total flying hours - 28,497

Average hours per aircraft - 1212

Total landings - 26,508

Average landings per aircraft - 1128

Gains & Losses - two O-1G gained from Cessna Factory Rebuilt.

one U-6A gained from 11th CAB, TDY

one O-1G turned in for rebuild

one O-1G transferred to 74th RAC

A/C Authorized - 24 O-1G

A/C On Hand (Average) 24 O-1G 2 U-6A

Periodic Inspections - 275 for the year

one PE every 1.4 days

Engine hours before change - 787 average

C. INSTALLATIONS

During the period following T&T through the month of October, my unit was referred to by some as the 184th RAC (Renovation and Construction). Maximum effort by officers and enlisted men was put into

CHAPTER 5 - EQUIPMENT, MAINTENANCE & INSTALLATIONS (CONT'D)

the construction of living quarters and repair of bunkers. T&T had resulted in injury to several officers and enlisted personnel while sleeping in unprotected tents. Also, a direct hit on the mess hall and maintenance hanger required a substantial amount of repair work.

In the months following T&T, the company often slept in bunkers at night while building brick living quarters for the enlisted men during the day. Vietnamese workers were hired, and, with the use of one hand-operated, brick-making machine, began turning out over a hundred cement-laterite bricks per day. By the end of April, all enlisted men had brick barracks. The Officers' BOQ was started the latter part of April and completed in late May.

The damaged portion of the mess hall was repaired by April, to include the construction of a separate officers' dining area. By June, an NCO dining area had been completed and remodeling of the EM portion began. In August, the entire mess hall was completed, to include the installation of air conditioning.

In the early part of August, my motor mechanics poured a cement pad and began to construct a brick/wood building to be used as an office, garage area, and living quarters. This was completed near the end of the month.

On the 21st of August, the officers began construction of an extension to their BOQ, while the enlisted men began building their own EM club.

On 16 September, the BOQ extension was completed and a new officers's lounge started to take shape. The NCO's began construction

CHAPTER 5 - EQUIPMENT, MAINTENANCE & INSTALLATIONS (CONT'D)

of an NCO lounge. By the first week in October, both lounges and the EM club had been completed.

A month of rest was enjoyed by the company until November, when maintenance built a storage area for tech supply. The three flight platoons tore down their tents and began construction of brick and wood buildings on the flight line.

The many months of hard labor have produced outstanding results. My men take a great deal of pride in having ~~one~~ of, if not THE most well-planned, functional, and admired company areas at Phu Loi.

CHAPTER 6 - REFLECTIONS

During the year, members of my unit have received many well deserved awards for valor and service. The following is a comprehensive list of individual awards presented:

	RECEIVED	PENDING
Distinguished Flying Cross	11	6
Bronze Star	8	7
Air Medal with "V"	5	1
Air Medal	277	24
Army Commendation Medal with "V"	3	
Army Commendation Medal	59	2
Purple Heart	8	
Vietnamese Cross of Gallantry	1	
Armed Forces Reserve Medal	1	11

The DFC's were all awarded for heroism while flying in support of units in contact with the enemy. The Air Medals with "V" were presented for exceptional valor in contact missions. The ACM's with "V" were presented for heroism during the enemy rocket and mortar attacks which occurred at TET. The VCG's were awarded for heroism in support of ARVN operations. The FH's were received for wounds suffered both in the air and during enemy rocket and mortar attacks. The Air Medals were presented for each 50 hours of direct combat support flown by members of my unit. All service awards were presented for service and achievements during an individual's tour in Vietnam.