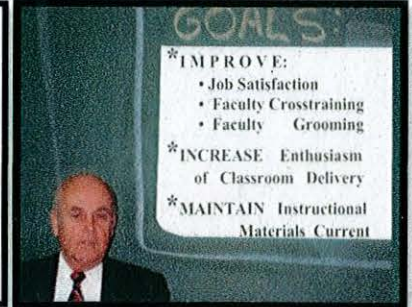
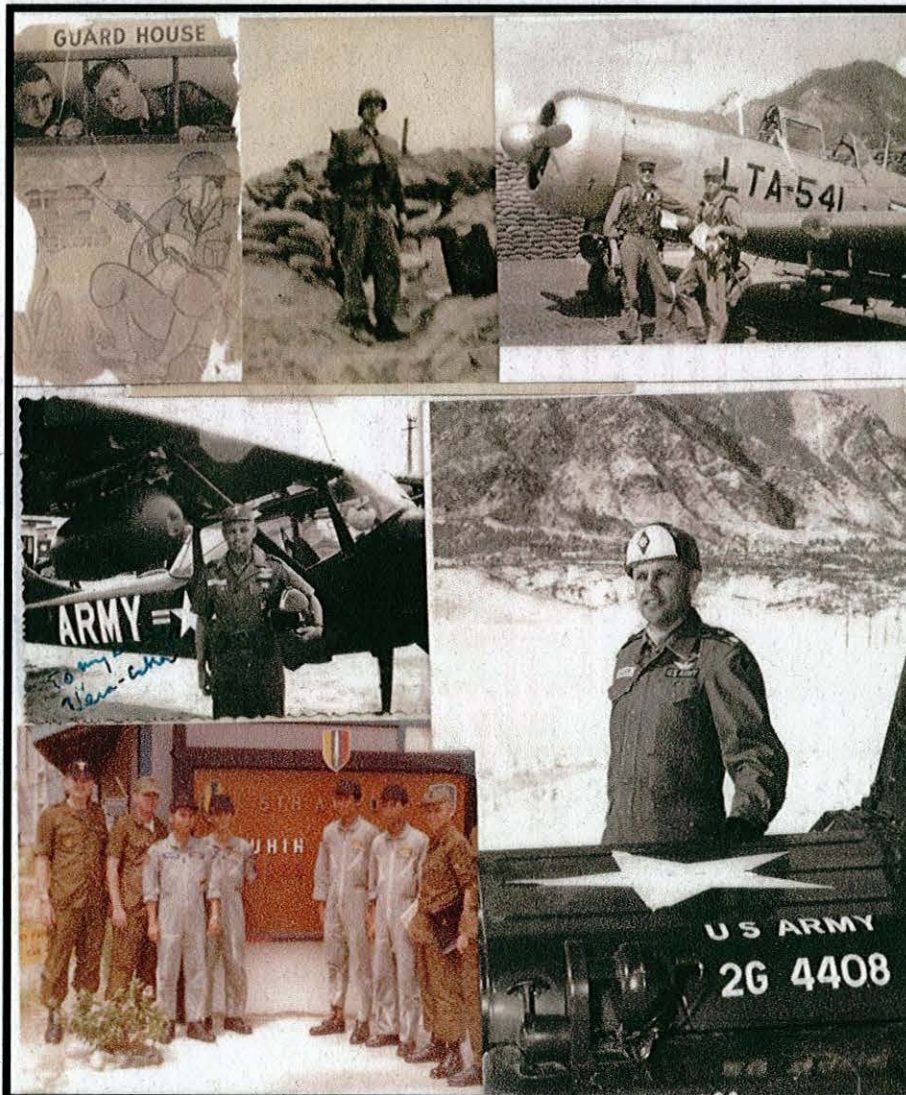


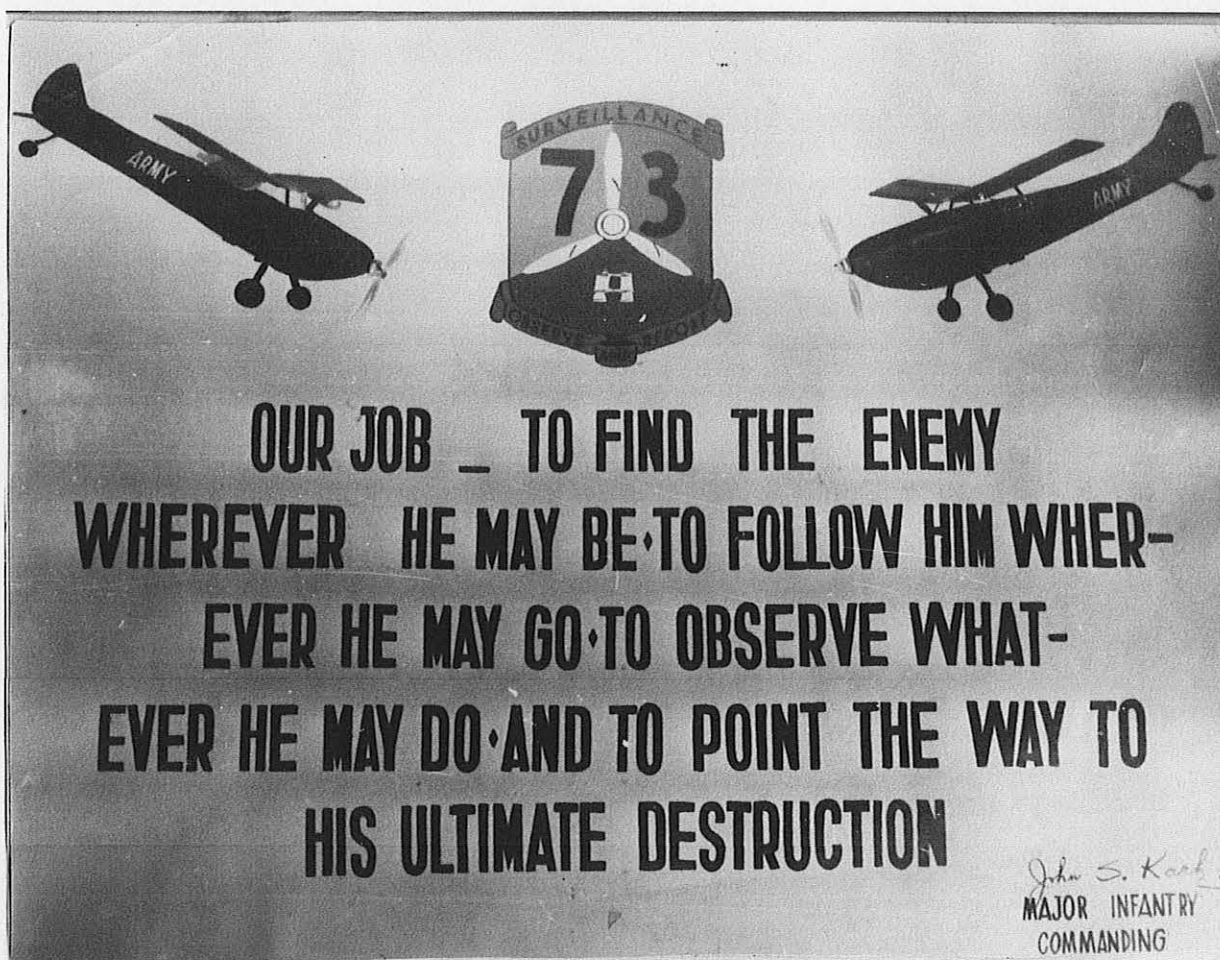
VIETNAM

73d AVN. CO. (AIRPLANE SURVEILLANCE)(LIGHT)



ANY WORTHY *CHALLENGE*
REQUIRES A SATISFACTORY *RESOLUTION*
AND IS AN *OPPORTUNITY FOR SUCCESS!*





REPUBLICATION COMMENTS

This Publication is a Republication of a document originally prepared during May-June 1964. It was first published (limited numbers) and distributed in 1965. The purpose of the Publication was to clarify, and accurately describe, the goals, tasks, method of operations, personnel conduct and performance, and the overall mission accomplishments of the 73d Aviation Company (Aerial Surveillance) (Light), as a unit, in Vietnam.

Interested individuals and institutions expressed interest in copies of the Publication – there were none. Therefore, now this effort to Republish.

The “Republication” version, at its end, includes selected, pertinent information, from a 1965 Master degree Thesis, titled “*Aerial Surveillance: Case Vietnam.*”

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FOREWORD

1. The 73d Aviation Company (Airplane Surveillance) (Light) was the first company size United States Army aerial surveillance unit ever committed in support of combat operations. The experiences and "lessons learned" of this unit are of professional interest to service schools' instructors and personnel involved in the development of doctrine.

The Officers and Men of the Company are interested in this publication primarily as the record of their tour of duty in the Republic of Vietnam; they contributed many of the photographs appearing in the pages to follow.

2. The guiding principles for the Company's activities and operations are expressed through the following **philosophy** and **mission objectives**:

a. **PHILOSOPHY**. The First and Sixth Articles of the CODE of CONDUCT:

* * * * *

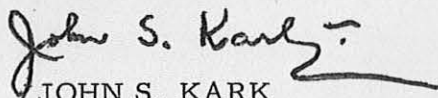
I. I am an American fighting man. I serve in the Forces which guard my Country and our way of life. I am prepared to give my life in their defense.

* * * * *

VI. I will never forget that I am an American fighting man, responsible for my actions and dedicated to the principles which made my Country free. I will trust in my God and in the United States of America.

* * * * *

b. **MISSION OBJECTIVES**. Our job -- To FIND the enemy wherever he may be; To FOLLOW him wherever he may go; To OBSERVE whatever he may do; and To POINT the WAY to his ultimate destruction.


JOHN S. KARK
Major, Infantry
Commanding

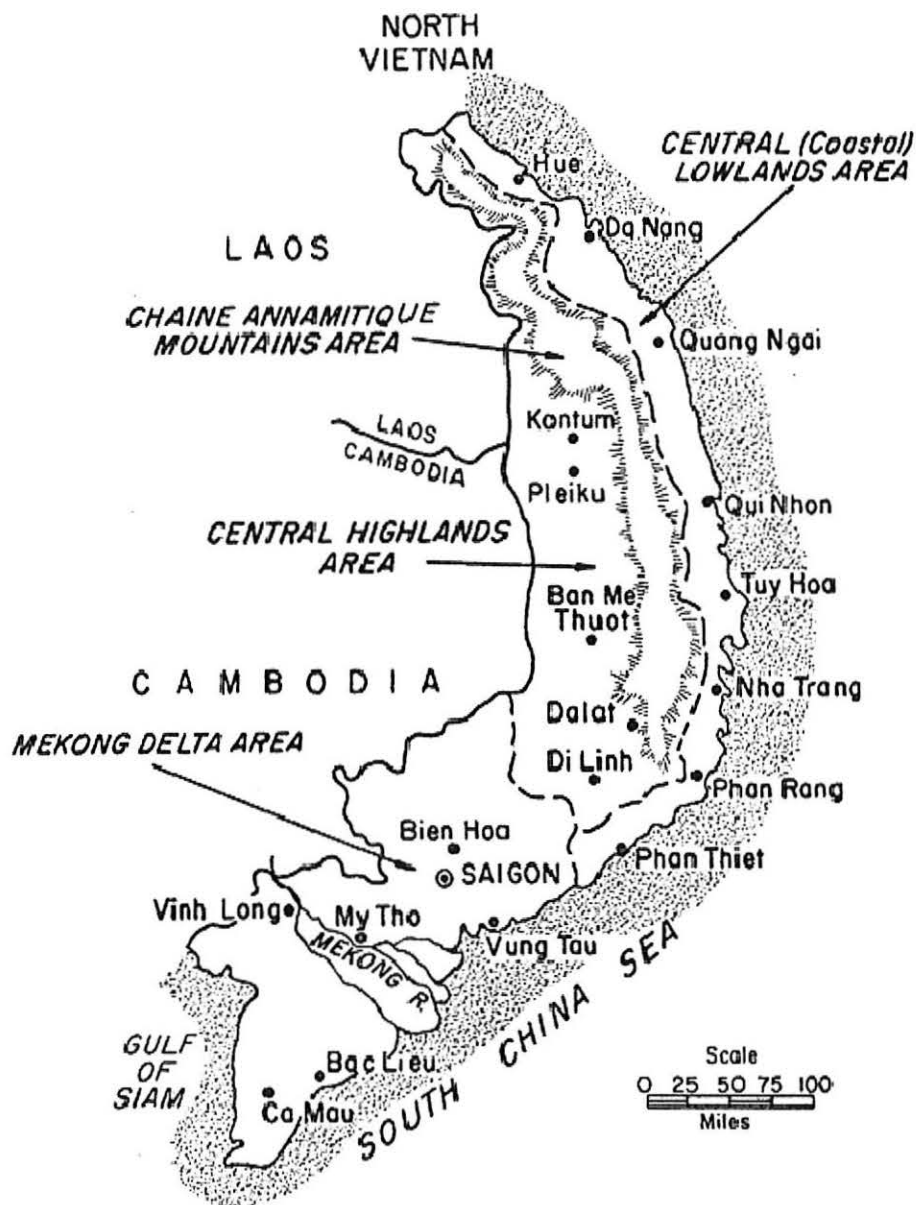


DEDICATION

The pictorial record of the 73d Aviation Company (Airplane Surveillance) (Light), in Vietnam, is dedicated to all assigned Company personnel, especially to the memory of FIRST LIEUTENANT RICHARD ELMER JAECK, 05515745, Transportation Corps, United States Army. He was killed in action while supporting the Army of the Republic of Vietnam in their operations against the Viet Cong, northwest of Phan Thiet, 14 March 1964.

LIEUTENANT JAECK made the supreme sacrifice for his Country while participating in an aerial reconnaissance mission. His last known radio transmission, while his aircraft was aflame as a result of enemy fire, pertained to the tactical situation in progress and not to his own safety. An outstanding officer and a brave American, LIEUTENANT JAECK will live forever in the hearts of the Officers and Men of the 73d Aviation Company.

As a tribute to his heroism, LIEUTENANT JAECK was awarded the Silver Star Medal for gallantry on his final mission.



Major geographic regions of the Republic of Vietnam.
(The boundaries of the regions are approximate.)

The towns and cities shown, from HUE in the North to CA MAU in the South, include locations of the deployed elements of the 73d Aviation Company (Airplane Surveillance) (Light).



HEADQUARTERS
UNITED STATES ARMY SUPPORT COMMAND, VIETNAM
APO 143, US Forces

ASCV

16 March 1964

SUBJECT: Unit Anniversary

TO: Commanding Officer
73d Aviation Company
APO 40, US Forces

1. On the occasion of the anniversary of the activation of your unit, I wish to extend my congratulations to all the members of your command.

2. Since the arrival of the 73d Aviation Company in Vietnam, it has performed magnificently in accomplishing its mission. Its efforts in providing effective aerial reconnaissance, surveillance and target acquisition have been of key importance in U.S. support of the military forces of Vietnam in their struggle against the Viet Cong.

3. The actions of the men of the 73d Aviation Company have been of the highest order, in the best traditions of the military service.

s/J.W. Stilwell
J.S. STILLWELL
Brigadier General, US Army
Commanding

A TRUE COPY:

Paul J. Wenzel
PAUL J. WENZEL
Capt, Inf, 05310707



On 21 March 1964, the 73d Aviation Company celebrated first Organization Day. (The actual Activation Date is 27 March 1963.) 30 of the 32 unit's aircraft were aligned for the ceremony at Nha Trang, the Company's headquarters base. The remaining two aircraft could not be released from current operations and continued to support those operations during the Organization Day activities. It was the first time since arrival in Vietnam during May 1963, that the Company assembled at a single location. **These photographs depict the alignment of the aircraft for the ceremonies.**

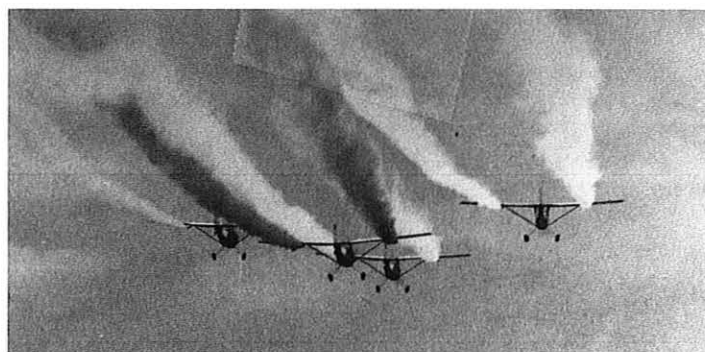




The Officers who flew them, and the Men who maintained them, are presented for inspection.



Brig. Gen. J.W. Stilwell, Commanding General, United States Army Support Command, Vietnam (USASCV) addresses the Officers and Men of the 73d.



RED, WHITE, BLUE, and YELLOW smoke released by fly-by aircraft representing Company's four operating platoons.



Brigadier General Stilwell
congratulates Major Kark
on the Unit's outstanding
accomplishments to date.



Major Kark accepts the Plaque for Unit's Outstanding
Performance from Lieutenant Colonel Knight, Senior Advisor,
9th Army of the Republic of Vietnam (ARVN) Division.

OVERVIEW OF ACTIVITIES

The 73d Aviation Company (Airplane Surveillance) (Light) was activated at Fort Rucker, Alabama, on 27 March 1963, per General Order Number 104, Headquarters Third United States Army, Fort McPherson, Georgia.

The Personnel Fill Date was 15 May, with Readiness Date 24 May 1963. The Equipment Readiness Date was 20 May 1963.

The Department of the Army priority Allocation of Effort insured the highest degree of cooperation.

At the time of departure from Fort Rucker for Vietnam, on 28 May 1963, there were 98% officers and 96% EM present for duty. All personnel received highly concentrated mission training, in the short time available, and were in fact ready to perform the Unit's stated mission. The Company was air transported by MATS from Maxwell AFB, Alabama, to Saigon, Vietnam, as so many bodies and so much cargo.

There was no finalized Stationing Plan or mission assignment for the Unit upon its arrival in Vietnam.

The Company was temporarily located at three sites - Saigon, Vung Tau, and Nha Trang - for billeting purposes, awaiting mission and stationing disposition by Headquarters, Military Assistance Command, Vietnam (MACV).

On 9 June 1963, the Company was assigned the mission of providing an Aerial Surveillance Section per ARVN (Army of the Republic of Viet Nam) Division (3 aircraft each) and one Section in support of Hqs, Special Forces. Also, on the same date, the Company was augmented with 10 TO-1D aircraft, VOGC USASCV, and J3, MACV.

The New total = 32 aircraft.

By 1 July 1963, the Company headquarters moved to Nha Trang.

On 10 June 1963, the first aircraft was received by the Company from Air Vietnam; on 23 July, the 32d aircraft was received.

On 20 June, the 4th Aerial Surveillance Platoon was deployed in the 4th ARVN Corps area.

From the initial deployment date (20 June 1963) through 30 April 1964, the Company accomplished over 28,000 missions, logging almost 31,000 hours; average time per mission one (1) hour and three minutes; average flying hours per month per assigned aircraft 96 hours; average monthly aircraft availability 90%.

The high sustained aircraft availability rate was favorably noted by the Honorable Paul R. Ignatius, Undersecretary of the Army. Less than ten (10) aircraft were shot down (had to land as the direct result of enemy fire; does not constitute destruction, since most of the damaged aircraft were repaired). Unit aircraft were hit by enemy ground fire on less than 70 occasions.

Operational results to date have been most gratifying.

The Company has been favorably noticed by the Department of Army Flight Safety Team for its flight safety record. There were only four "pilot error" accidents in almost 31,000 hours of flying; this equals approximately half the current worldwide average accident rate, a remarkable achievement, considering the operational environment. There were other aircraft damages, but they were combat connected. The Unit has been recommended by the supported Commanders for the award of the **Distinguished Unit Citation**. It was the first Army Aviation unit in Vietnam to be approved for the award of **Meritorious Unit Commendation**, since the award of Distinguished Unit Citation for services in Vietnam is currently not authorized.

DISCUSSION OF SELECTED TOPICS

a. **Mission.** At the time of initial activation, the unit's mission was: Visual and limited airphoto aerial reconnaissance and surveillance (52% of effort), forward air control (25%), and command control support (23%). Upon arrival in Vietnam, the mission of the unit was modified as follows: "Provide one Aerial Surveillance Section for each ARVN division, to serve as a Division Aviation Section also support US ARMY Special Forces headquarters with one Aerial Surveillance Section.

Support combat operations by performing visual and airphoto aerial reconnaissance and surveillance, artillery adjustment, combat command and control, and other combat support operations as required."

b. **Organization.** Originally, on 9 May 1963, the Unit's TOE was finalized as TOE 1-7D, with change 4, with authorized strength of 43 officers, 1 warrant officer, and 111 enlisted men. (The enlisted men strength included organic Third Echelon aircraft maintenance authority and capability.)

The Company's sub-elements were: Headquarters and Headquarters Platoon, three (3) Aerial Surveillance Platoons, and a Service Platoon.

Upon arrival in Vietnam, and based on the eventual modification of the mission, the Company was augmented with ten (10) aircraft and minimum crew, with a new total of 32 TO-1D airplanes, 53 officers, one warrant officer, and 121 enlisted men. The mission to support the four ARVN Corps necessitated the reorganization of the Company as follows: Headquarters and Headquarters Platoon; four (4) Aerial Surveillance Platoons (one in support of each ARVN Corps); and a Service Platoon.

c. **Training.** Prior to the 15 May 1963 Personnel Fill Date, all activities in the operations field were in preparation for the ten (10) days of unit training, from 15 May 1963 to 24 May 1963.

This training was as follows: The officers received individual flight proficiency check-outs and an extensive Aerial Observation Course conducted by selected Unit officers and the United States Army Aviation School (USMVNS) instructors. The Company aircraft maintenance personnel received MOS 671.10 (Single Engine Airplane Mechanic) Maintenance Course, directed exclusively at the TO-1D aircraft, by the Department of Maintenance, USAAVNS. All other Company personnel received on-the-job training in their respective fields.

Training in Vietnam consisted primarily of lectures and briefings on the local policies and requirements, the Unit's new organization and mission, and area flight familiarization for the flight personnel. Also, some practical and mandatory training was conducted pertaining to weapons firing, area defense, and required instruction such as character guidance and troop information, as prescribed by Headquarters, USASCV.

All Aviators were given a periodic flight check at least once every three months. An attempt was made to administer such check rides at least once per month but proved impractical, and the "Once per month" rule applied primarily to aviators who had demonstrated any undesirable or potentially dangerous flight techniques.

The local area check-out of newly assigned aviators was decentralized to the Section level (one per ARVN division). This method proved very satisfactory.

The specialized training for Photo Lab Technicians, two E-5's, primary MOS 053.10, consisted of two weeks on-the-job training with the 39th Signal Battalion, in Saigon, and continued experimentation with the on-loan, TFQ-7 photo lab, which these two enlisted technicians converted from an inoperative condition to a functioning item of equipment. They in turn trained their own replacements.

Deliberate, planned On-the-Job CROSS-TRAINING of Company personnel, Officers and Enlisted Men, was practiced, with beneficial results for the Unit and also for the individuals involved in the Program.

d. **Movement Overseas.** The unit moved overseas as a body, per AJRAC-M LO 760, Headquarters, United States Army Aviation Center, Fort Rucker, Alabama, dated 17 April 1963, and amended 22 May 1963. The main body departed, by commercial buses, from Fort Rucker to Maxwell AFB, Alabama, 1030 hours, 28 May 1963, after an impressive departure formation and Farewell Address by Brigadier General Robert R. Williams, Commandant, USAAVNC. The Company departed from Maxwell AFB in two C-135 MATS aircraft. These aircraft took off one-half hour apart, as separate flights, one with destination direct to Hawaii, while the other made a stop at Travis AFB in California prior to proceeding to Hawaii. No attempt was made to assist in maintaining unit integrity during the move, a undesirable situation.

After a one night stopover in Hawaii, and another at Clark AFB, Philippine Islands, the Unit arrived at Ton Son Nhut Airfield, Saigon, Vietnam, late afternoon, 31 May 1963, with the first aircraft landing at 1724 hours. This aircraft was met by Brigadier General Joseph W. Stilwell, Commanding General, USASCV.

e. **Deployment and Employment.** The initial platoon to be completely equipped with aircraft was the 4th Aerial Surveillance Platoon, supporting the 4th ARVN Corps. The Platoon departed the initial Company headquarters location, Vung Tau, on 20 June 1963, and became operational on the same date.

The 3d Aerial Surveillance Platoon deployed as a body on 1 July 1963. This Platoon supported the 3d ARVN Corps area.

The 1st and 2d Aerial Surveillance Platoons dispatched oversized advanced parties and all of their equipment, less aircraft, to their intended sites. The aircraft joined them soon by infiltration.

The detailed coordination and agreements for stationing, administrative arrangements, and employment clarification with the Corps and Division Senior Advisors, throughout Vietnam, was accomplished by Major Kark, between 9 June and 20 June 1963.

The concept of employment was that an Aerial Surveillance Section (3 TO-1D's) would support each ARVN division and be under the Operational Control of the Division Senior Advisor; that the Company would retain other control and responsibility for its elements; that the Section's personnel supporting a given division's U.S.MAAG team were to live with that team; that the Section supporting the Special Forces Hqs would be stationed at Nha Trang. At the same time, the decision was made to retain personnel at the same location for the duration of their tour in Vietnam. This was important, because each section's area of operations was relatively large and an effective aerial surveillance support demanded intimate knowledge of the area of operations. This plan proved to be a great success. However, it was the announced Company policy to afford all members opportunities for diverse assignments, especially the opportunity for Command and Supervisory positions. **Individual and professional development of subordinates is Command Responsibility.**

Initially, the method of employment and command relationships were unclear.

The Unit was organized as a Regular Army aerial surveillance unit, yet many situations indicated that "bunch of L-19's" was all there was to it. The "L-19" tag was probably the most difficult to overcome; to prove that equipment has its significance in its own place but that the operational success was best achieved by employing that equipment in a unit: Systematically and with some sort of a plan. Fortunately, all Senior Advisors, without exception, officially endorsed the concept that the Sections had tactical missions primarily in support of G-2 effort. The aircraft was recognized as a tactical vehicle primarily, with administrative support capabilities as a secondary role. In practice, here and there compromises had to be made; the "flexibility" had to be adhered to, especially at the beginning. As the time progressed, the relationships between the Sections and the Advisors they supported became more clarified, in each case with its own local peculiarities. The best selling point was the carrying out of Company's policy by all personnel: Attain and maintain a CAN DO attitude, look RA (Regular Army), act RA, feel RA - keep on smiling. Neat fatigues became the duty uniform for all personnel; flight suits were not worn.

The Unit's task in Vietnam was identified in the following terms: We are here to support Vietnamese Army tactical operations; we do this by performing tasks assigned to us by U. S. Army Advisors to these Vietnamese units; we are the HAAG's "demonstration team" - we have to be the best!

The Company policy on operational techniques included the concept that aircraft will not fly below 1,500 ft when alone; that field glasses were to be used. (The habitual flying of missions by aircraft in pairs was never considered applicable. (This concept was based on experiences in combat against an established force - Korea, WW II.) Soon, it was discovered that the aircraft had to go "on the deck" to do their job. The target here was a man, a human being, and not an indicator. It made all kinds of difference whether the group of 5 farmers were young men, dressed alike, or whether they were a mixture representing a farm family - man, woman, children, etc. The only way to make sure was to go down close, and see.

A military belt or boot, or the way the trousers were bloused, gave a VC away better than "tracks, smoke, trenches". A clothes line of 15 black pants, men's, around a single farmhouse, was an important tactical sighting. Again, to see them, and recognize them in detail, one had to be low. To select an adequate crossing site for M-113's over a canal, there was no better way to do it than to be low. To insure that a group of armed men, dressed in a variety of clothes were/were not VC/Civil Defense Corps required a close inspection - 100 feet and below.

The TO-1D airplane is not the best machine for the task:

- (1) It is underpowered for its weight - no power reserve;
- (2) It is too slow - gives enemy chance to hide completely or hide the incriminating evidence or to fire at the aircraft;
- (3) The forward visual observation sector is greatly obscured by the engine;
- (4) It is not as easily maintained as one would like to believe, not the "D" model. But we have a abundance of experience with it and have learned to like it.

The ideal speed for visual observation aircraft, for tree-top work, appears to be 250 knots, with a dash capability of 350 - 400 knots, and slow speed of 50 to 120 knots - forward vision unobscured. Our Mohawk fits this category favorably.

Beginning in mid-July 1963, the Army Aviation in Vietnam was reorganized. Primarily, an Aviation Bn Hqs was placed in support of each ARVN Corps. The I Corps was an exception - only an Army Avn Officer. Here, the USMC provided the airlift support. All Army Aviation in a given Corps area was placed under the operational control of the Avn Bn Cmdr, who also was the Corps Avn Officer, and worked for the Corps Senior U. S. Army Advisor.

The Company's deployed elements, in practice, were not affected. By mutual agreement and coordination, they continued to receive their missions from the Division Advisors, as before; they provided information to the Avn Bn Hqs as required; a satisfactory arrangement.

f. Combat Operations. The combat operations support results have been most gratifying. The Aerial Surveillance Sections supporting each ARVN Division filled an urgently needed requirement. For the first time in Vietnam, tactical commanders, at division level and below, had unparalleled responsive, although limited, continuous and available aviation support.

The aviators in support of each division rapidly became familiar with the area, personalities, and requirements of the supported commanders. Flying continuously over the same areas, they became knowledgeable on the terrain, weather, and tactical peculiarities of the supported zones.

The Unit's capability and mission were recognized as being primarily in the area of information collection effort. Of the twenty type missions listed below, the first five listed accounted for over sixty (60) percent of the total missions flown.

- | | |
|--|---------------------------------------|
| (1) Surveillance | (11) Radio Relay |
| (2) Reconnaissance | (12) Leaflet Drop |
| (3) Target Acquisition | (13) Aerial Supply |
| (4) Command Control and Liaison | (14) Medical Evacuation |
| (5) Airphoto | (15) Passenger |
| (6) Arty Adjustment | (16) Maintenance |
| (7) Convoy Escort: Air
and Ground Columns | (17) Administrative |
| (8) Forward Air Control | (18) Aerial Observer Training |
| (9) Flare Drop | (19) Aviator Training |
| (10) Message Drop | (20) Other (Search and Rescue, etc.) |

Amicable and mutually advantageous relationships were established. For example, an Aerial Surveillance Section supporting a Division with extensive Armored Unit operations was normally commanded or contained officers with armored unit experience, while the Division employing artillery extensively received officers with artillery background. This proved most satisfactory, since it allowed the Aviators to excel in their dual capacity as officers and pilots, earn professional recognition, and be motivated for continued outstanding performance.

The deployed Sections worked continuously in their areas prior, during, and after specific operations. They were locating, confirming, or refuting VC locations and activities. It was seldom that the Unit's aircraft operated as part of a large aviation effort, such as airmobile operations or air strikes. Normally, the airmobile companies provided their own command and control aircraft, while air strikes were controlled by Vietnamese Air Force-USAF Forward Air Control parties. However, there were instances where Unit's aircraft materially assisted airmobile operations in progress by providing the most current operational information.

The Company habitually provided airphotos of landing zones. In case of air strikes, the Unit's aircraft were able to direct the Vietnamese Forward Air Controllers on targets with minimum delay. The recently authorized mounting of 2.75 marking rockets will greatly assist in the control of ground troops and the direction of other aircraft during combat operations. Also, several of the Unit's aircraft were modified to carry two AN/ARC 44 FM radios. This allows the aircraft to be on two tactical frequencies at one time - one for the aviator and the other for the ARVN observer - an extremely successful arrangement.

The Company's aircraft were instrumental in expediting command and control operations by transporting key personnel expeditiously to widely displaced locations, over Viet Cong controlled terrain. The supply support and radio relay capabilities were also exploited, particularly in support of Special Forces patrolling operations, countrywide. Lasting friendships were developed between the Unit's aviators and U.S. and Vietnamese Special Forces personnel.

The Unit's aircraft have performed any mission possible to conceive for Army aviation - from dropping live pigs from bomb shackles, to medical evacuation while the patient was receiving blood plasma; from dropping flares at Viet Cong attacking a village to checking newly appearing grain production plots in the jungle for detailed Viet Cong activities.

The aircraft operated from EVERY airstrip in Vietnam; if the airstrip was usable for fixed wing aircraft at all, our Unit used it. The Unit continuously covered every inch of Vietnamese territory; no area was ever abandoned because of Viet Cong fires.

The visual mission accomplishments were often supplemented by airphoto support. Although hampered by the limited film developing and processing facilities, the Unit was able to respond to most requests for photographic support. Of immediate tactical significance were the photos taken of flight routes and landing zones prior to airmobile operations. Other mission included spot photography of selected VC production areas, MAAG compounds, and other installations. The Unit also compiled a pictorial airfield directory containing every fixed wing landing strip in Vietnam. The Company was able to modify its cameras for a sixty degree oblique picture taking capability. This is especially significant in that pictures taken at that angle provided the best reproduction for aviators on an approach route during airmobile operations.

The majority of Unit's tactical missions involved a composite crew - a U. S. Army Aviator and an ARVN observer. By rules of engagement, only ARVN observers could adjust artillery fire.

There were no trained aerial observers, as we know them, in the U. S. Army when the Unit arrived in Vietnam. Eventually, the Unit was able to train a large number of ARVN aerial observers. Often the required training was conducted during actual combat operations, thus hindering the Unit's operational effectiveness.

Another problem area encountered was the lack of appreciation for a systematic Aerial Surveillance Plan.

Having Aerial Surveillance as its primary mission, this Unit on its own initiative has researched, prepared, and recommended, country-wide, an effective method of training Aerial Observers, and the planning and implementation of an Aerial Surveillance Annex to an overall Surveillance Plan.

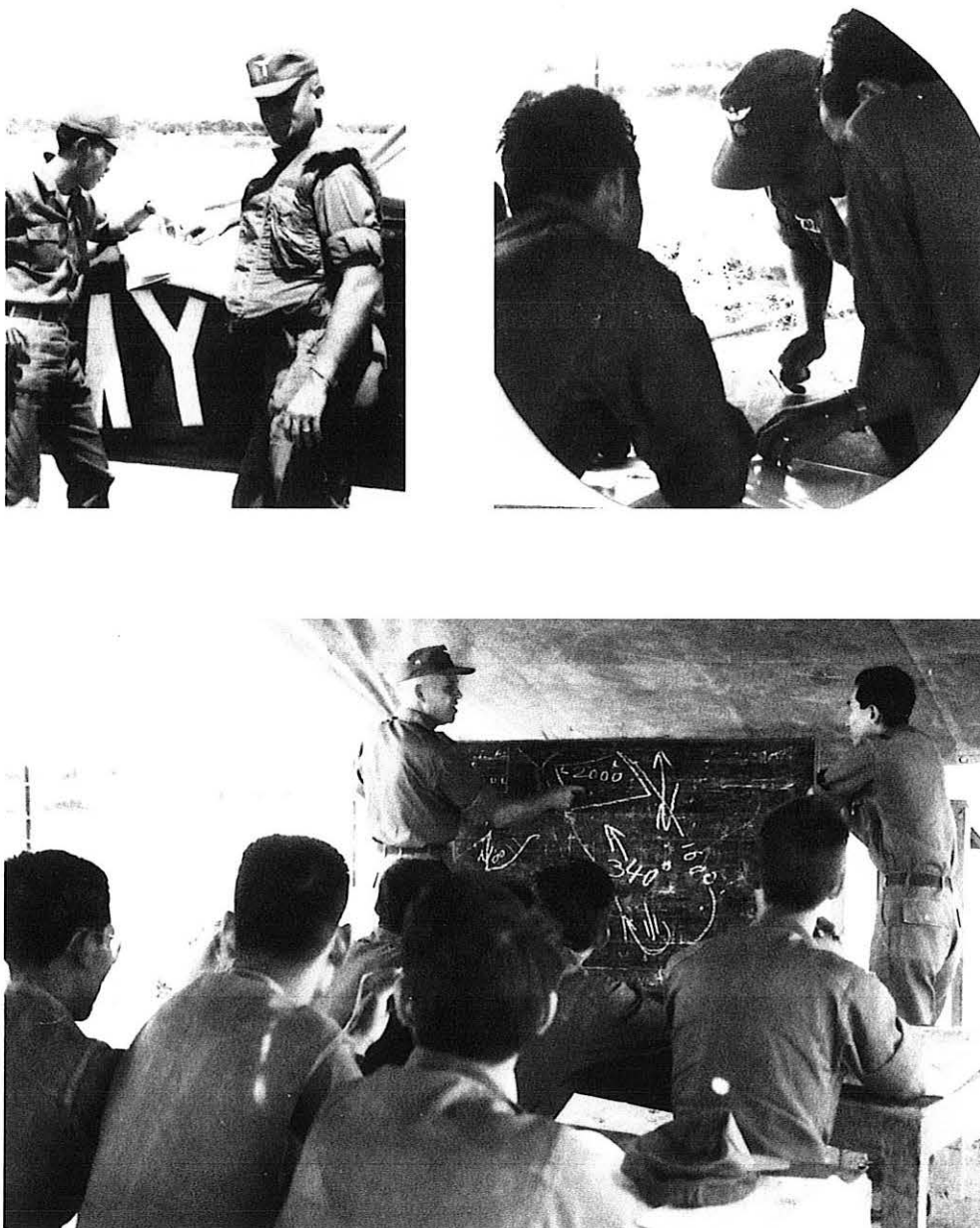
A program of instruction especially tailored for the need was prepared, and eventually warmly received Country-wide:

AERIAL OBSERVER COURSE PROGRAM OF INSTRUCTION

HOURS Ground/Flight		SUBJECT TITLE
1	0	Duties of Aerial Observer
0	1	Flight Familiarization
4	0	Map Reading
1	0	G2 Air Functions
2	0	Principles of Aerial Surveillance
1	0	Aerial Photograph
8	0	Elementary Air Navigation
3	0	Communications
1	0	Briefing and Debriefing
2	1	Aircraft Familiarization
6	1	Geographic Orientation
6	2	Visual Search Techniques
8	2	Target Recognition
6	2	Target Location
4	2	Introduction to Observed Fires
4	2	Conduct of Area Fires
5	2	Conduct of Precision Fires
2	1	Night Familiarization
16	7	Practical Exercise
80	25	Total

AERIAL OBSERVER COURSE

For ARVN Officers



A series of Aerial Observer courses were presented to ARVN Officers throughout Vietnam. The first formal successful course was conducted at Tan Hiep airfield. Major Kark personally presented many of the subjects. The program of instruction consisted of 80 hours of ground instruction and 25 hours of flight instruction. Seventeen Aerial Observers were successfully graduated and received their wings. Lt James E. Vetter, Assistant Operations Officer at Company Headquarters was also called to assist with this Observer Course.



**OUR JOB _ TO FIND THE ENEMY
WHEREVER HE MAY BE TO FOLLOW HIM WHERE-
EVER HE MAY GO TO OBSERVE WHAT-
EVER HE MAY DO AND TO POINT THE WAY TO
HIS ULTIMATE DESTRUCTION**

*John S. K...
MAJOR INFANTRY
COMMANDING*

AERIAL OBSERVER RATINGS



AERIAL OBSERVER

Successful completion of an Aerial Observer Course.



SENIOR AERIAL OBSERVER

Rated Aerial Observer and has accumulated a total of six (6) months of primary duty as an Aerial Observer and 300 flying hours.



MASTER AERIAL OBSERVER

Senior Aerial Observer and has accumulated one (1) year of primary duty as Aerial Observer and 600 flying hours.



All smiles, students and instructors alike. Squatting left to right: Lt's Byrnside, Jaeck, and Vetter . Lt's Perrone and Saunders are on a mission. Major Kark looks as though he's happy with the successful completion of the course. Much of the training was during actual tactical operations against the Viet Cong.



Be it known that — STUDENT — has successfully completed an Aerial Observer Course conducted by 73^d Aviation Company, (Airplane Surveillance) (Light), at from to and is hereby awarded the aeronautical designation and wings of Aerial Observer.

JOHN S. KARK
MAJOR INFANTRY
COMMANDING

The lesson plans as well as FM 1-80 (Aerial Observer Training) were translated into Vietnamese. The course received, and is still receiving, enthusiastic reception by both U. S. Advisory and ARVN personnel. To date, some sixty ARVN officers have been graduated. The graduates were awarded diplomas and Aerial Observer wings, specially designed and procured by this Unit (voluntary private contributions by officers). Due to this Company's efforts, in part, the Aerial Observer status in ARVN is receiving proper recognition, the most recent demonstration of which is the authorization for hazardous duty pay for observers rated by this Company.

The Viet Cong reaction to the Unit's aircraft operations varied from the behavior of disciplined troops, to complete disregard for camouflage against aerial observation.

As indication of the Unit's familiarity with the terrain and the effectiveness of its observation techniques, the following is submitted as examples: In August 1963, the Unit's aircraft located a VNAF fighter-bomber missing for two years, on a mountain covered with dense jungle growth.

This find was followed by the discovery of a long missing Mohawk, and also of a long missing C-47, in like jungle areas; a ditched P-38 was located in the mangroves of the Delta; the remnants of a USAF C-123 which exploded on a night flare mission were rapidly found; a VNAF RB-26 off the Gulf of Siam; a U-1A on a 7,800 ft mountain side in dense jungle, and most recently a VNAF C-47 were located (the latest two were found by the Unit's aircraft participating in an organized Air-Sea Rescue operation).

Weather and terrain in Vietnam were generally favorable for visual aerial observation.

g. Maintenance and Logistics. Unit's equipment arriving in Vietnam was directed to Vung Tau. The aircraft arrived in Vietnam on USNS Core, and were contracted to Air Vietnam for processing. The promised delivery of the first aircraft on 4 June was delayed until 10 June 1963. The contract specified that Air Vietnam was to prepare aircraft for "flyaway" status and not operationally ready status. Radios, lights, and some instruments were affected.

While the Company's operating elements were deploying throughout Vietnam, the Company Headquarters, to include aircraft maintenance, were moving from Vung Tau to Nha Trang, per Movement Order No 5, USASCV, dated 19 June 1963. The move was initiated on 19 June, and was completed on 29 June 1963. Unit equipment was moved by air, LST, and civilian contract surface transportation. The Unit was authorized to erect maintenance tents on the flight line at Nha Trangairfield.

At the beginning of deployment, it was planned to perform aircraft maintenance, through Periodic Inspections, on sites. Qualified personnel were available to do this - each Section contained 3 aircraft, 3 to 4 officers, 5 to 6 EM (at least one of whom was a 3d Echelon technician), 2 3/4 ton trucks with trailers, one FM and one UHF radio. However, very soon it was discovered that adequate tools were not available at each site - there were just so many available.

The Unit was organized to operate with 3 major sub-elements, and major items of equipment were provided accordingly. The Company was subdivided into eleven primary operational sub-elements, operating from 15 to 21 separate locations, and quite independently and far apart. Next, the fact that the maintenance personnel on sites could tech inspect the aircraft for PE's did not solve the problem of what to do, for example, when a new part or specialized work was required.

The immediate action was to centralize all aircraft maintenance, beyond Intermediate Inspections, at Company Headquarters. The quality and efficiency of maintenance improved immediately. The individual Sections gave up some maintenance personnel as required.

By mid-August, sufficient maintenance experience was acquired to where the Company maintenance effort could be split into two elements - one at Nha Trang, and one at Vung Tau. On 25 August this was accomplished; Nha Trang responsible for 19 aircraft, Vung Tau for 13 - both through the 3d Echelon; both backed up by a Direct Support Maintenance company in their area - 339th Trans Co (DS) (Acft Maint) for Nha Trang, and 611th Trans Co for Vung Tau; an excellent arrangement!

Aircraft repair parts support was identified early as a possible problem area. A detailed study was made of probable life expectancy of various parts based on anticipated operational environment. A "Unit Commander's Estimate of Anticipated Repair Parts Support" was forwarded along with the Prescribed Load List (PLL) on 4 June 1963, to the Aircraft Maintenance and Supply Officer, USASCV. The list included items through 3d Echelon, and recognized the need for authorization for selected parts stockage beyond 45-day level.

The selected parts were low cost, high usage type and represented an experience factor of over 85% of aircraft down time - tail wheel main spring leaf, spark plugs, reverse current relays, etc. The total additional funding was approximately \$25,000. The request was low, considering that 32 aircraft were involved. Brig. Gen. J. W. Stilwell, Commanding General, USASCV, approved this unique recommendation. That action allowed for timely requisition and arrival of parts, and has proven to be accurate to within five percent.

(NOTE: Of professional interest, it should be stated, that the existing Army Manuals, Bulletins and Regulations were analyzed; information was extracted and combined with some practical experience to form the basis for this request.)

Aircraft **-MAINTENANCE & FLYING HOURS** -Statistics

	Assigned Acft Days	Flyable Acft Days	Organic Maint Days	E.D.P. Days	Back-up Fld Maint Days *	Percent Acft Availability Rate	Monthly Flying Hours	Average Daily Flying Hours per Acft **
June 63	165	141	11	7	6	85%	370.0	2.15
July 63	818	714	81	6	17	87%	2406.2	2.55
August 63*	992	749	137	85*	21	76%	2757.2	2.45
Sept 63	960	879	50	22	9	92%	3097.4	3.15
Oct 63	992	861	89	15	27	87%	3308.7	3.20
Nov 63	960	833	64	40	23	87%	3024.7	3.10
Dec 63	992	908	76	8	0	92%	3071.3	3.05
Jan 64	992	925	51	6	10	93%	3015.2	3.05
Feb 64	928	863	47	1	17	93%	3084.6	3.20
Mar 64	961	884	73	4	0	92%	3230.4	3.20
Apr 64	960	884	47	0	29	93%	3416.8	3.30

*The August 1963 EDP (Equipment Deadlined for Parts) rate was primarily the result of discovery of defective brake brackets, an inexpensive item. The Company, in the end, was authorized to construct the part which was then "hardened" by Air Vietnam. A lesson was learned: Waiting for parts without action will not keep aircraft flying.

The high aircraft availability rate is the direct tribute to the competence and dedicated effort of maintenance personnel -- the finest in the world!

h. Personnel and Administration. On 15 May 1963, 43 officers, one warrant officer, and 106 enlisted men physically reported for duty. - Unprecedented compliance with intended directives! The five missing EM, which would have made 100% of all personnel present, were on bona fide emergencies or involved in accidents.

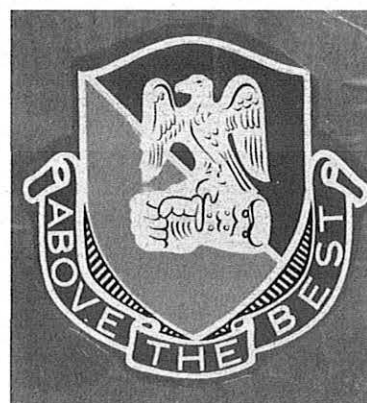
Approximately eighty (80) percent of the personnel were embarking on their first overseas tour. Average Officer-Aviator experience level was approximately three (3) months out of Flight School; Eleven (11) months of troop duty; Eighty (80) percent college graduates; less than four (4) years of commissioned service.

The attitude and morale of the individuals was characterized by a desire to do well on a task which appeared to be important to the Department of the Army; the Unit was organized, trained and deployed under the pressures of operational urgency. Realizing that every individual will have to depend on the performance of the other, example--Aviator and Crew Chief relationship - the individuals continued to develop mutual trust and confidence.

The Company's disciplinary problems were of minor nature and were disposed of primarily through non-judicial punishment. The Company Commander's authority under the present Article 15, UCMJ, helped to solve the majority of problems in their infancy. It should be noted that not a single officer did, or failed to do, an act which required disciplinary measures. Of the enlisted men, only very few presented any problems. The 26 Article 15's applied to 16 men, and represented the minor infractions normally encountered in a company size unit; there were two (2) Summary Courts Martial trials during the period.

Overall, the incident rate of the Company was the lowest of comparable size units in Vietnam; busy men seldom present off-duty problems.

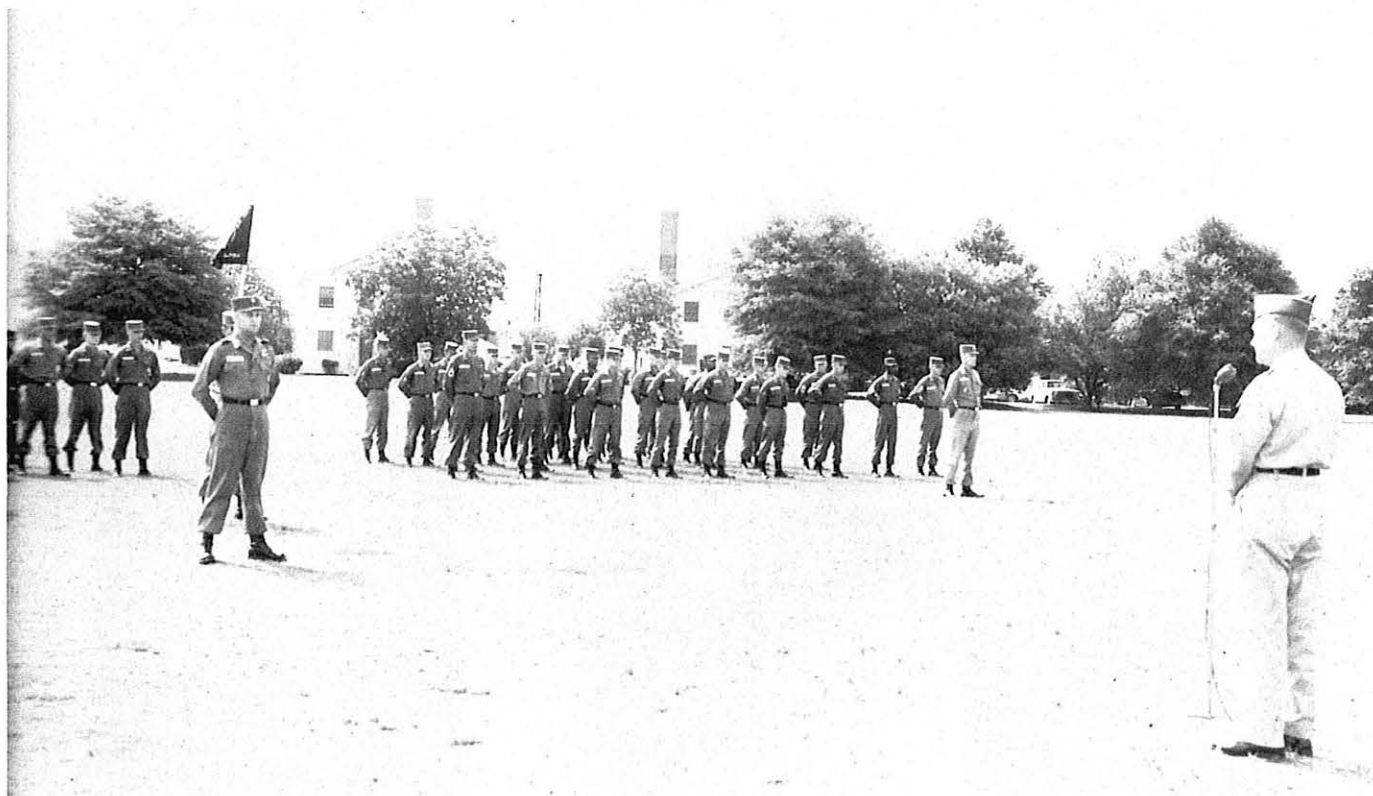
Unit's personnel have earned a respectable number of awards and decorations. One DFC, three Purple Hearts, and three Army Commendation Medals have been already awarded. One Silver Star, fourteen DFC's, nine Bronze Stars, and twenty-two Army Commendation Medal recommendations have been approved and issued.



FAREWELL REMARKS BY
 BRIGADERE GENERAL ROBERT R. WILLIAMS,
 COMMANDING GENERAL, U.S. ARMY
 28 MAY 1963, TO THE 73d AVIATION COMPANY

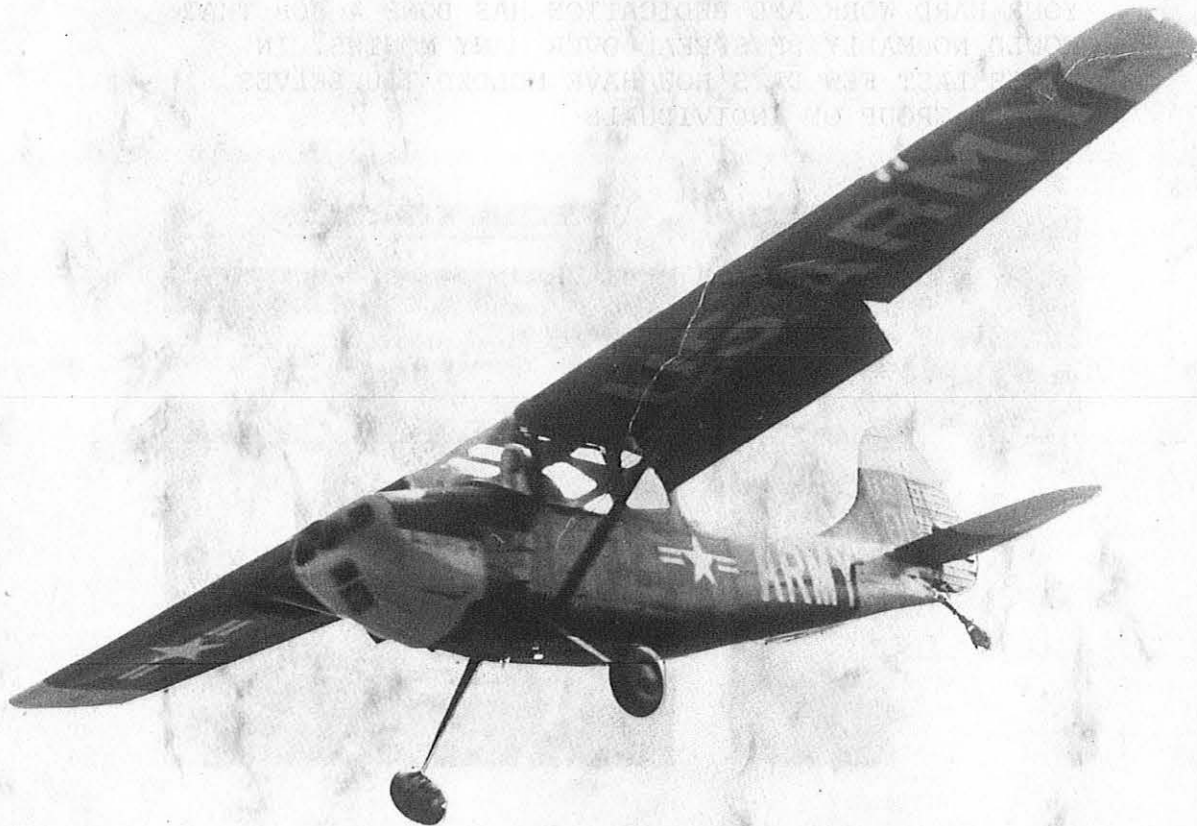
73^D

"FT. RUCKER'S OWN"

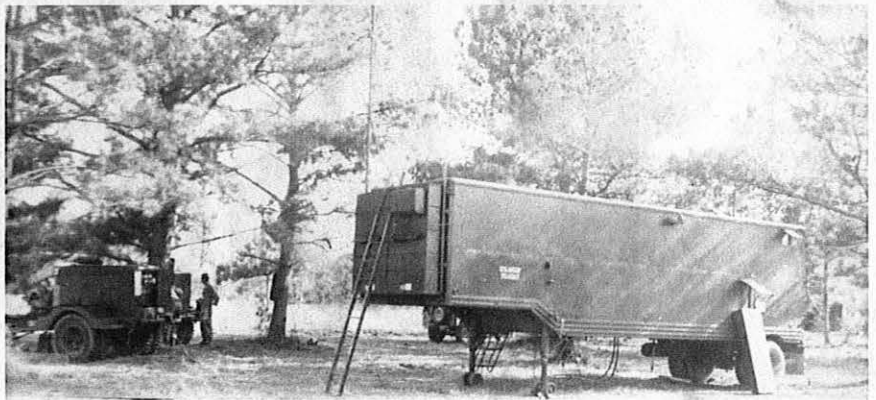


IT IS AN HONOR AND A PRIVILEGE TO BE PART OF THIS CEREMONY THIS MORNING. FORT RUCKER HAS BEEN PROUD TO HAVE BEEN YOUR BIRTHPLACE.

THE 73D AVIATION COMPANY WAS BORN WITH A SENSE OF URGENCY IN A TIME OF TURBULENCE. MOST OF YOU HAVE HAD TO MAKE GREAT PERSONAL SACRIFICES. ALL OF YOU HAVE UNDERGONE INTENSE TRAINING IN THE LAST TWO WEEKS...



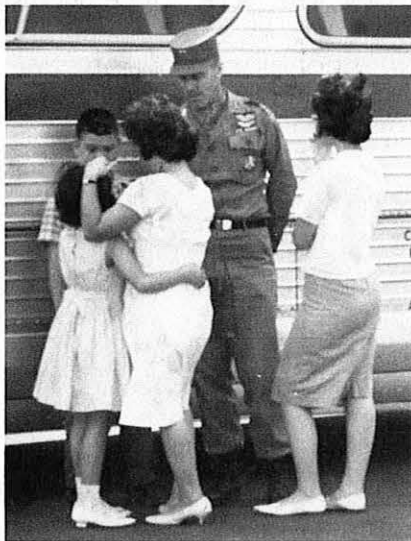
YOU HAVE HAD MANY LONG HOURS IN THE CLASSROOM,
IN THE FIELD, AND IN THE AIR IN PREPARATION
FOR YOUR ASSIGNED MISSION.
TIME HAS BEEN YOUR SHORTEST COMMODITY.



YOUR HARD WORK AND DEDICATION HAS DONE A JOB THAT
WOULD NORMALLY BE SPREAD OVER MANY MONTHS. IN
THESE LAST FEW DAYS YOU HAVE MOLDED YOURSELVES
FROM A GROUP OF INDIVIDUALS



INTO A COHESIVE COMBAT TEAM - A TEAM PREPARED
TO PERFORM ARMY AVIATION'S MOST BASIC AND
VITAL MISSION, ARMY AERIAL SURVEILLANCE AND
RECONNAISSANCE.





THE PROBLEM OF KNOWING WHERE THE ENEMY IS, AND AT WHAT STRENGTH, IS AS OLD AS WAR ITSELF. ARMY AVIATION HAS ITS ROOTS IN THE NEED OF THE ARTILLERY TO HAVE "EYES IN THE SKY".

SINCE WORLD WAR II, ORGANIC AVIATION HAS GROWN TO INCLUDED MANY OTHER MISSIONS AND CAPABILITIES, BUT THE IMPORTANCE OF ITS FIRST MISSION HAS NEVER DIMINISHED.





YOU HAVE INHERITED A TRADITION AND A CHALLENGE. YOU ARE THE DIRECT DESCENDANTS OF THOSE MEN WHO FLEW THE PIPER CUBS TWENTY-ONE YEARS AGO. YOUR CHALLENGE IS TO PERFORM WITH EVEN MORE RESPONSIVENESS, MORE IMAGINATION, AND MORE DARING.

YOU ARE BEING ASKED TO PROVE AGAIN THAT THERE IS NO SUBSTITUTE FOR THE FLYING SOLDIER. WE ARE CONFIDENT YOU CAN AND WILL ACHIEVE THIS GOAL.





TODAY, ALL OF FORT RUCKER JOINS ME IN WISHING THE BEST
OF LUCK AND GOD SPEED.

Robert R. Williams
Brig Gen U.S.A.

HEADQUARTERS
UNITED STATES ARMY SPECIAL FORCES, VIETNAH
TACTICAL OPERATIONS CENTER
APO 143, San Francisco, California

ASFO

SUBJECT: Review of Operations
TO: Commanding Officer
73d Aviation Company (Airplane Surveillance) (Light)
APO 40, US Forces

24 May 1964

1. As the 73d Aviation Company completes its first year of operations, the greater part of which has been in Vietnam, it is appropriate that I provide you a somewhat comprehensive review of your efforts in support of United States Army Special Forces, Vietnam, together with my personal comments concerning this support.

2. In general, I am exceptionally well pleased with the services and support which have been rendered to my command and subordinate detachments by the 73d Aviation Company. I have discovered that, from July 1963 to the present time, the O-ID aircraft of your Special Forces Support Section have been flown in excess of 90 hours per month per aircraft in our behalf. While this in itself is commendable (considering that the Army-wide expectation is only 75 hours per month per aircraft), this does not include that support provided Special Forces detachments in the field, which has been basically unprogrammed support and has been additional to regularly assigned missions. I am even more impressed by the high degree of initiative, professionalism, energy and "can do" attitude consistently displayed by the aviators of your company.

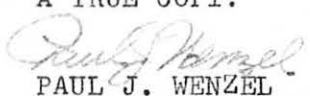
3. The actual performance of missions, scheduled and impromptu day and night, by the 73d Aviation Company has left nothing to be desired. Company elements have continually assisted my deployed "A" and "B" Special Forces detachments throughout Vietnam, essentially through the individual initiative of the aviators concerned, who apparently are well aware that without their aid, many of our teams would be operationally hamstrung and somewhat "blind".

Your flight elements have time after time provided much needed reconnaissance, resupply, and radio relay as well as other support which usually has not been available from other sources. The combination of Special Forces and the 73d Aviation Company working together has resulted in outstanding operational achievements. Mutual respect and understanding, together with acknowledgement of our common goal has resulted in a splendid rapport being established between our respective elements. One especially great advantage of this teamwork has been a continuous exchange of information which has assisted both units. For our part, the timely information furnished by members of your unit to Special Forces patrols has proved invaluable, greatly enhancing the probability of success of team operations.

4. It is obvious to me that you and your command have become thoroughly familiar with Special Forces operations and have a unique understanding of some of the complexities associated with these singular operations under actual combat conditions against the Viet Cong. In this regard, I am very appreciative of your efforts in the doctrinal field which have greatly assisted my headquarters in the formulation of concepts for aerial support of Special Forces.

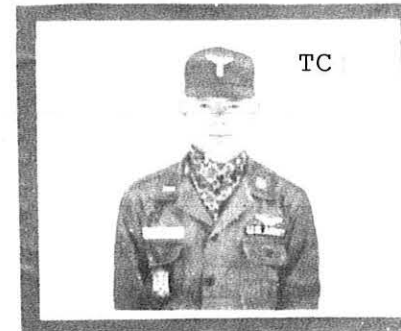
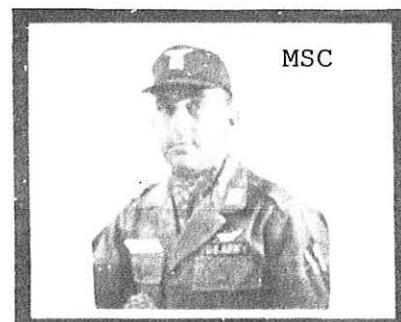
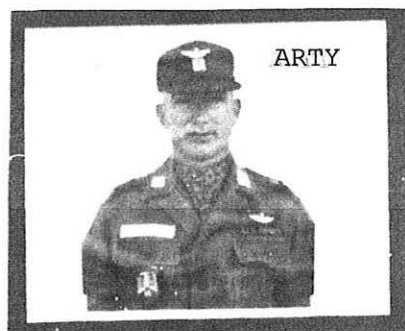
5. In summary, I have found the 73d Aviation Company to be the most outstanding aviation unit I have encountered in Vietnam or elsewhere, and your support of Special Forces has been exemplary. Please convey to the members of your command the thanks and appreciation of myself and my staff for their efforts, along with our hopes and expectations that the accomplishments of the past year will be equaled in the next.

A TRUE COPY:


PAUL J. WENZEL
Capt, Inf, 05310707

s/Theodore Leonard
THEODORE LEONARD
Colonel, Infantry
Commanding

Reminders of the 73d Aviation Company's role in the complex Army of today.



ARMY AVIATION REPRESENTS THE EXPLOITATION OF CURRENT TECHNOLOGY IN SUPPORT OF THE LONG ESTABLISHED MISSION OF THE ARMY IN THE CONDUCT OF OPERATIONS INCIDENT TO LAND WARFARE. NOT AIR POWER, BUT IT REPRESENTS THE ORGANIC MEANS AVAILABLE TO GROUND COMMANDERS OF THE VARIED BRANCHES AND SERVICES, WHO CAN BEST USE IT IN THE ACCOMPLISHMENT OF THEIR SPECIFIC TASKS. ARMY AVIATION IS CHARACTERIZED BY IMMEDIATE AVAILABILITY AND RESPONSIVENESS.

JOHN S. KARK
MAJOR, INFANTRY
COMMANDING

The 73rd Aviation Company personnel became well aware of their role in support of combat operations in the Republic of Vietnam.

**AVIATION
COMPANY**



**AIRPL SURVL
LT**

FIND-FIX-DESTROY-THE ENEMY

VICTORY ON THE BATTLEFIELD IS CHARACTERIZED BY CONSTANT ALERTNESS, AGGRESSIVENESS, AND DISCIPLINED VIOLENCE AGAINST THE ENEMY. IN COUNTERINSURGENCY OPERATIONS THESE CHARACTERISTICS MUST BE EVEN MORE SHARPENED THAN IN A COMBAT BETWEEN ESTABLISHED ARMED FORCES. TO FIND THE ENEMY, TO KNOW WHERE HE IS AND WHAT HE IS DOING IS THE PREREQUISITE FOR AN EFFECTIVE OFFENSIVE ACTION AGAINST HIM. IN COUNTERINSURGENCY OPERATION, FINDING THE ENEMY IS THE MOST CHALLENGING TASK. FOR WHETHER THE "FIX" AND "DESTROY" STEPS IN AN OPERATION ARE INTRODUCED, THE "FIND" STEP MUST ALWAYS BE PRESENT.

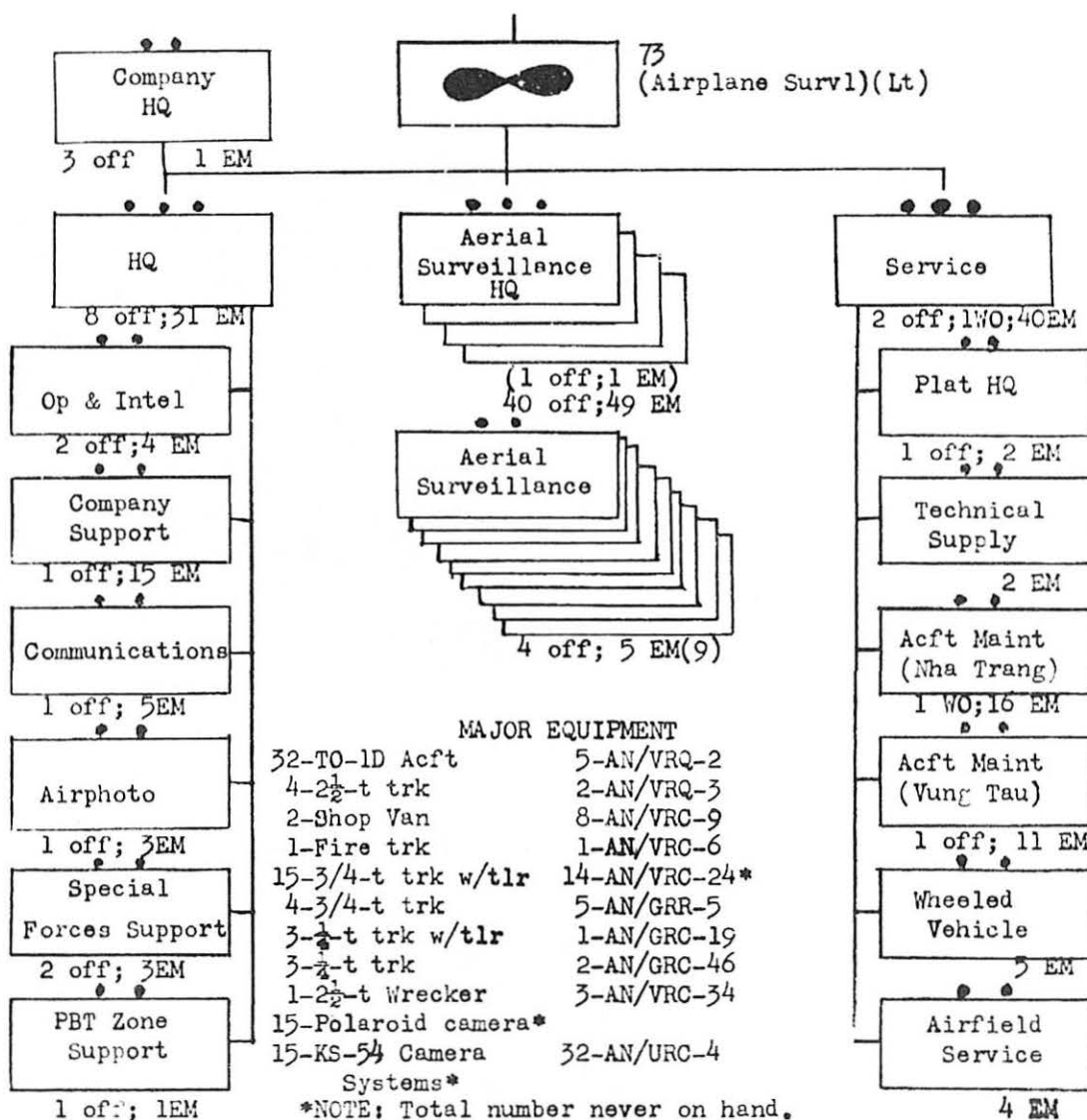
WE OBSERVE AND REPORT

John S. Kark
JOHN S. KARK
Major, Infantry
Commanding

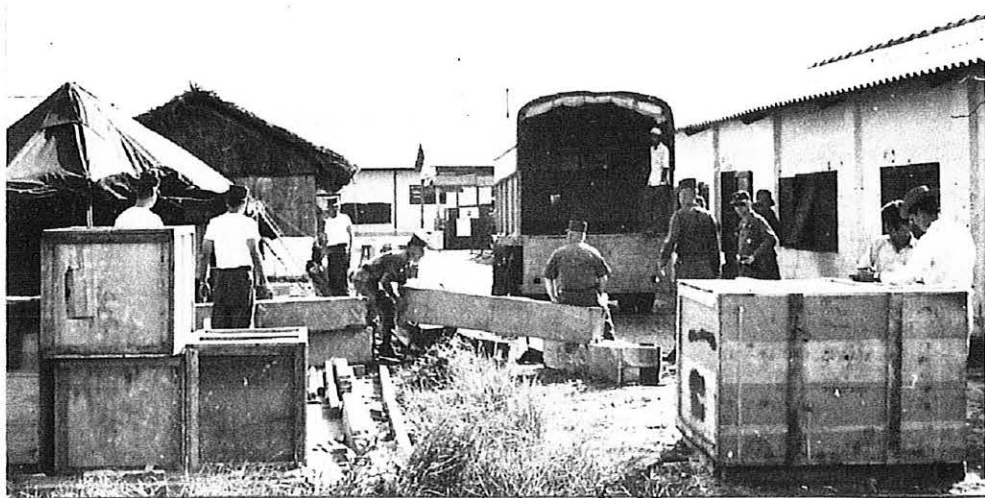
To fulfill our mission in the Republic of Vietnam it was necessary to reorganize the unit as shown below. This certain chart was prepared for the many VIP briefings given by Major Kark, among them being those for the U.S. Army Chief of Staff, General Harold K. Johnson; Major General Tolson, Director of Army Aviation; and other dignitaries visiting Vietnam.

TO/TOE 1-70, w/C4 and Augmentation". Authorized, 53 off; 1 WO; 121 EM
Assigned (average), 51 off; 1 WO; 105 EM

MISSION: PROVIDE ONE AERIAL SURVEILLANCE SECTION FOR EACH ARVN DIVISION TO SERVE AS A DIVISION AVIATION SECTION. SUPPORT SPECIAL FORCES HQS WITH ONE AERIAL SURVEILLANCE SECTION. SUPPORT COMBAT OPERATIONS BY PERFORMING VISUAL AND AIRPHOTO AERIAL SURVEILLANCE AND RECONNAISSANCE, ARTILLERY ADJUSTMENT, COMMAND AND CONTROL, AND OTHER COMBAT SUPPORT OPERATIONS AS REQUIRED.



The Company arrived in Vietnam 31 May 1965.
Here, the unit is establishing temporary quarters at Vung Tau.



Equipment was arriving daily...



For Everyone to see....



It was dark and hot in the tents



What else but tent city?!

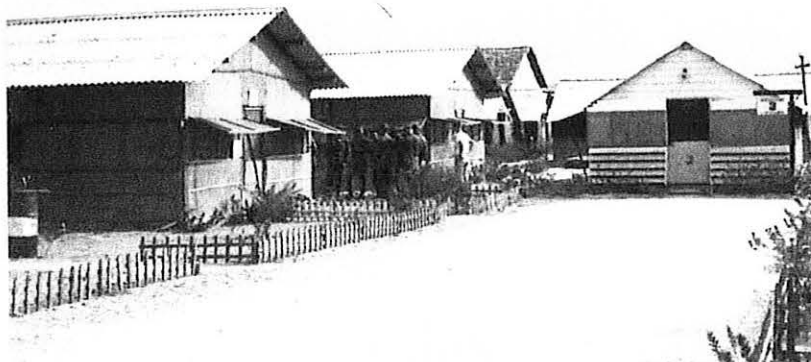


"Observe 6" is the "Lucky Triple Seven" which Major Kark Habitually flew while Commanding Officer of the 73rd Avn Co.



Major Kark inspects a recently constructed dirt strip in a mountainous jungle area from which his craft must operate.

The Company moved to Nha Trang on 1 July 1963 and established itself in these tent-sized temporary "hooches" formerly occupied by the 23d SWAD.



The Company street looking towards Operations



The Orderly Room



Major Kark and Captain Kuypers entering the Commanding Officer's office



Some difference from the dark tents at Vung Tau



Key Officers accompany Major Kark for refreshments. L.to R. Capt Davis; Capt Payne; Maj Kark; Capt Kotulan; and Capt Conarton.



PFC Harold W. Ladd receives his promotion to SP4

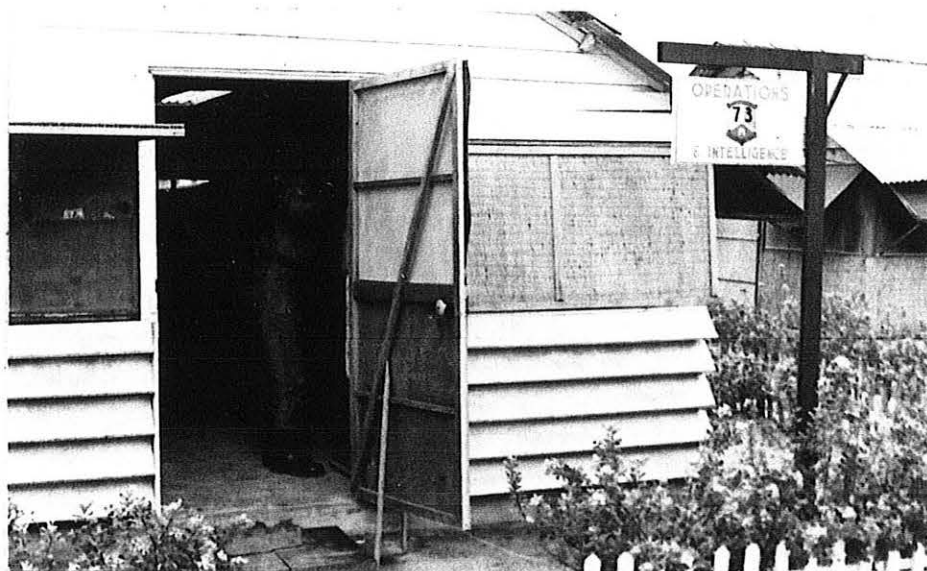
Major Kark departing on a flight mission



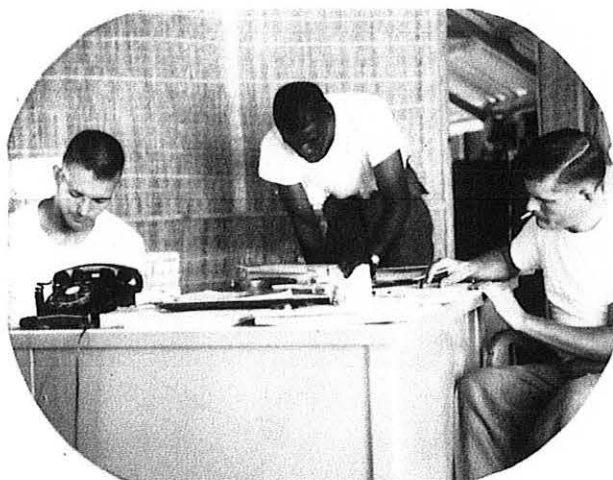
Capt Howard Foster, the new Executive Officer, at work.



Brig Gen Stilwell awards decorations, in this case an Air Medal to Capt Jones on Christmas Eve 1963 at Nha Trang.



Operations and Intelligence Hooch, the hub of activity.



Operations and acft maint records are compared by L. to R. SP4 R.T. Van Dyke, SP5 Coleman and SSG T.D. McKinney



SSG McKinney in the process of reproducing the Company Newsletter.



Capt Baker and Rogerson served as Operations Officers approximately six months each. By mutual agreement they rotated assignments of Platoon Leader and Operations Officer. Capt Rogerson also served as the Company Standardization Instructor Pilot throughout his tour in Vietnam.



Maj Kark and newly promoted Maj Payne conduct Section at Platoon Commanders' Meeting.



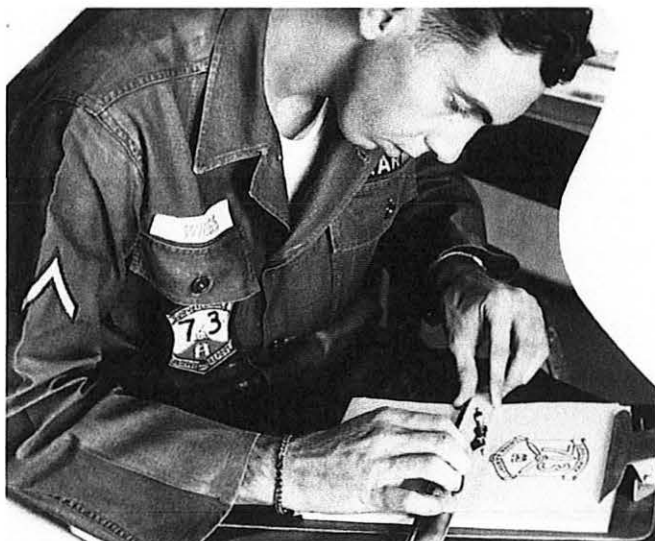
Company area (at Nha Trang Airfield)
(Huts = Reinforced Field Tents)



Lt Vetter - Asst Ops Off



SSG McKinney - Ops Sergeant



PFC Wheelis at work here as a draftsman.



Dinner is served!



No burglars here! The mailroom is protected. The PSP was welded together by Company personnel.



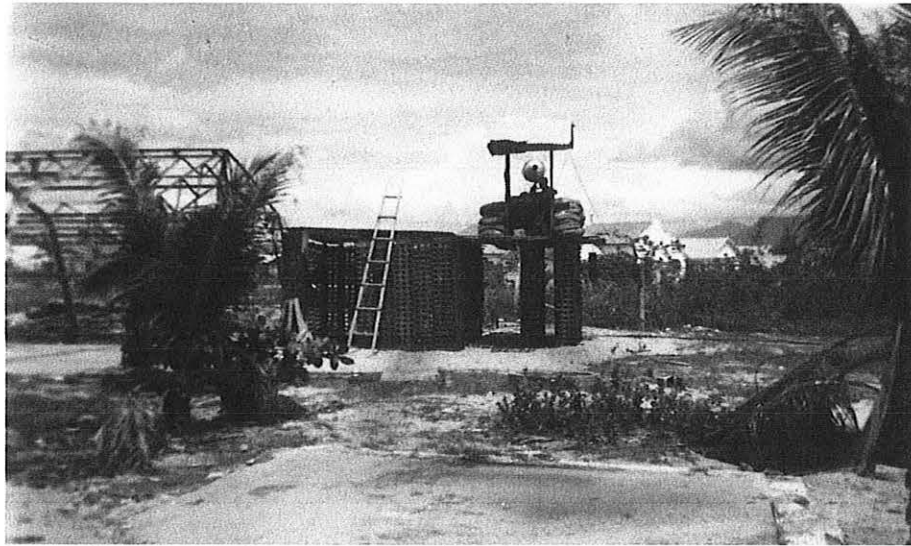
SP5 N.L. Stewart, the Company Administrative NCO. A truly outstanding soldier.



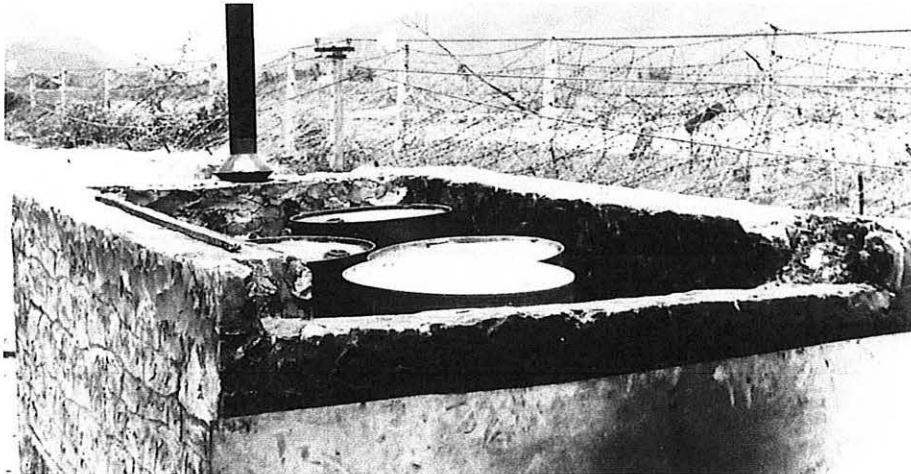
Current Operations Officer and assistants. From L. to R. SP4 Bromley; PFC Wheelis; Capt Herlik (Ops Off); Capt Wentworth (Special Forces Sec Comdr); SP4 Van Dyke (Asst Ops Sgt); and SSG McKinney (Ops Sgt).



Capt Wentworth and Kuypers discuss a problem of mutual interest. Capt Kuypers finished his tour as a Special Assistant to Major Kark because of his professional competency and overall outstanding abilities.



A perimeter defense tower in the Company Area that was manned by ARVN soldier-guards.



This is not a still! Major Payne, the first Executive Officer devised this water heating plant to provide Company personnel and visitors the enjoyment of hot showers to its men and visitors. Major Payne earned the nickname of "Water Commissioner Guildersleeve" because of this project. (It may have no connection, but he hails from Alabama.)



Captain Rogerson, the Operations and Flight Standardization Officer, and Major Kark using the Company Command jeep.

COMPANY PERSONNEL & ASSIGNMENT ROSTER

(1 JUNE 1964)

COMPANY HEADQUARTERS - NHA TRANG

Kark, John S.	Major	Inf	CO
Foster, Howard R.	Capt	Arty	XO
Herlik, Querin E.	Capt	Arty	Flt Ops Off
Wentworth, David R.	Capt	Sig C	Asst Flt Ops Off
Boutwell, David E.	WO Wl	TC	FW Aviator Co Sup Off
Price, Stanley D. Sr.	WO Wl	TC	FW Aviator Actg Asst AG, APO 40
Tomei, George J.	WO Wl	TC	Comm Off
Samuel, Dwight C.	Capt	ARMOR	Svc Plat Cmdr
Green, Bobby R.	WO Wl	TC	Asst Acft Maint Off
Drye, James A.	MSgt		CO 1 st Sgt

HEADQUARTERS PLATOON - NHA TRANG

MOS

Barnes, William G.	SFC	311.60
McKinney, Troy D.	SSG	907.60
Paresi, Charles	SSG	716.60
Quintana, William	SFC	941.60
York, Thomas O.	SSG	754.69
Thomasson, David B.	SSG	631.60
Stewart, Norman L.	SP5	311.10
Linscott, Glenn E.	SP4	941.10
Jackson, Charles J.	PFC	760.00
Wellis, Richard E.	PFC	901.10
Adams, Merle D.	PVT	284.10
Apisa, Michael Jr.	PVT	053.10
Archer, Charles H.	PVT	630.00
Bean, Harold W.	PVT	310.00
Berard, Robert R.	PVT	907.10
Bernard, Stanley E.	PVT	760.00
Brown-Lees, Cleo	PVT	941.10
Christiana, Clyde M.	PVT	710.00
Gay, Vincin	PVT	631.10
Goodson, Jackie L.	PVT	710.00
Gring, Charles H.	PVT	941.10
Johnson, Donald J.	PVT	311.10
Kane, David M.	PVT	711.10
Longendyke, James M.	PVT	525.10
Markel, James P.	PVT	053.10
Mundey, Odell M.	PVT	051.10
Murray, George D.	PVT	631.10
Pettus, James A.	PVT	053.10
Pratt, Marshall M.	PVT	051.10
Raymos, Larry D.	PVT	911.10
Strickland, Clarence W.	PVT	941.10
Valentin, Edgar	PVT	310.00
Ware, Walter T.	PVT	911.10
Yeary, Conrad	PVT	711.10

SERVICE PLATOON - NHA TRANG

		MOS	
Wilhelm, William D.	SFC (675.70)	671.70	(Plat Sgt)
Tsuruda, Charles S.	SFC	671.60	
Wheeler, James A.	SFC	671.60	
Dunkin, James E. Jr.	SP6	679.40	
High, Harold E.	SP5	671.10	
Clinton, John A.	SP5	681.10	
Adcock, Albert F.	SP4	671.10	
Bromley , Allen B.	SP4	671.40	
Cattron, Larry R.	SP4	681.10	
Crosley, Richard S.	SP4	685.10	
Arcuri, Michael J .	PFC	685.10	
DeCastro, Newton B.	PFC	234.10	
Shugart, Preston L.	PFC	766.10	
Smith, Charles A.	PFC	284.10	
Barrett, Roger	PVT	671.40	
Bentley, Henry II.	PVT	671.10	
Denike, John R.	PVT	670.00	
Fletcher, Allan P.	PVT	671.10	
Foor, John E.	P'T	671.10	
Hemker, Larry G.	PVT	686.10	
McKinney, Ronald L.	PVT	684.10	

MAITENANCE SECTION - VUNG TAU

Davis, Arthur E.	1st Lt		Acft Maint Off
Bailey, Robert J.	1st Lt		Asst Acft Maint Off
Perkins, Samuel E.	SSG	67160	
Hack, Leroy F.	SP4	671.40	
Young, Jarres L.	SP4	525.10	
Bogus, Ronald I.	PVT	671.40	
Delprato, Arthur P.	PVT	671.10	
Downing, Robert L.	PVT	671.40	
Greaben, Frank D.	PVT	671.10	
Gray, John T.	PVT	672.40	
Judy, Ronald L.	PVT	671.10	
Kuntiman, Roger J.	PVT	671.40	
Roder, Phillip L.	PVT	671.10	
Wright, Clyde D.	PVT	686.10	

AERIAL SURVEILLANCE SECTION (SPECIAL FORCES SUPPORT)

Peake, Byard P.	1st Lt		Sec Cmdr
Price, Stanley D. Sr.	WO W1		FW Av /Act Asst AG
Boutwell, David E.	WO W1		FW Av/Co Sup Off

LIAISON IN SAIGON

McCoy, Robert E.	SP5

1ST AERIAL SURVEILLANCE SECTION, 1ST PLATOON - HUE

Foster, Hubert E.	2d Lt		Actg Section Cmdr
Burkhalter, Lonnie L.	WO W1		FW Aviator
Smith, Jarres L.	SP4	681.10	
Klepac , Jerry T.	SP4	681.10	
Halbert, Harry R.	SP4	681.10	
Alexander, Jarres A.	PVT	631.10	

HQS & 2D AERIAL SURV SEC, 1ST PLATOON - DA NANG

Kuypers, Thomas O.	Capt		Plat Cmdr
Boyd, John E.	1st Lt		1 st Corps Hqs SecCmdr
Hunt, Robert U.	WO W1		FW Aviator
Williams, Harold R.	1st Lt		2d Sec Cmdr
Mundis, George B.	WO W1		FW Aviator
Bagasol, Alexandro B.	SSG	671.60	
Alston, George L.	SP4	671.10	
Commett, Stanley T.	SP4	631.10	
Godfrey, William R.	SP4	671.10	
Sikorsky, Theadore	SP4	671.10	

1ST AERIAL SURV SEC, 2D PLATOON - KONTUM

Waters, Russell	Capt		Plat Cmdr
Peterson, Edward S.	2d Lt		Actg Sec Cmdr
Newman, Bobby A.	WO W1		FW Aviator
Abner, Steven G.	SP4	310.10	
Dilkes, Joseph R.	SP4	768.20	
Eldridge, Glen F.	SP4	671.10	

2D AERIAL SURV SEC, 2D PLATOON - QUANG NGAI

Lasch, John A. III	1st Lt		Sec Cmdr
Cartwright, Jimmy	1st Lt		FW Aviator
Taylor, Robert D.	1st Lt		FW Aviator
Sensening, William	WO W1		FW Aviator
Burnett, Clarence R.	SP4	684.10	
Hiddleton, Floyd W.	SP4	053.10	
Gettys, David L.	PVT	671.10	

3D AERIAL SURV SEC, 2D PLATOON - BAN ME THUOT

Long, Thomas J.	1st Lt		Sec Cmdr
Swanson, Robert T.	WO W1		FW Aviator
Hagen, Donovan J.	PVT	671.10	
Walsh, Lawrence J.	PVT	671.40	

TUY HOA - 47TH ARVN REGT SUPPORT

Chambers, Robert H.	WO W1		FW Aviator
Altman, Richard D.	PVT	671.10	

2D AERIAL SUR' SEC, 3D PLATOON - BIEN HOA

Beaty, William E.	Capt		Plat Cmdr
Field, Michael F.	Capt		Sec Cmdr
Tacy, Robert A.	WO W1		FW Aviator
Gress, Donald D.	WO W1		FW Aviator
Derrick, Charles E.	SP4	671.10	
Nieratko, Robert M.	SP4	053.10	
Montour, Richard	PVT	671.10	

PBT ZONE - PHOUC VINH

Kasper, Dunne C.	1st Lt		FW Aviator
Adonshick, Ronald J.	SP4	671.10	

DI LINH (PHAN THIET) SPECIAL ZONE - PHAN THIET

Linscott, Howard P.	1st Lt		FW Aviator (Special Zone)
Clinton, John A.	SP5	681.10	
Matsuda, Erivine K. M.	PFC	671.40	

1ST AERI AL SURV SEC, 4TH PLATOON - VINH LONG (SADEC)

Sabine, John S. IV	1st Lt		Sec Cmdr
Gray, Bobby J.	WO W1		FW Aviator
Hessmer, Kenneth R.	WO W1		FW Aviator
Lee, Gerald D.	WO W1		FW Aviator
Fields, James R.	SP4	671.10	
Morrison, Melvin W.	SP4	051.10	
Nason, Robert L.	SP4	671.40	
Nouvell, Louis	SP4	671.10	

2D AERIAL SURV SEC, 4TH PLATOON - BAC LIEU

Herrick, Leroy C.	Capt		Plat Cmdr
Rooks, Robert D.	Capt		Sec Cmdr
Selman, Steven E.	1st Lt		FW Aviator
Thomas, William A.	WO W1		FW Aviator
Luther, Terrence E.	WO W1		FW Aviator
Washer, Lloyd A.	WO W1		FW Aviator
Turnpaugh, Edward M. Jr	SP5	671.40	
Fint, Ralph L.	SP4	671.10	
Faulkner, Howard L.	PVT	671.10	
Green, John U.	PVT	671.10	
Soho, Walter V.	PFC	901.10	

OFFICERS TRANSFERRED

		TO	DATE
Baker, Richard D.	Capt	11th Air Aslt Div Ft Benning, Ga	29 Apr 64
Bauer, Phillip G.	1st Lt	11th Air Aslt Div Ft Benning, Ga	13 Jun 64
Black, Alan L.	1st Lt	82 nd Admin Co Ft Bragg, NC	13 May 64
Bowe, Robert M.	Capt	USA UTT Hel Co APO 143, US FORCES	1 Jan 64
Brewer, Donald C.	1st Lt	11th Air Aslt Div Ft Benning, Ga	13 May 64
Burden, John R.	Capt	11th Air Aslt Div Ft Benning, Ga	13 May 64
Burnette, James T.	WO-1	11th Air Aslt Div Ft Benning, Ga	23 Mar 64
Chandler, Calvin B.	1st Lt	11th Air Aslt Div Ft Benning, Ga	11 Apr 64
Conarton, Michael	Capt	18th Avn Co APO 40, US FORCES	1 Jan 64
Cogan, Larry C.	1st Lt	2nd Inf Div Ft Benning, Ga	23 May 64
Davis, Arthur E.	1st Lt	Hq 7th Rgn ARADCOM McChord AFB, Wash	8 May 64
Davis, Charles E.	Capt	USAES, Fort Belvoir, Va	8 May 64
Dresser, David L.	1st Lt	Hq 2nd US Army Ft Meade, Md	13 May 64

Ferguson, Norman N.	Capt	Sch Bde, USAIS Ft Benning, Ga	9 Apr 64
Finnan, Samuel G.	1st Lt	3rd How Bn, 6th Arty Ft Chaffee, Ark	29 Apr 64
Flanders, George W.	Capt	USAES, Ft Belvoir, Va	2 Apr 64
Fuller, Robert D.	Capt	117th Avn Co APO 38, US FORCES	18 Dec 63
Gill, Gordon F.	1st Lt	Hq & Hq Det, USASCV APO 143, US FORCES	19 Apr 64
Harrell, John W.	1st Lt	18th Abn Corps Arty Ft Bragg, NC	4 Apr 64
Helms, Harold J.	1st Lt	82nd Abn Div Ft Bragg, NC	13 Apr 64
Isenstein, Joseph F.	1st Lt	4th Inf Div Arty Ft Lewis, Wash	2 Apr 64
Jaeck, Richard E.	1st Lt	Killed in Action BAMC	2 Apr 64
Jones, Ronald C.	Capt	Ft Sam Houston, Tex USAES Ft Belvoir, Va	29 Apr 64
Kasper, Dunne C.	1st Lt	11th Air Aslt Div Ft Benning, Ga	23 May 64
Kotulan, Adolph	Capt	11th Ari Aslt Div Ft Benning, Ga	18 May 64
Lindsey, Magness A.	Capt	117th Avn Co APO 38, US FORCES	13 Apr 64
MvGee, William	Capt	11th Air Aslt Div Ft Benning, Ga	1 Jan 64
McKinney, James R.	1st Lt	18th Avn Co APO 40, USFORCES	13 May 64
McInerney, Bernard	Capt	11th Air Aslt Div Ft Benning, Ga	1 Jan 64
McLemore, Melvin J.	1st Lt	Med EVAC (Clark AFB)	8 May 64
Owen, Donald E.	Capt	Ft Belvoir, Va Ft Rucker, Ala	14 Dec 63
Payne, James E.	Maj	Ft Campbell, Ky Ft Lewis, Wash	23 May 64
Peake, Byard F.	1st Lt	USAASN, Ft Rucker, Ala	30 May 64
Rhode, Lowell R.	1st Lt	18th Avn Co, APO 40	8 May 64
Rogerson, David C.	Capt	232d Sig Co Walter Reed GH	8 May 64
Saunders, Leonard P.	1st Lt	Washington, DC 11th Air Aslt Div	13 May 64
Sexton, Charles D.	1st Lt	Ft Benning, Ga 11th Air Aslt Div	I Jan 64
Sorensen, Wayne R.	1st Lt	Ft Benning, Ga 72d Air Traffic	2 May 64
Stephenson, Fred T.	1st Lt	Control Co., Ft Benning, Ga	13 Mar 64
Taylor, Robert D.	1st Lt	Hq Mobility Cmd Warren, Mich	29 Apr 64
Tillman, Samuel J.	1st Lt	11th Air Aslt Div Ft Benning, Ga	13 Apr 64
Vetter, James E.	1st Lt	82d Abn Div Ft Bragg, NC	13 Apr 64
Wagner, William W.	1st Lt	11th Air Aslt Div Ft Benning, Ga	13 May 64
Wenzel, Paul J.	1st Lt	82d Abn Div Ft Bragg, NC	9 Mar 64
Williams, Robert T.	1st Lt	11th Air Aslt Div Ft Benning, Ga	30 Apr 64
Yandell, James C.	1st Lt		15 Mar 64

ENLISTED MEN TRANSFERRED

Alford, Julian I.	SP4 E-4	4th Admin Co Ft Lewis , Wash	13 May 64
Alston, George L.	SP4 E-4	Oakland, Calif (Disch)	29 May 64
Alexander, James A.	PFC E-3	3d FaBn, 3d How Ft Sill, Okla	9 Jun 64
Barrett, Donnie G.	SP5 E-5	9th AG Repl Bn Ft Benning , Ga	27,May 64
Bobbitt, Delmer J.	SP4 E 4	339th Trans Co, APO 40	2 Dec 63
Roone, Oliver E.	SP5 E-5	1st Avn Co, APO 91	5 Dec 63
Brewster, Vernon E.	SP5 E-5	9th Repl Bn Ft Benning , Ga	11 May 64
Brown, Russell L.	SP4 E-4	Ft Campbell , Ky	9 Apr 64
Burkhardt, Charles P.	PFC E-3	556th Co Ft Irwin, Calif	13 May 64
Sums, Janes P.	SP4 E-4	Oakland, Calif (Disch)	29 May 64
Catoe, Amos II	SFC E-6	UTT Hel Co, APO 143	9 Sep 63
Carethers, William H.	SP4 E-4	Ft Monmouth , NJ	9 May 64
Cosner, James H.	SP4 E-4	Sp Troops Ft Hood , Tex	27 Apr 64
Crommett, Stanley G.	SP4 E-4	Ft Polk, La	27 Apr 64
Dansby, Louis F.	SP5 E-5	9th Repl Bn Ft Benning , Ga	11 Apr 64
Davisson, Gerald L.	SP5 E-5	24th Admin Co APO 112, NY, NY	11 May 64
Dickens, Ronald H.	PVT E-2	Oakland , Calif (Separation)	28 Sep 64
Eden, Cleve L.	SP4 E-4	USA Garrison Ft Gordon, Ga	11 May 64
Everhart, Lawrence	SP5 E-5	11 th Air Aslt Div Ft Benning , Ga	8 Apr 64
Frerichs, Marvin C.	SPS E-5	APO 177, NY , \IY	9 Apr 64
Ginn, Leonard A.	SP4 E-4	ETS, Oakland , Calif	18 Feb 64
Goff, Charles L.	SGT E-6	11th Air AsIt Div Ft Benning , Ga	9 Jun 64
Goldsmith, Stephen M.	SP4 E-4	2d USA Sp War Repl Ft Bragg , NC	9 Jun 64
Green, Winston A	SP4 E-4	30th FaBn Ft Lewis, Wash	9 Apr 64
Groves, James H.	SP4 E-4	Ft Rucker, Ala	14 May 64
Guzman, Lugo E.	SGT E-5	4th Admin Co Ft Lewis, Wash	11 May 64
Herring, Samuel A.	SGT E-5	232d Sig Co, APO 143	15 Nov 63
Hill, James B.	SP4 E-4	Hq & Hq Det USASCV , APO 143	25 Sep 63
Holiness, Larry	SP4 E-4	11 th Admin Co Ft Benning , Ga	9 Apr 64
Horton, Robert L.	SP4 E-4	1st Admin Co Ft Riley, Kansas	8 Apr 64
Hudson, Harry	SP5 E-5	11th Admin Co Ft Benning , Ga	9 Apr 64
Ivey, Bruce IV	SP4 E-4	11 th Admin Co Ft Benning , Ga	11 May 64

Jackson, James D.	PFC E-3	RA	20th Engr Bn (Cbt) Ft Devens, Mass	9 Apr 64
Jahnke, Kenneth F.	SP4 E-4	US	ETS, Oaklkand Calif	27 Apr 64
Jeffer, John V.	SP4 E-4	RA	8110 USAER DA Med Tm Ft Huachuca, Ariz	9 Jun 64
Katom, Steve I.	SGT E-5	RA	39th Sig Bn, APO 143	10 Oct 63
Kell, Glenn T.	SP4 E-4	RA	ETS, Oakland, Calif	9 May 64
Knight, Benjamin O.	SPF E-7	RA	145th Avn Bn, APO 143	1 Oct 63
Kohl, John C.	SP4 E-4	US	ETS, Oakland, Calif	2 May 64
Kraus, Billy O.	SP4 E-4	RA	35th Cbt Eng Bn Ft Lewis, Wash	9 Apr 64
Ladd, Harold W.	SP4 E-4	RA	2d Admin Co Ft Benning, Ga	22 Apr 64
Lanzarotta, Thomas R	SP4 E-4	RA	1st Admin Co Ft Riley, Kansas	14 May 64
Link, Gene L.	SP4 E-4	US	11 th Admin Co Ft Benning, Ga	14 May 64
Linbeck, Robert H.	SP4 E-4	RA	611th Trans Co, APO 91	26 Nov 63
Martin , John	PVT E-2	RA	Oakland, Calif(Separated)	27 Dec 63
McClusky, Gary A.	SP4 E-4	RA	Hq Ft Monmouth, NJ	9 May 64
McCoy, Robert E.	SP4 E-4	US	ETS, Oakland, Calif	26 May 64
McGill, James G.	PFC E-3	RA	11th Admin Co	9 Apr 64
McLemore , Douglas	SGT E-6	RA	USAG, Ft Rucker, Ala	14 May 64
McMichael, Leonard A.	SFC E-7	RA	USA Avn Sch Ft Rucker, Ala	9 Jun 64
Morley, George	SP4 E-4	RA	Ft Sill, Okla	14 May 64
Mundaca, Ciro	SP4 E-4	RA	Repl Co, Ft. Bragg, NC	9 Apr 64
Murry, James T.	SP4 E-4	RA	20th Engr Bn Ft Devens, Mass	9 Jun 64
Newman, Ian	SP4 E-4	RA	568th Trans Co APO 731, Seattle, Wash	23 Mar 64
Nieratko, Robert M.	SP4 E-4	US	ETS, Oakland, Calif	9 Jun 64
Nyilyk, Edward	SP4 E-4	RA	11th Admin Co Ft Benning, Ga	14 May 64
O'Connell, Anthony J.	SP4 E-4	RA	586th Co, Ft Irwin, Calif	14 May 64
Parsons, Elvell D.	SFC E-7	RA	Yuma Testing Grounds Yuma, Ariz	9 Apr 64
Powers, Lee O.	SP5 E-5	RA	Ft Campbell , Ky	11 Apr 64
Provenza, Joseph A.	PFC E-3	RA	57th Med Hel Evac Det APO 143	25 Sep 63
Quinn, Richard E.	SP4 E-4	RA	539th Trans Co Ft Sill, Okla	9 Jun 64
Rogers, Arthur J.	PFC E-3	RA	21st Avn Co Ft Rucker, Ala	8 May 64
Rodgers, Robert J.	PFC E-3	RA	11 th Admin Co Ft Benning, Ga	10 May 64
Roulhac, Joseph D.	PFC E-3	RA	Yuma Testing Grounds Yuma, Ariz	15 Apr 64
Ryan, Francis J.	SP4 E-4	RA	1st Admin Co Ft Riley, Kansas	11 Jun 64
Savlik, Michael J.	SP4 E-4	US	Hqs, USASCV, APO 143	31 Mar 64
Saxton, Mercin L.	SFC E-7	RA	USAG, Ft Rucker, Ala	26 May 64
Scott, Frederick A.	SGT E-6	RA	Ft Rucker, Ala	23 May 64

Seitz, Paul I.	SP4 E-4	RA	Sp Trps, Ft Hood, Tex	13 May 63
Sherrill, William R.	SGT E-6	RA	120th Avn Co, APO 143	23 Sep 63
Sikorski, Theodore V.	SP4 E-4	RA	ETS, Oakland, Calif	5 Jun 64
Silva, Jupe H.	SP4 E-4	RA	Main Rec Sta	8 Apr 64
			Oakland , Calif	
Smith, Arol H.	SP5 E-5	RA	502 Admn Co	12 May 64
			Ft Hood, Tex	
Snuffin, Ronald D.	SP4 E-4	PA	Ft Leavenworth, Kan	8 Apr 64
Spina, Michael P.	SP4 E-4	RA	3160 Ft Campbell, Ky	11 Jun 64
Stinson, George R.	SP4 E-4	US	ETS, Oakland, Calif	12 May 64
Tasa, Douglas L.	SP4 E-4	RA	1st Inf Div	8 Apr 64
			Ft Riley, Kan	
Teegarden, Mikel A.	SP4 E-4	RA	Acft M&S Bn, Atlanta, Ga	8 Apr 64
Thomas, Lawrence L.	SP4 E-4	RA	ETS, Oakland, Calif	13 Jan 64
Tift, Dwight W.	SP4 E-4	RA	57th Avn Co, Ft Sill, Okla	8 Apr 64
Van Dyke, Ralph T.	SP4 E-4	RA	ETS, Oakland, Calif	15 Jun 64
Velasquez, Bernie	SGT E-6	RA	5th Admin Co	29 May 64
			Ft Carson, Colo	
Walker, Thomas G.	SFC E-6	RA	Repl Bn, Ft Benning, Ga	9 Jun 64
Walters, James B.	SP4 " -4	RA	Oakland, Calif	13 Apr 64
			(Separated)	
Washington, Richard A.	SGT E-6	RA	2d USA SP War Rep	15 May 64
			Ft Bragg, NC	
White, R. A.	SP4 E-4	RA	4th AdMin Co	12 May 64
			Ft Lewis, Wash	
Williams, Albert L.	SP5 E-5	US	ETS, Oakland, Calif	10 May 64
Wilson, W.I.	SP4 E-4	RA	611th Trans Co, APO 91	31 Oct 63
Zonis, Martin S.	SP4 E-4		USA Trf Sts	14 Apr 64
			ETS, Oakland, Calif	

OFFICER PROMOTIONS

Bauer, Phillip G.	2d Lt	20 Jul 63	1st Lt
Black, Alan L.	2d Lt	16 Jul 63	1st Lt
Bower, Robert M.	1st Lt	19 Nov 63	Capt
Davis, Charles	1st Lt	8 May 63	Capt
Flanders, George I.	1st Lt	12 Oct 63	Capt
Fuller, Robert D.	1st Lt	12 Oct 63	Capt
Jones, Ronal d C.	1st Lt	19 Nov 63	Capt
Kasper, Dunne C.	2d Lt	20 Aug 63	1st Lt
Kay, Robert S.	2d Lt	16 May 64	1st Lt
Kuyppers, Thomas D.	1st Lt	31 Mar 64	Capt
Lindsey, Magness A.	1st Lt	26 Nov 64	Capt
Linscott, Howard R.	2d Lt	25 May 64	1st Lt
Pavne, James E.	Capt	13 Jan 64	Major
Taylor, Rohert D.	2d Lt	28 May 63	1st Lt
Tillman, Samuel J.	2d Lt	28 May 63	1st Lt
Wentworth, David	1st Lt	1 May 64	Capt

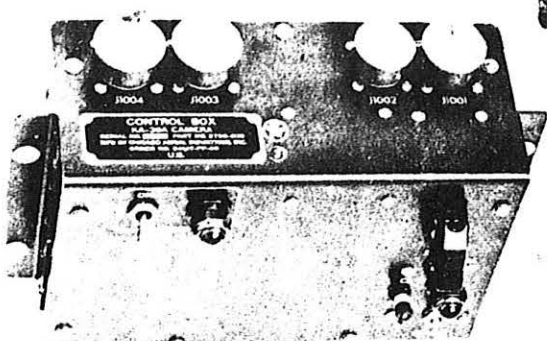
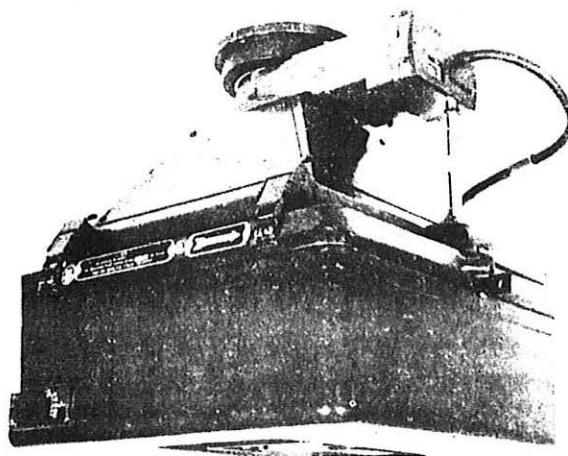
ENLISTED PROMOTIONS

Adams, Merrle D.	PW E-2	RA	19 May 64	PFC E-3
Adcock, Albert F.	PFC E-3	RA	17 Jul 63	SP4 E-4
Bean, Harold W.	PVT E-2	RA	24 Feb 64	PFC E-3
Crosley, Richard S.	PFC E-3	US	17 Feb 64	SP4 B-4
Gray, John T.	PVT E-2	RA	4 Apr 64	PFC E-3

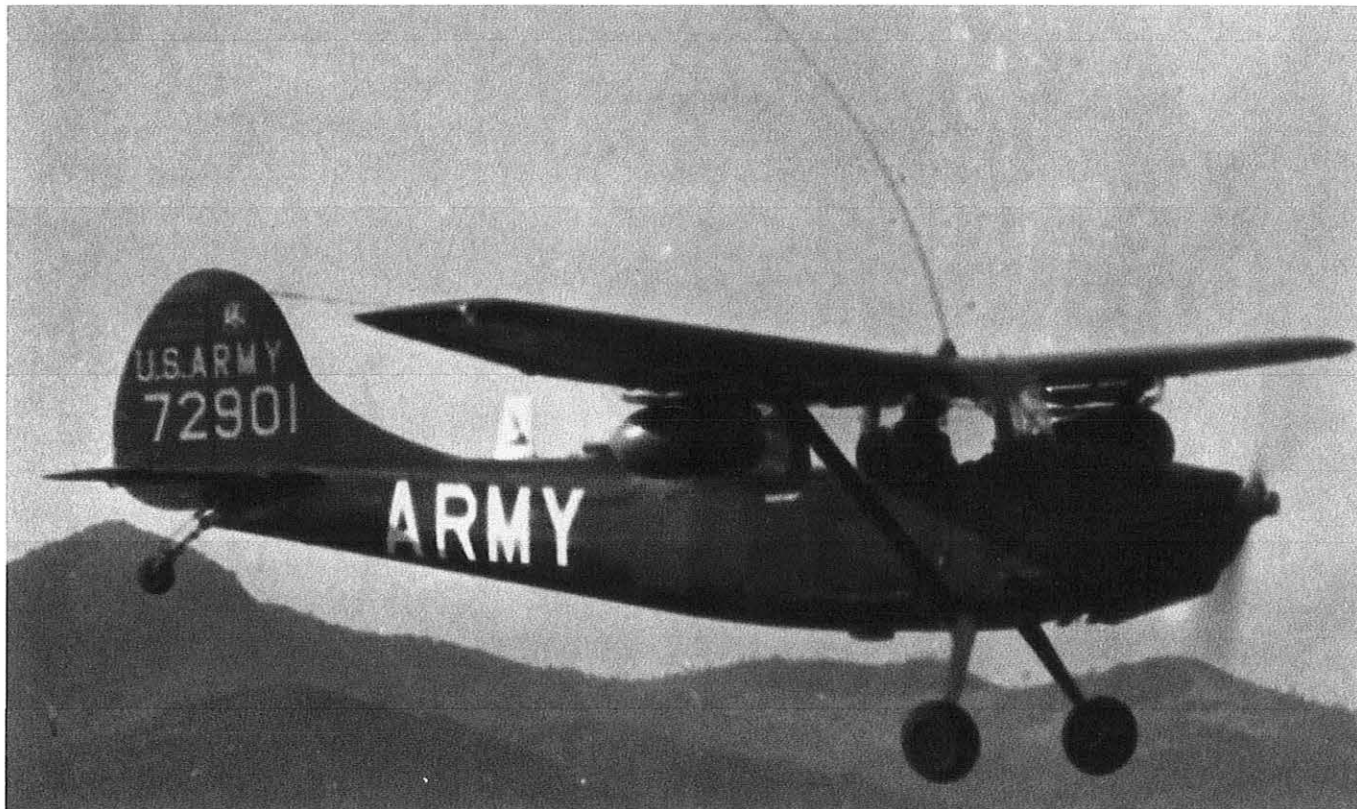
Hack, Leroy F.	PVT E-2	RA	16 May 64	PFC E-3
Johnson, Donald J.	PVT E-2	RA	17 Feb 64	PFC E-3
Logendyke, James M.	PVT E-2	US	13 May 64	PFC E-3
Smith, Charles A.	PVT E-2	RA	13 May 64	PFC E-3
Valentine, Edger	PVT E-2	RA	13 May 64	PFC E-3
Young, James L.	PFC E-3	RA	14 Aug 63	SP4 E-4
Alford, Julian L.	PFC E-3	RA	17 Jul 63	SP4 E-4
Alexander, James A.	PVT E-2	US	14 Aug 63	PFC E-3
Barrett, Donnie G.	SP4 E-4	RA	26 Jul 63	SP5 E-5
Bobbitt, Delmer J.	SP4 E-4	RA	2 Aug 63	SGT E-5
Boone, Oliver E.	SP4 E-4	RA	18 Jul 63	SP5 E-5
Burkhardt, Charles P.	PFC E-3	RA	23 Dec 63	SP4 E-4
Burns, James P.	PFC E-3	US	14 Aug 63	SP4 E-4
Carethers, William M.	PFC E-3	RA	10 Sep 63	SP4 E-4
Cosner, James H.	PFC E-3	RA	14 Aug 63	SP4 E-4
Crommett, Stanly G.	PFC E-3	RA	17 Apr 63	SP4 E-4
Dansby, Louie F.	SP5 E-5	RA	20 Aug 63	SGT E-6
Eden, Cleve L.	SP4 E-4	RA	16 Jul 63	SP5 E-5
Everhart, Lawrence	SP4 E-4	RA	14 Dec 63	SP5 E-5
Frericks, Marvin A.	SP4 E-4	RA	16 Jul 63	SP5 E-5
Ginn, Leonard A.	PFC E-3	US	17 Jul 63	SP4 E-4
Goff, Charles L.	SGT E-5	RA	24 Mar 64	SGT E-6
Goldsmith, Stephen M.	PFC E-3	RA	10 Sep 63	SP4 E-4
Green, Winston A.	PFC E-3	RA	17 Oct 63	SP4 E-4
Guzman, Lugo E.	SP4 E-4	RA	11 Oct 63	SGT E-5
Hill, James B.	PFC E-3	RA	10 Sep 63	SP4 E-4
Ivey, Bruce W.	PFC E-3	RA	17 Feb 64	SP4 E-4
Jackson, James D.	PFC E-3	RA	19 Feb 64	SP4 E-4
Jahnke, Kenneth F.	PFC E-3	US	14 Aug 63	SP4 E-4
Jeffers, John V.	PFC E-3	RA	14 Aug 63	SP4 E-4
Kell, Glenn T.	PFC E-3	RA	14 Aug 63	SP4 E-4
Kohl, John C.	PFC E-3	US	17 Jul 63	SP4 E-4
Kraus, Billy O.	SP4 E-4	RA	16 Jul 63	SP5 E-5
Ladd, Harold W.	PFC E-3	RA	17 Apr 64	SP4 E-4
Lanzarotta, Thomas R.	PFC E-3	RA	5 Jun 63	SP4 E-4
Link, Gene L.	PFC E-3	US	22 Jan 64	SP4 E-4
McClusky, Gary A.	PFC E-3	RA	19 Feb 64	SP4 E-4
McCoy, Robert E.	PFC E-3	US	25 Sep 63	SP4 E-4
McGill, Jares G.	PFC E-3	RA	20 Jan 63	SP4 E-4
Mundaca, Ciro	PFC E-3	RA	14 Aug 63	SP4 E-4
Hurry, James T.	PFC E-3	RA	14 Aug 64	SP4 E-4
Newman, Ian	PFC E-3	RA	11 Nov 63	SP4 E-4
Nieratko, Robert M.	PFC E-3	US	10 Sep 63	SP4 E-4
Nyilyk, Edward	PFC E-3	RA	17 Jul 63	SP4 E-4
Provenza, Joseph A.	PFC E-3	RA	15 Oct 63	SP4 E-4
Quinn, Richard E.	PPC E-3	RA	14 Aug 63	SP4 E-4
Rogers, Author	PFC E-3	RA	10 Oct 63	SP4 E-4
Roulhac, Joseph	PFC E-3	RA	15 Oct 63	SP4 E-4
Ryan, Francis	PFC E-3	RA	13 Dec 63	SP4 E-4
Savlik, Michael	PFC E-3	US	17 Oct 63	SP4 E-4
Scott, Frederick	SGT E-5	RA	7 Oct 63	SGT E-6
Seitz, Paul	PPC E-3	RA	17 Jul 63	SP4 E-4
Sikorski, Theadore	PFC E-3	RA	14 Aug 63	SP4 E-4
Silva, Lupe	PFC E-3	RA	14 Sep 63	SP4 E-4
Snuffin, Ronald D.	PFC E-3	RA	10 Sep 63	SP4 E-4
Spina, Midlael	PFC E-3	RA	14 Aug 63	SP4 E-4
Stinson, George	PFC E-3	US	10 Sep 63	SP4 E-4
Tasa, Douglas	PFC E-3	RA	14 Aug 63	SP4 E-4
Tift, Dwight	PFC E-3	RA	17 Feb 64	SP4 E-4
Velasquez, Bernie	SGT E-5	RA	9 Sep 63	SGT E-6
Washington, Richard	PVT E-2	RA	26 Mar 64	PPC E-3
White, R. A.	SGT E-S	RA	16 Jul 63	SGT E-6
Williams, Albert	PPC E-3	US	16 Mar 63	SP4 E-4
Zonis, Martin	PFC E-3	US	17 Feb 64	SP4 E-4



Capt Foster discusses aerial photography with WO Tomei, current Communications and Airphoto Officer.



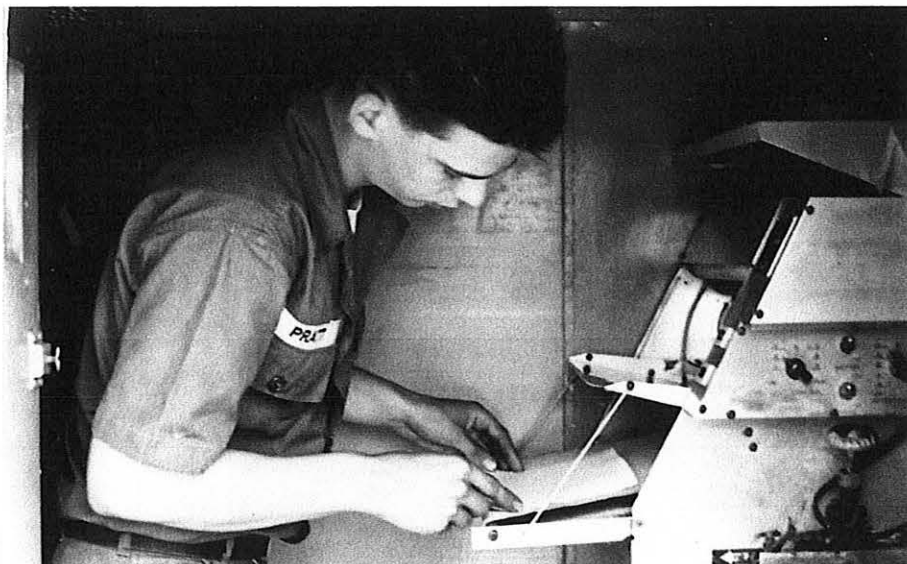
KS-54A Aerial Still Picture Camera System components. KS-39A aerial camera (above) LA-140 Camera Pod (below) mounted under the wing of the O-1 aircraft; Control Box (on the left). Not shown are the cables from the Control Box to the camera and the Photoflash Cartridge Box. The camera has Image Motion Compensation settings. Without special modifications, it can take either vertical or oblique photographs. The camera uses film which is 9 inches wide and 75 feet long; providing up to 95 frames of 9x9 inch photographs.



The Company's primary Aerial Photography Aircraft equipped with dual KS-54A Camera system was responsible for many valuable airphotos used to detect Viet Cong positions.



The 73d Aviation Company Photography Laboratory. A very busy section keeps the Company's renowned and valuable aerial photos coming from the press. Here WO Tomei is shown with members of the Communications Personnel who are responsible for these finished photographs.



Private Pratt at work in the Photo Lab drying prints for sorting and distribution.



60° 1000' 31 July 63 312/730 AvnCo

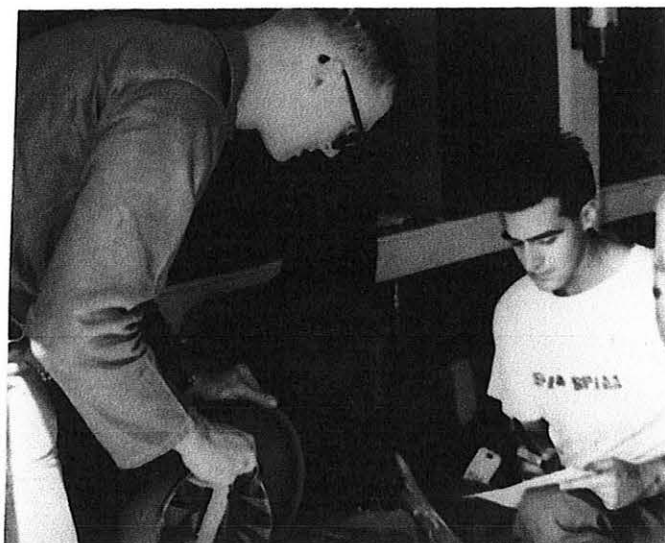
One of the thousands of aerial photos taken by the 73d Aviation Company in its performance of Aerial Surveillance and Reconnaissance Missions.



Lieutenant Samuel G. Firman, former 73d Avn Co Supply Officer



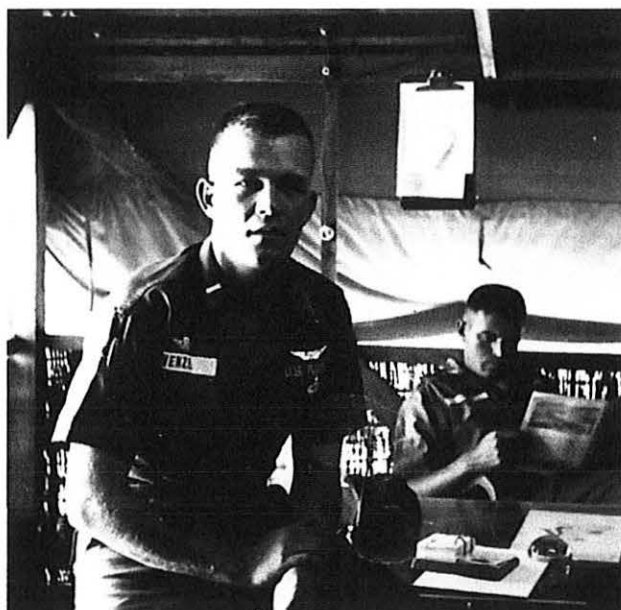
Current Supply Officer, WO Boutwell is doing an excellent job. He is shown with the Section including SSG Valesquez, the Supply Sgt.



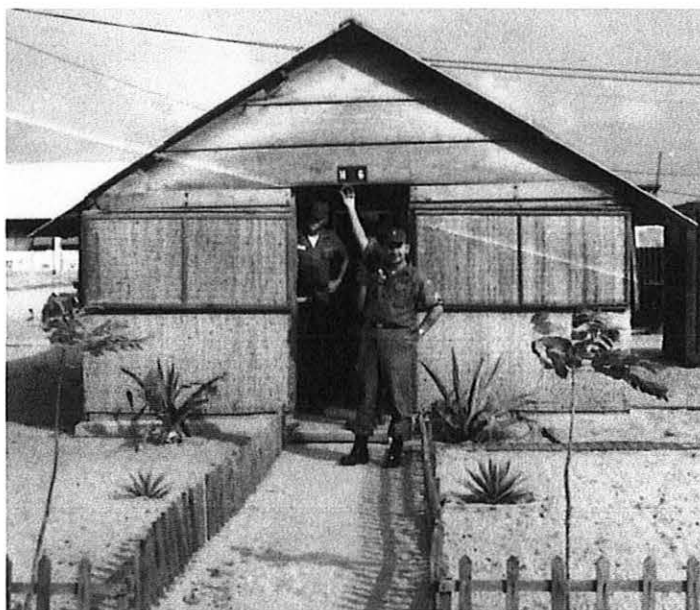
SP4 Spina, Company supply clerk, accepts turn-ins from Lt Black prior to his return to the United States.



Ammo and weapons are periodically checked and cleaned for continual operational readiness. SP4 Spina also performs as the unit armorer.



Lieutenant Paul J. Wenzel, Infantry, former Acting Assistant Adjutant General for the Administrative Center.

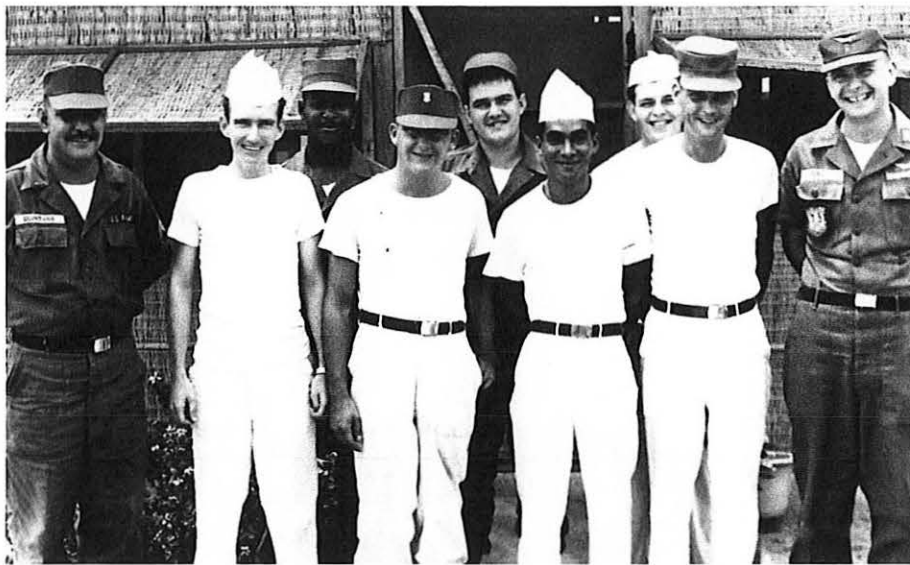


Sergeants Sullivan and Paresi, the Personnel Sergeants of the Nha Trang Administrative Center.

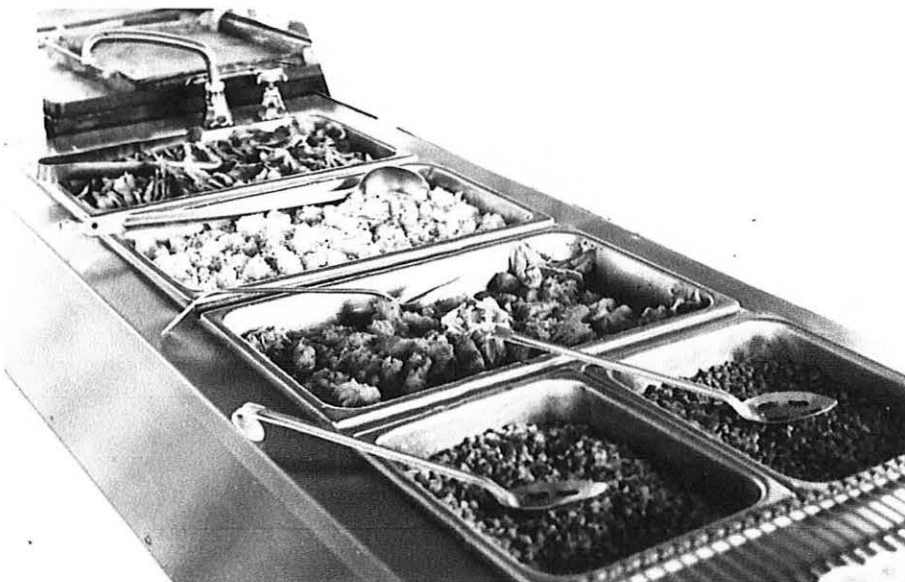
In spite of a shortage of officers and enlisted men, the 73d Aviation Company organized and maintained responsibility for the Nha Trang Administrative Center, a subsidiary of the Personnel Section, United States Army Support Command, Vietnam. The Section was organized under the leadership of Lt Paul Wenzel and Sgt John Sullivan during August 1963. It prospered and eventually prepared payrolls, morning reports and military personnel actions for the entire Support Command complement at Nha Trang, including Special Forces. All units contributed equal support with the exception of the 73d which provided the building, personnel officer, personnel sergeant and other overhead administrative personnel. When Lt Wenzel became Special Forces Support Section Commander, Lieutenant Isenstein was named his replacement. The Center remained under control of "Ike" until his departure when the current leader, WO Price became the Acting Assistant Adjutant General.



The Administrative Center members posing for this picture are from L. to R. Back Row: PFC Long; PFC Henpeck; SP4 Perez; PFC MacMillon; Front Row: SSG Paresi; PFC Goodson; PVT Trujillio; PFC Psychinka; SP4 Gresham; SP5 Zimmerman; and SGT Sullivan



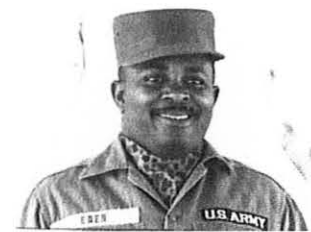
Company operates a joint mess with the 362d Signal Company (Tropo). It has been a very amicable arrangement. The current Mess Section to include the 362d cooks include from L. to R. Front Row: SSG Quintana; PFC Strickland; Sp4 Murray; PFC Nives; Sp4 Linscott and WO Tomei, Company Mess Officer. Back Row: PVT Lee; PFC Guyette; PVT Gring. Not shown is SP4 Renfro (Night Baker).



Well prepared food is served!



SSG Dansby,
former Mess Steward



Sp5 Eden



SP4 Hill



SP4 Smith

Mess personnel,
all very competent.

THE COMPANY DINING AREA



The Command Group



Visitor and Host



The Company Staff



The Troops



Major Kark discusses Maintenance with Captain Dwight Samuel.



Lieutenant Lowell R. Rhodes, former Maint Officer who did an outstanding job.



WO James Burnette - Asst Maint Officer. His first assignment as a WO, and lucky for the Company, for his work is unexcelled.



MSG McMichael - Aircraft Maintenance Platoon Sergeant. A truly outstanding NCO.



Current Maintenance Platoon. This element is responsible for Aircraft Maintenance up to and including 3d echelon, at Nha Trang. L. to R. Back row: PVT Fletcher; PVT Foor; PFC Denike; SP4 Adcock; SP4 Crosley; PVT Hemker; Capt Samuel; WO B. Green. Front row: SP4 Quinn; SP6 Dunkin; PVT Barrett; SP5 Clinton; PVT McKinney; SP4 Cattron; PVT Kane; and SFC Tsuruda.



The former Aircraft Maintenance Platoon at Nha Trang. L. to R. Standing: Lt Rhodes; PVT Denike; PVT Hemker; PFC Altman; SP4 Groves; PVT Walsh; SP5 Smith; SP4 Crosley; PFC Shugart; PVT Hagen; and PVT McKinney. Kneeling: SFC Wheeler; MSG McMichael; SP5 Brewster; Lady the Dog; SP4 Quinn; SP4 Link; SP4 Cattron; SP4 Adcock; SFC Tsuruda and PFC Cross. Some of these members are from the current Platoon as the rotational system requires a flexible transition from old to new.



An engine being inspected upon its arrival for installation in the O-1D.



Let's get this aircraft moved out of the way - everyone push!



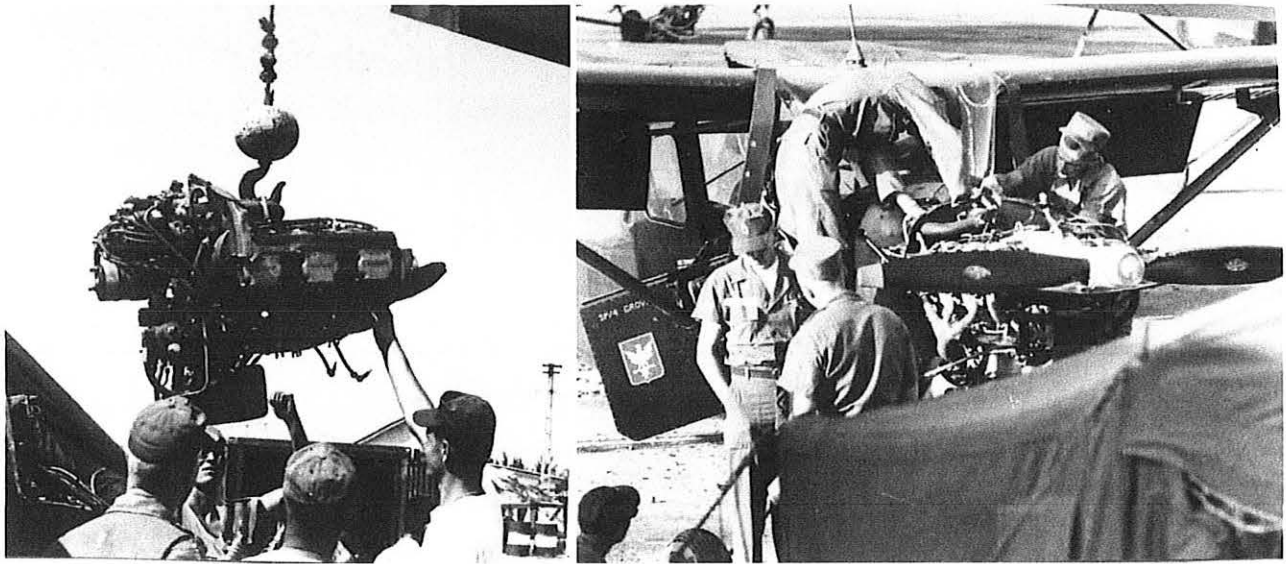
SSG Bagasol enroute to perform technical inspection.



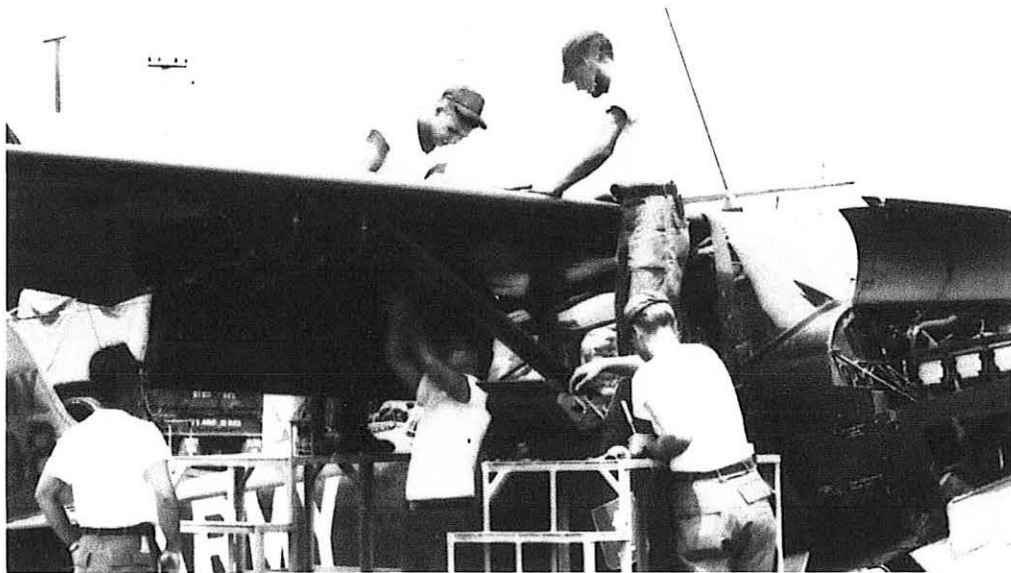
Unit's maintenance at Nha Trang as well as the remaining locations throughout Vietnam was performed in organic tents or in the open.



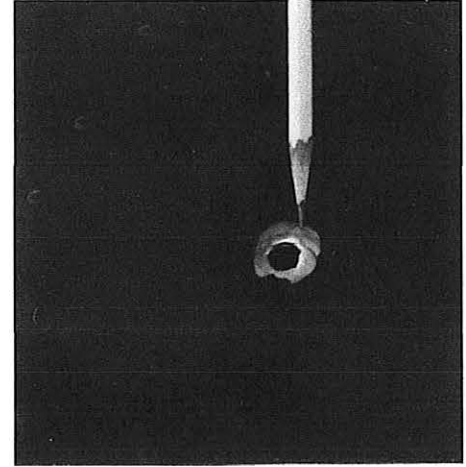
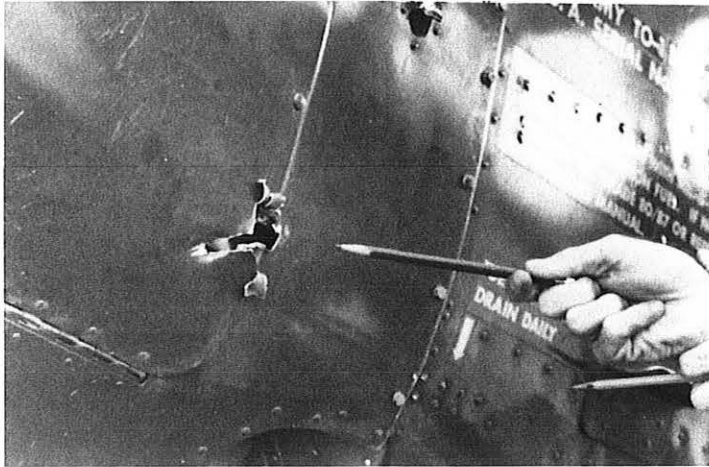
The workload listed on the aircraft undergoing inspection.



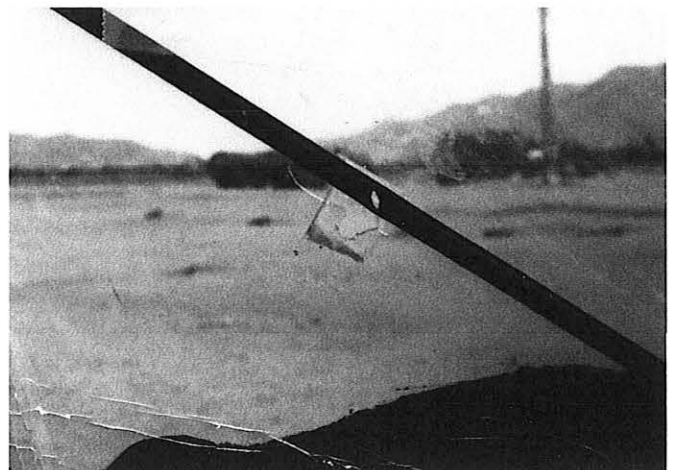
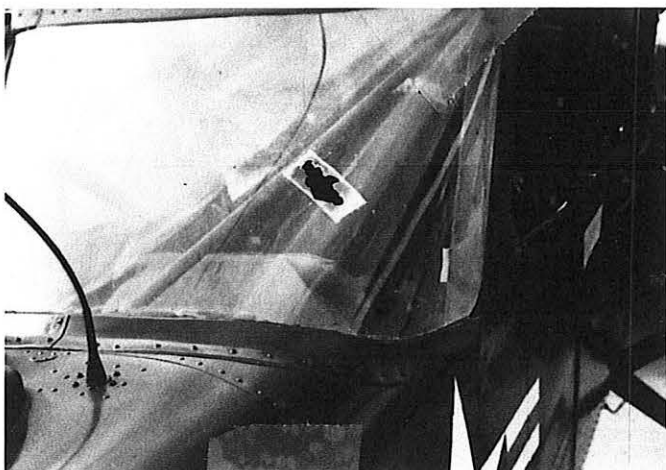
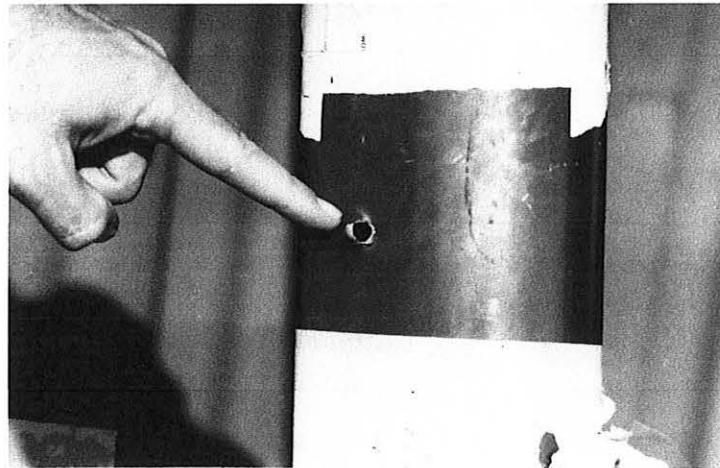
An engine change is accomplished in minimum time with the help of the Company's 2 ½ Ton Truck, Wrecker.

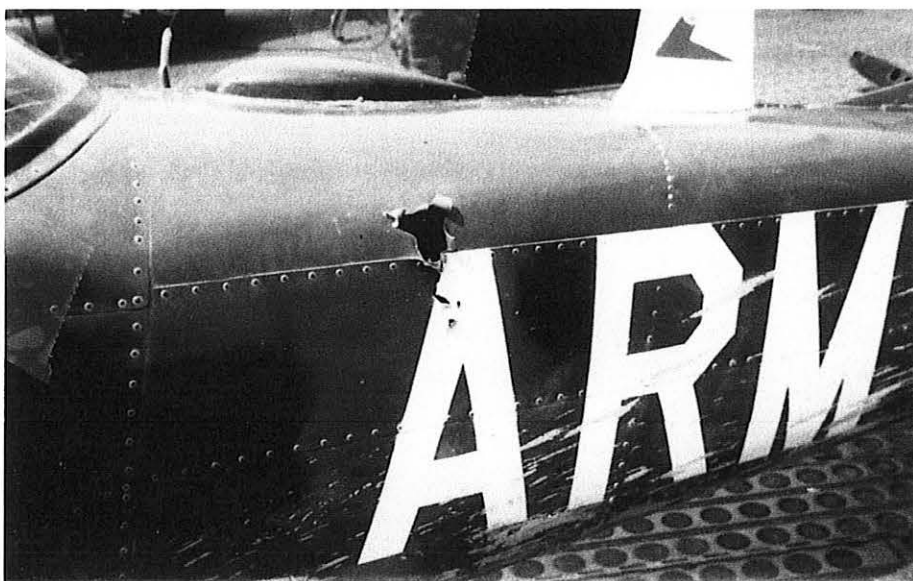
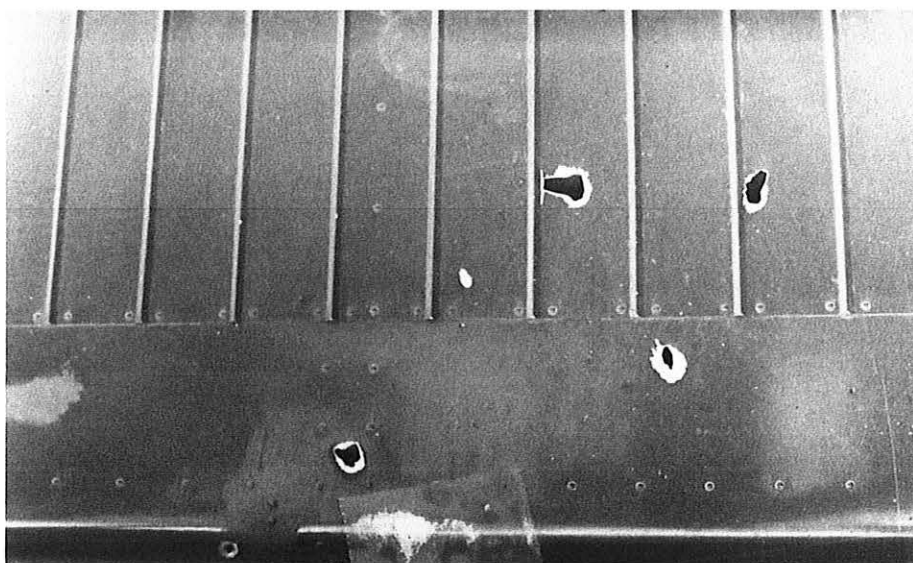
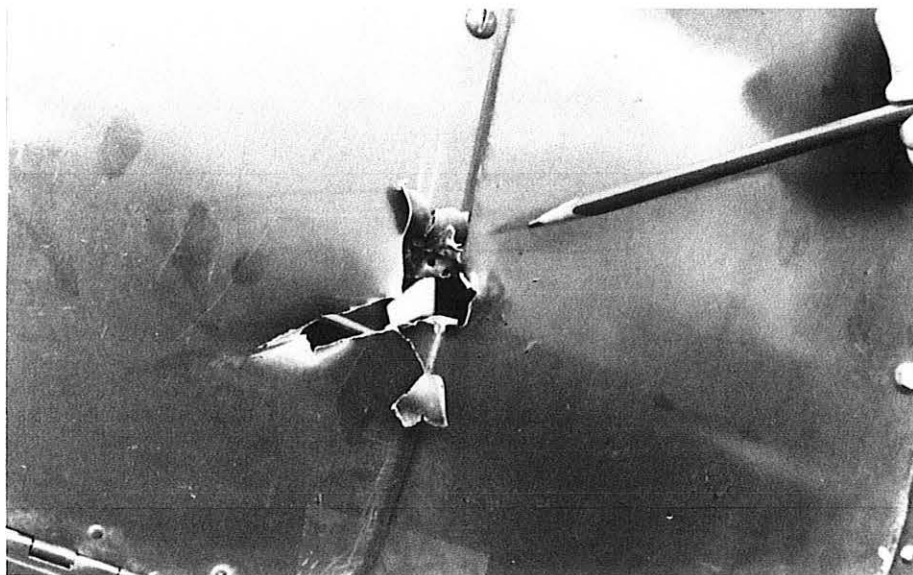


A periodic aircraft inspection is performed by the Company's experts.



UNPROGRAMMED WORK-LOAD







SGT Thomasson, current Motor Sergeant types a parts requisition.



PVT Murray an automotive mechanic adjusts the engine on jeep.



SP4 Walker and PFC Longendyke check critical units on 2 1/2 Ton Truck.



PFC (Now SP4) McCoy, our Liaison man in Saigon.



Maj Payne, Maj Kark and Capt Ferguson relax in the Commanding Officer's Office.



Major Kark presents Capt Ferguson his Award of the Air Medal at Nha Trang.



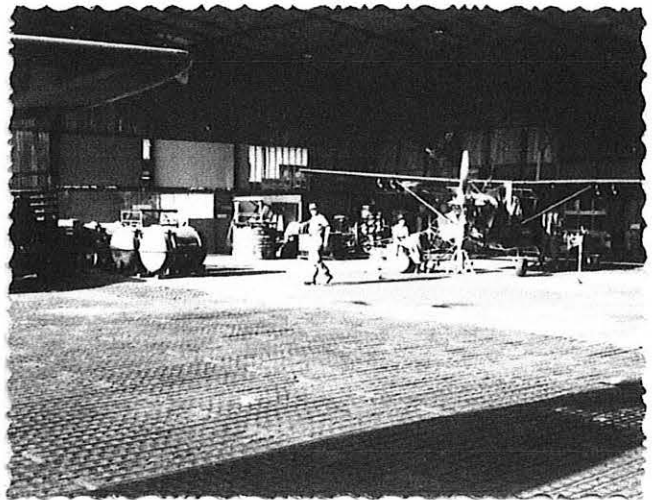
First aircraft to be received by the unit on 10 Jun 63. Coincidentally, the first aircraft to be lost on 3 July '63.



Lieutenant Peake begins this album prior to his departure. Many thanks for his great contribution.



Rice, Nuc Baum, and other delicacies for a Special Forces Patrol. This bundle was actually parachuted to the Patrol near Pleiku.



A better view of the Vung Tau Maintenance area inside of the 611th hangar. Our thanks to the 611th for their outstanding cooperation.



Colonel John C. Klingenhagen, Deputy Commander, United States Army Support Command, Vietnam, listens to comments pertaining to the needs for a portable fuel pump, such as the one demonstrated by the DA Team during 1963. Major Kark, 73d Avn Co Commanding Officer and Lieutenant Isenstein, the Company Liaison Officer, present the comments from the 73d.



Lieutenant "Ike" Isenstein. He was one of the first officers in the Company recommended for the award of the Distinguished Flying Cross for bravery in support of operations against the Viet Cong. An officer capable to do any task in an outstanding manner. While assigned, Ike performed as

Company Liaison Officer, Combat Fixed Wing Aviator, and Personnel Officer in the Nha Trang Administrative Center.



Lieutenant Bill McGee. Made Captain while assigned to the 73d. He was a Section Commander in support of the 5th ARVN Division at Bien Hoa. His Section's outstanding mission performance was recognized by official correspondence through command channels.

We wish him well upon his

transfer to the 117th Air Mobile Company "up north". That's what one gets for being Helicopter qualified! Fine Officer and gentleman.



Lieutenant Paul "PJ" Wenzel. He completed many and varied tasks, from Unit Personnel Officer for the Nha Trang Administrative Center, to the Special Forces Section Commander. His cheerful attitude helped many to take a friendlier look at the world. He received the Bronze Star Medal for his outstanding support of

Special Forces Operations.



✓ Lieutenant Ross McKimmey. The Communications Officer and Airphoto Officer. His many missions required extremely dangerous low-level flying over known Viet Cong locations. He can be justifiably proud of his service in Vietnam. Good luck Ross!



Master Sergeant Benjamin O. Knight, the original 1st Sgt of the 73d Aviation Company. His talents landed him the Sergeant Major position in the 145th Avn En.



Private First Class, now Specialist Fourth Class, is one of the finest administrative personnel known to the men of the 73d Aviation Company. Payroll errors were very rare because of his

outstanding and sustained devotion to duty.



Specialist Fifth Class Hudson. An expert communications and photography man. He produced excellent results for the Company in the field of Signal requirements.



Sergeant Eduardo Guzman. Another outstanding Non Commissioned Officer who contributed immeasurably to the mission of the unit.



Sergeant White. Our Motor Maintenance NCO who kept the vehicles rolling.



Specialist Fifth Class Boone. The original Company Clerk who did a top notch job.



Sergeant Samuel Herring, formerly a communications NCO in the 73d, laterally transferred to the 232d Signal Company. Dedicated man!



Specialist Fifth Class Davisson. Former Assistant Operations Sergeant. Capable and Dependable, SP5 Davisson performed in an outstanding manner.



Specialist Fifth Class Lawrence Everhart. A capable Crew Chief and to all who knew him - a sincere man they will never forget.



Specialist Fourth Class Goldsmith. A good automotive mechanic who assisted Sergeant White in keeping the 73d rolling stock in first class condition.



Specialist Fourth Class Thomas Lanzarotta. A big city boy tamed within the 73d ranks. A fine administrative man who tried to do everything better than he did it the first time.



Specialist Fourth Class Kraus. Another former henchman of Sergeant White's. Between Kraus and Goldsmith, there were nothing but vehicles in the 73d Avn Co.



Specialist Fourth Class Michael Savlik. An extremely dedicated Crew Chief who spent the latter part of his tour crewing Brigadier General Stilwell's airplanes in Saigon.



Specialist Fourth Class Stinson. Our trusty mailman. He kept the Officers and Men happy by yelling "Mail call". Later Stinson became the Company Clerk and finally the administrative clerk for the Admin Center.

The time came to change
1st Sergeants. A special
occasion for all to see.



Major Kark welcomes First
Sergeant Drye and -



bids farewell to
departing First
Sergeant Saxton. We
sure missed him until
we became used to the
change.

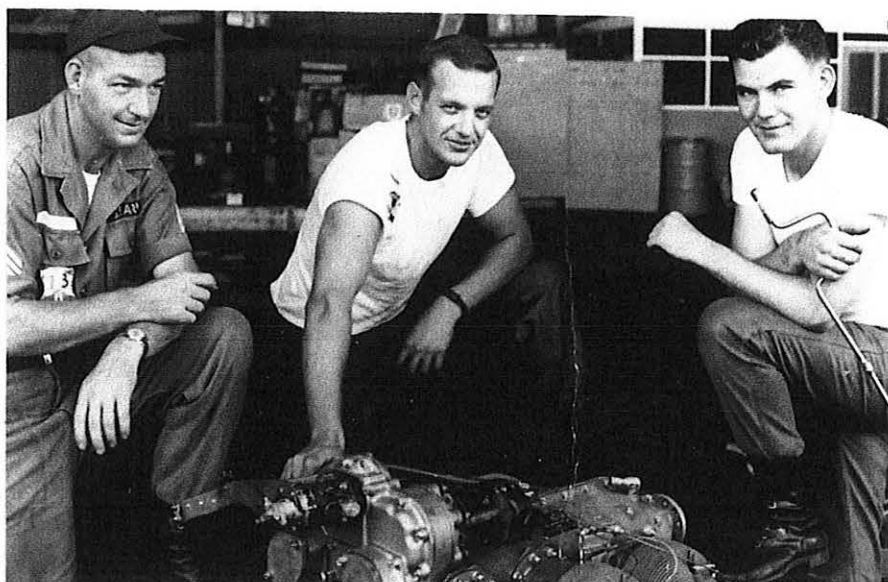


VUNG TAU

This is the place where the Unit's maintenance was performed on aircraft supporting the third and fourth ARVN Corps (commonly known as the Delta Area). We are tenants here in the hangar controlled by the 611th Transportation Company (Aircraft Maintenance) (Direct Support). Diplomacy, Tact and Patience are premium virtues in a situation like this.



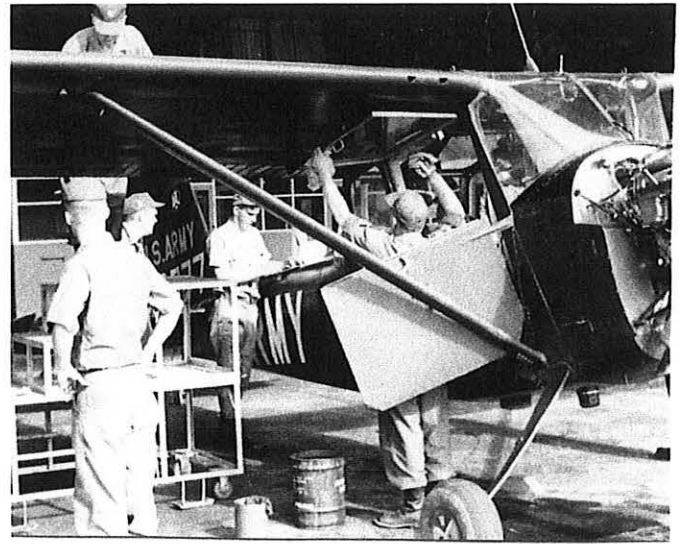
First Lieutenant Robert J. Bailey is the present Officer-in-Charge of the Vung Tau Section following Lt Davis' departure to CONUS. Here he is discussing maintenance with Aviators in for periodic inspections.



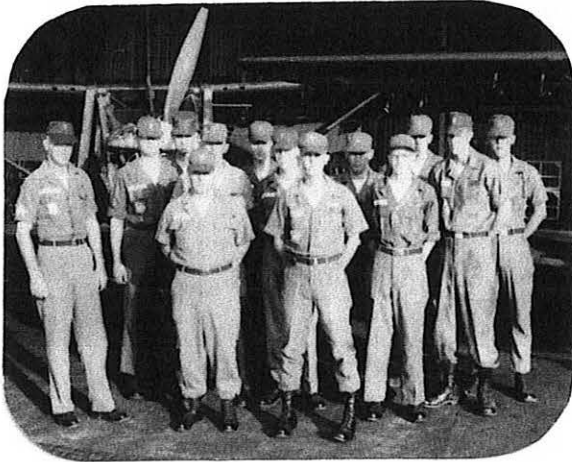
SSG Samuel Perkins, the new NCOIC at Vung Tau, discusses an engine change with two of the maintenance personnel.



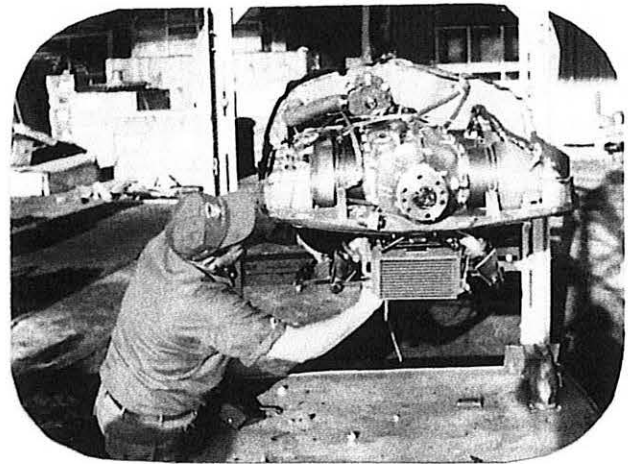
The Harking-Rocket System requires a constant electrical check-up.



Periodic Inspections are performed in Vung Tau on the same basis as in Nha Trang - the maintenance Hq.



Standing L.to R. are the Maintenance Personnel at Vung Tau: SSG Perkins; PVT Downing; PVT Judy; SP4 J. Young; SSG Scott; PVT Delprato; SP4 L. Hack; Lt Bailey; PVT Bogue; PVT Kuntzman; PVT Roeder; PFC Gray; and PVT Wright



Specialist Fifth Class McLemore insures the quality of an engine prior to its installation.



SP4 Teeguarden performs sheet metal work on a ship damaged from enemy ground fire.

A face whose picture is missing, but whose performance and dedication to duty is well remembered, belongs to SP4 Ian Newman. His outstanding knowledge of aircraft maintenance and his constant willingness to apply this knowledge made him a very respected member of a hard working team. We would be most happy to serve again with our friend from Alaska - the 49th State!



Lieutenant Arthur E. Davis. The former Officer-in-Charge and Company Maintenance Officer at Vung Tau. Prior to his assignment at Vung Tau, he established an enviable reputation as an Aviator in support of Special Forces at Pleiku. He has been recommended for award of the Bronze Star Medal.



Master Sergeant Ewell D. Parsons. An outstanding Non-Commissioned Officer and Maintenance Supervisor, Sergeant Parsons was Lieutenant Davis' principal assistant at Vung Tau.



Staff Sergeant Frederick D. Scott. Through Sergeant Scott's technical inspections, only high quality maintenance was performed at Vung Tau.



Specialist Fifth Class Douglas McLemore. Another Technical Inspector who insured quality maintenance and kept the troops in line.



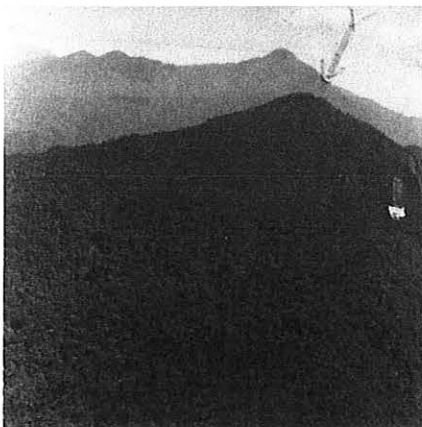
First Lieutenant Richard E. Jaeck. Originally he served as a Fixed Wing Combat Aviator in Da Nang. Later, while supporting Di Linh Zone operations against the Viet Cong on 14 March 1964, Lieutenant Jaeck made the supreme sacrifice for his country. This heroism resulted in the award of the Silver Star Medal in addition to the Distinguished Flying Cross, awarded for a previous heroic act on 31 January 1964.

1st AERIAL SURVEILLANCE PLATOON (Red Platoon) (Da Nang and Hue)

HUE: 1st Aerial Surveillance Section Hue, the northernmost location of the Company's elements in Vietnam. Operations involved surveillance of the borders with North Viet Nam and Laos and the famous Ho Chi Minh supply trail in the Ashau Valley.

Below, standing L to RI 1st Lts Alan L. Black, Thomas O. Kuypers, and Larry C. Cogan. Lt Kuypers served as Section Commander, was promoted to Captain and eventually advanced to the position of Plat Comdr. The "cheerful Republican from South Dakota" has displayed outstanding courage and devotion to duty, and has been recommended for the award of Distinguished Flying Cross; his services brought great credit upon the Company. Lt Black brought an outstanding performance record when he came to Hue from My Tho; he has earned the recommendation for the award of DFC on two separate occasions. Lt Cogan completed his tour in Vietnam as Section Comdr at Da Nang. He showed outstanding proficiency in the use of aerial cameras.

Kneeling, L to R: PFC James A. Alexander, cheerful all around man in the Section; SP4 Jerry J. Klepac, Crew Chief, whose bravery under fire earned him the recommendation for the Bronze Star for Valor; Sp4 Larry Holiness, Radioman; and SP5 Lee O. Powers, Section Sgt and also crew chief on one of the Section's aircraft.



Mountainous jungle east of A Shau valley. The cut in the canopy (arrow) visible only from specific locations and under proper sunlight conditions contained the wreckage of long overdue Vietnamese Fighter/Bomber. Capt Fuller Sec Comdr at Hue, made this find in August 1963, ending the mystery of this missing aircraft. On the right, tall grass on high plateau area south of Demarcation Line. The area was habitually referred to as "Elephant country". Lt Cogan still claims the distinction of locating the first PINK elephant there.

The faces change. Standing from left to right: Lt Hubert E. Foster, the incoming Section Commander, Lt Black, the outgoing, and WO Lonnie Burkhalter, a new aviator. The new EM in the group are, second from left, Sp5 James L. Smith, Section Sergeant, and, fourth from the left, Sp 4 Harry R. Halbert, flight following expert, formerly from Bac Lieu.



Pfc Alexander keeps in touch with an aircraft somewhere in the area on a mission.



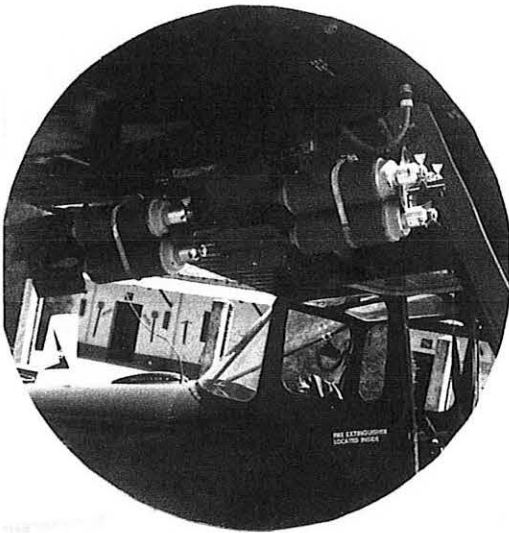
The deployed Sections operated their own radio communications at all but one location (at Bien Hoa, the net of 118th Avn Co was used). The Company was responsible for operating six (6) airfields completely, providing practical flight following service to all aircraft operating in these areas. Hue in the north and Bac Lieu in the south were the two most active stations.

Sp4 Halbert giving a hand with aircraft maintenance.

Below: In the center, Capt Robert ("Bullet Bob") Fuller, who initially deployed the Section to Hue. He was transferred to an armed helicopter platoon.



Unit's aircraft over sample mountainous jungle terrain.



Unit's aircraft required to observe closely activities in the Viet Cong controlled area. To discourage positively identified "harassing" Viet Cong ground fire, the aircraft carried (for a short period) clusters of small fragmentary bombs for self-protection. This worked well. The practice was abruptly discontinued as the result of possible misapplication of the "rules of engagement".



Major Kark makes liaison visit with the Senior Advisor, 1st ARVN Division. Standing on top of a Luoi outpost, Ashau Valley are, L to R: Major Fuqua, the G-3 Advisor, Col Collins, Senior Advisor, Col Lyons, Deputy Senior Advisor.

DA NANG



Da Nang - The First Platoon Headquarters location and the location of the Second Aerial Surveillance Section. Standing left to right are 1st Lt Samuel J. Tillman, an aviator who completed his tour as the Section Commander of the First ARVN Corps Headquarters at Da Nang. He gained the respect of his associates. His specific claim to recognition came when he located a crashed C-47 in the mountain jungle area under extremely adverse weather conditions. Capt Robert H. Bower, who served as Section Commander prior to his transfer to the UTT Helicopter Company, and 1st Lt Robert T. Williams, Second Aerial Surveillance Section Commander. Lt Williams' bravery and resourcefulness gained for him and this unit, favorable recognition. He was recommended for the award of Distinguished Flying Cross. Front row, left to right: Sp4 William R. Godfrey, Crew Chief; Sp4 George L. Alston, Crew Chief; SSgt Charles Goff, NCOIC and the Platoon Sergeant, 1st Aerial Surveillance Platoon - a most outstanding NCO. Sp4 Stanley J. Crommett, Wheeled Vehicle Mechanic and overall assistant.

Right: Lt Tillman and ARVN Observer preparing for a mission.





Aircraft and other equipment maintenance. SP4 Theodore V. Sikorski, another Crew Chief in the process of performing an intermediate inspection.



Sgt. Goff inspecting work in progress.



SP4 Crommett and Sgt. Goff inspect the propeller blade for chips.



Time goes on and faces change. From left to right: Now SP4 Crommett; WO George B. Hundis, an aviator; and 1st Lt Harold R. Williams, the 2d Aerial Surveillance new Section Commander. 1st Lt John E. Boyd, Headquarters Section Commander is absent (taking this picture).



SP4 Alston taking care of one of the Section's vehicles.



4th from left, 1st Lt. James C. Yandell eventually Section Commander at My Tho; and on the extreme right, 1st Lt. Richard E. Jaeck, another aviator who served at Da Nang.
(The "non-uniform hats" were seen by the Company Commander only once.)



Buildups in the mountains.



Below: Section's aircraft over an outpost in the jungle.



OFFICE OF THE SENIOR ADVISOR
ADVISORY TEAH 2, APO 137
SAN FRANCISCO, CALIFORNIA

11AGTN-DN

29 May 1964

SUBJECT: Letter of Appreciation

TO: Commanding Officer
73rd Aviation Company
APO 40, US Forces
29 May 1964



On the occasion of the 1st Anniversary in the 73rd Aviation Company, I wish to extend my greetings and congratulations for a job well done.

At all times, during a fruitful association with the 73rd Aviation Company, it has been my pleasure to note the high standards maintained by the personnel in their personal conduct and dedication to duty.

The professional competence displayed in the face of an aggressive enemy and under adverse weather and terrain conditions merits special note. High maintenance standards are substantiated by a 90% continued aircraft availability with each aircraft flying in excess of 100 hours per month. Considering the unusual maintenance problems and operating conditions, this is a truly laudable record.

The unity and cooperative spirit existing in the Armed Services of the United States as part of the Military Assistance Program is prominently displayed by the team spirit shown by the assigned members of the 73rd. Their performance represents the ideal in the eyes of the supported troops in that they have always been available on a moments notice to go anywhere at anytime under any conditions.

Showing a complete understanding of purpose and high resolve, members of the 73rd have been unstinting in their efforts to improve the Aerial Surveillance Plan and in their eagerness to advise and assist in the training of ARVN Officers. Although frequently under fire over enemy territory, their aggressiveness and devotion to duty has enabled the ARVN observers to accurately adjust artillery fire on enemy positions in support of ground operations.

The officers and enlisted personnel of the 73rd are to be commended on their 1st Anniversary in Vietnam, for their distinguished manner of performance which truly reflects great credit on themselves, Army Aviation, and the United States Army.

Fred A. Pierce Jr.

FRED A. PIERCE JR.
Colonel, Infantry
Senior Advisor

**2d AERIAL SURVEILLANCE PLATOON (White Platoon)
(Kontum, Quang Ngui, Nam Me Thuot, and TuyHoa)**

1st Aerial Surveillance Section; located in the mountainous plateau area of Central Vietnam Highlands.

The area includes mountainous jungle, some inhabited by varied Montagnard tribes with their colorful dress, artful crossbows, and unique customs and traditions.



Standing from left to right: 1st Lt Donald C. Brewer, an officer of outstanding dedication to duty. A sample of his competence was the find of the wreckage of a long missing Mohawk in a mountainous jungle area; 1st Lt John R. Burden, Section Commander - with previous duty at My Tho; and 1st Lt Fred T. Stephenson who completed his tour as the aviator in support of the Di Linh Special Zone.

The front row left to right: SP4 Stephen G. Abner, NCOIC; SP4 Tobert L. Horton, Crew Chief; SP4 Glen F. Eldridge, Crew Chief; and Pfc James D. Jackson, Radioman.



New and old faces: Sp4 Joseph R. Dilkes, in the center, Company Armorer, who was dispatched to Kontum when personnel shortages occurred.



First on left, 1st Lt Charles S. Perrone who served as Section Commander from the deployment date early in July until the end of December. Lt Perrone completed his tour as Section Commander at My Tho and earned the recommendation for the award of Distinguished Flying Cross. Fourth from left is SSgt Thomas G. Walker since departed on emergency leave and reassigned to 11th Air Assault Division.

Capt Charles E. Davis, Platoon Commander, Second Platoon, operated his widely dispersed Platoon from this location, and performed most of his flying in support of 22d ARVN Division.





WO Robert M. Chambers newly arrived Aviator



WO Newman is another newly arrived Aviator





SP4 Abner performs flight following Services.



Aerial observer course in session.



Sample areas of operation.



Aircraft Painting on top of wings intended for easy identification by aircraft flying above them.



2d AERIAL
SURVEILLANCE
SECTION

QUANG NGAI



One of the most outstanding Sections in the Company, commanded until recently by Capt. Ronald C. Jones, MSC, shown here in the center. Capt. Jones has earned a professional reputation in the unit as well as among the ARVN and MAAG personnel. The Section was always ready to undertake any operational task. Capt. Jones has been recommended for the award of DFC. Lt. John A. Lasch, III on the left, succeeded Capt. Jones as Section Commander. His Bravery earned him a recommendation for a DFC. Lt. Robert D. Taylor, on the right, continuously demonstrated the highest dedication to duty and was instrumental in developing the most cooperative relationship with ARVN officers. His knowledge of the Vietnamese language was helpful in the accomplishment of Section's tasks. Front row L. To R. SP4 Kenneth F. Jahnke, SP4 John V. Jeffers, and SP5 Glen T. Kell; the enlisted men behind the successful aircraft maintenance, and ground vehicle and radio operations.



The "Church that Lt Taylor Built". This beautiful Catholic chapel was a 55 x 155 ft dilapidated quonset hut only a month ago. Lt Taylor, an architect by training and inclinations, designed this chapel and physically constructed it with the help of EM of the ARVN 6th Airborne Battalion, at Vung Tau. This project received most favorable admiration from high Vietnamese church and government officials, and many warm thanks from the Members of 6th Abn Bn. Total cost, appx. \$2,300.00 (if going with local contract, the cost would have been appx. \$25,000.00).



The hub of the Section's activities at Quang Ngai airstrip.



Tactical contingencies required improvisations.



New faces: PFC David L. Gettys, crew chief, SP4 Floyd W. Middleton, radio man; SP4 Clarence R. Burnett, crew chief.



Capt. Howard R. Foster, Company Executive Officer, admires the spirited display of Unit designation at Quang Ngai.



Aerial Observer Course Graduation Day. Quang Ngai had probably the most effective aerial surveillance program in Vietnam.



SP5 Kell and SP4 Jahnke mount night illumination flairs to get the the plane ready for a night mission.



Section Aircraft rigged for aerial photography at a Special Forces camp in the mountains.

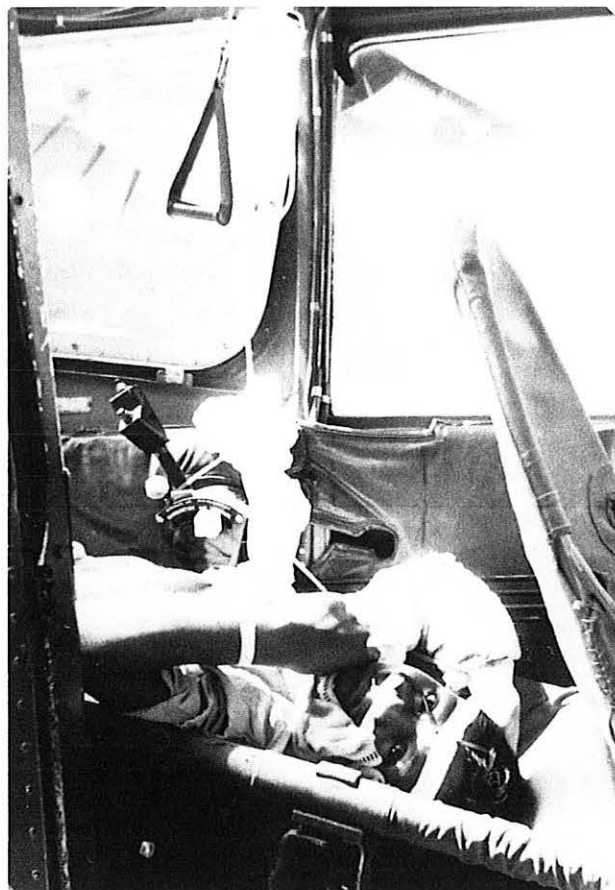


The deployed battery is joined by its supporting Section aircraft, with ARVN airborne Forward Observer (FO).

Capt Jones, the only MSC Officer in the Company is also the only Officer in the unit to have evacuated wounded ARVN soldiers in a TO-1D aircraft while the patient required medical attention enroute. In this case plasma is administered in flight.



Friends...



A leaky fuel tank replaced on-the-spot.

3d AERIAL SURVL SECTION
- Ban Me Thuot -



From L to R: Pvt Donovan J. Hagen, crew chief, WO Robert T. Swanson, aviator; and 1st Lt Thomas J. Long, Section Commander.



Section often performed limited resupply support



Section often performed limited airlift support



Pvt Hagen, multi job expert, talks to an airborne aircraft





Old and new faces, standing L to R: 1st Lt Bauer with previous service at Bac Lieu; 1st Lt Gordon T. Gill, Section Commander, since reassigned as aide de camp to B/Gen Joseph W. Stilwell CG, USASCV, and 1st Lt Harold J. A. Helms, who distinguished himself by the ability of getting in and out of tight spaces. Kneeling front row L to R: SP4 James H. Groves and SP4 Albert F. Adcock, III, crew chiefs.



Lt's Bauer and Helms appear to be ready for action.



Our first Section Commander at Ban Me Thuot, Capt Flanders, receives his Captain's bars and congratulations from Major Kark. The location is Phan Thiet airstrip, where Capt Flanders was supporting a tactical operation against the Viet Cong in that area. Capt Flanders developed an outstanding emergency support plan to Special Forces elements in the area.



Col Madden, 23dARVN Div Sr Advisor, congratulates Capt Flanders on his award of Air Medal. L to R: Lt Saunders, Col Madden, Capt Flanders and Major Kark.



Adcock, the man of action!



Lt. Gill steps forward with vigor!

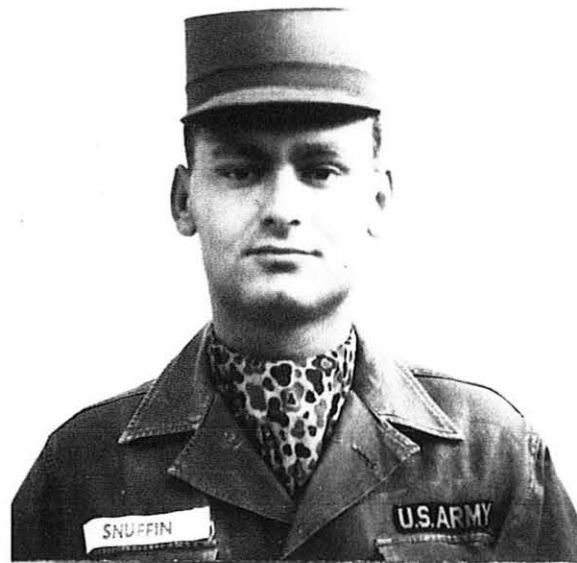
TUY HOA



Army Aviation versatility in action. One TO-ID, one aviator, one crew chief—ready for action! The latest crew are WO Robert M. Chambers and PFC Richard D. Altman. They represent the ultimate in "poor man's" aviation, and perform the widest variety of tasks—reconnaissance, aerial photography, medical evacuation, flare drop, leaflet drop, transport of key personnel.



Aircraft departs on a flare mission



The old faces: 1st Lt. William W. Wagner who accumulated over 600 flying hours in this area prior to rotation. He established an enviable reputation for Army Aviation in that area. SP4 Snuffin, the outstanding Crew Chief, who has proved that one good man can take care of an airplane, a 3 quarter ton truck, a ground radio, and still maintain a cheerful attitude.



"Ready and willing." An ARVN senior officer getting ready for an aerial surveillance flight.

3rd AERIAL SURVEILLANCE PLATOON (Blue Platoon)
(Bien Hoa, My Tho, PBT Zone, and Di Linh Zone)

1st AERIAL SURVL SECTION: MY THO

From left to right: 1st Lt John R. Burden, he completed the second half of his tour as a Section Commander in support of an ARVN Division at Kontum. He was recommended for a Distinguished Flying Cross prior to his departure. 1st Lt Alan L. Black, displayed the highest courage while under fire and was recommended for two Distinguished Flying Crosses for his first two months in Vietnam. He served as Section Commander at Hue; Sp4 Charles E. Derrick, did an

outstanding job as one of the three Crew Chiefs in the section; Capt Norman E. Ferguson, Section Commander, commanded the respect of those around him, his bravery earned him a recommendation for a Distinguished Flying Cross; SP4 John C. Kohl, one of the hard working Crew Chiefs; SP4 James P. Burns, Crew Chief, Section Sergeant, Airfield NCOIC, probably the most outstanding and resourceful Enlisted Man in the unit; SP4 Douglas L. Tasa, Section Radioman, primarily involved in Air Traffic Control to include the maintenance of the truck in which his radio was mounted; Lt John F. Byrnside, an Aviator who completed his tour as a Section Commander of this Section; 1st Lt David Sexton, accumulated almost 600 flying hours in approximately six months, and was transferred to 18th Aviation Company (Otter) for the remainder of his tour.



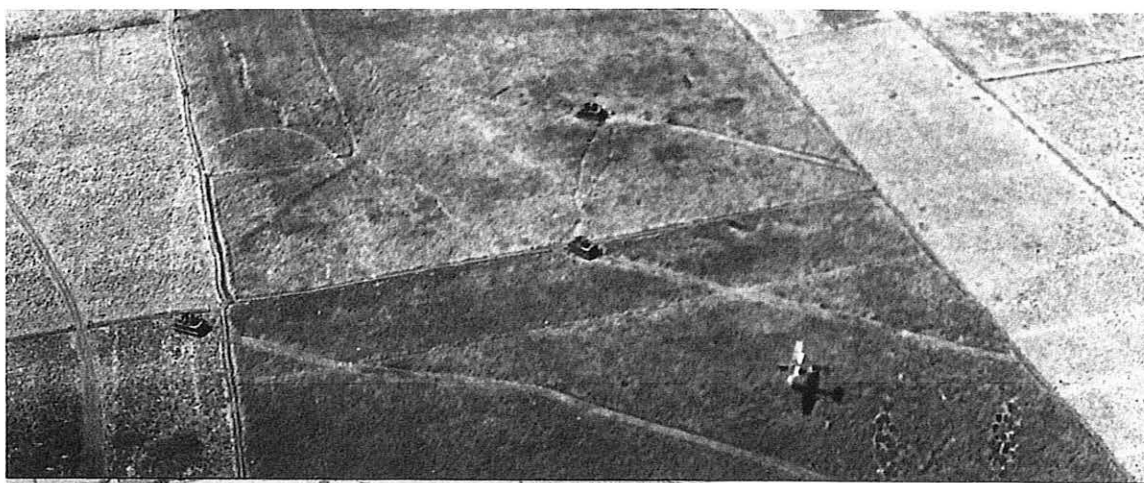
Captain Ferguson appears ~~89~~ be glad to receive his Tracks.



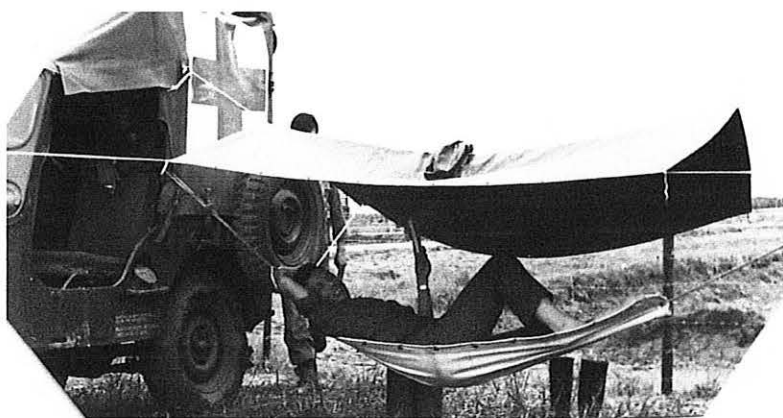
Captain Ferguson and a MAG Advisor inspect weapons captured from the Viet Cong.



Lt Black and an Armor Cavalry Squadron Advisor discuss joint operations like one shown below.



Samples of primary missions. Left and above - support of armored squadron operations in the Mekong Delta area - route reconnaissance, location of VC positions and direction of armored vehicles toward them, and assistance in the control of armored vehicles during combat operations.



ARVN Medic takes it easy.



Lt Burden feels proud of his contribution.



He may be far away from Fort Rucker, but the landing instructions and information are just as precise.



Sp4 Burns in the process of performing an intermediate inspection on one of the Section's aircraft.



The faces change. Standing L to R: WO John S. Noonan, aviator; Capt Wm E. Beaty, Plat Comdr, normally operating out of Bien Hoa; 1st Lt Byrnside, Sec. Comdr; and 1st Lt Robert S. Kay, aviator. Kneeling L to RI sp4 James p. Burns, an outstanding NCOIC; Ap4 Charles E. Derrick; Sp4 Robert W. Taylor, a new addition; and PFC Wm W. Anderson, the new radio operator.



BIEN HOA



Second Aerial Surveillance Section, 3rd Platoon at Bien Hoa

Section operates over area with a long history of Viet Cong activities especially the known "D Zone" northeast of Saigon. Shown here from L to R are: Sp4 Robert M. Nieratko, radioman turned Crew Chief; Sp4 Ronad J. Adomshick, Crew Chief; 1st Lt Calvin B. Chandler, Section Commander; 1st Lt Byard F. Peake, "peeking from the front seat" 1st Lt Duane C. Kasper; SP4 Paul L. Seitz, Crew Chief; SP4 George W. Morley, Crew Chief; and 1st Lt Robert J. Bailey. Lt Peake earned the highest recognition from both ARVN and Americans for his bravery and devotion to duty and was recommended for the award of Distinguished Flying Cross. Lt Kasper has continuously demonstrated cheerful and competent devotion to duty, and has earned official recognition for bravery from the Chief of Staff, Vietnamese Air Force. He was the first officer in the Company to be wounded in action. Lt Bailey, otherwise known as "Beetle", established a legend of most cheerful disposition, gentlemanly behavior and devotion to duty.



Lt Bailey becomes an officer.
Here he receives promotion
to 1st Lt.



New faces: WO Donald D. Gress, aviator;
Capt. William E. Beaty, Platoon Commander;
and on extreme right, WO Robert A. Tacy,
aviator. Front row last on the right PVT
Richard Montour, Crew Chief.



SP4's Nieratko and Seitz feeding the
Sections mascot, a deer.





Cheerful attitude to do the task on hand.



SP4 Nieratko earning his keep.



SP4 Adomshick changing the wheel while SP4 Nieratko provides moral encouragement.



Aerial observer course in progress.

(Below) The unit makes the front page of the "Saigon Post". Information is partially incorrectly quoted, but nevertheless gets the point across.

Six Army Pilots Receive U.S. Aviator's Wings

BIEN HOA, March 18 — Brig. Gen. Dang Thanh Liem, commander of the 5th Inf. Division and the 32nd Tactical Zone, on Monday presided at a ceremony in which six Army observation pilots of the division were presented American aviator's «wings».

The six officers are :
Lt. Nguyen Cong Yen ;
2nd Lt. Nguyen Van Loc ;
2nd Lt. Tran Van Thanh ;
2nd Lt. Dinh Xuan Thao ;
2nd Lt. Nguyen Van Liem, and
3rd Lt. Tran Ngoc Bich.

American aviator emblem. Besides their mission of directing support artillery, they also maintain liaison with operational command posts and guide them with great results in attacks on enemy bases.

They are the first officers of the Vietnamese Army to receive the thanks to their reports, during the battle at Ben Cau in Hieu Thien district, Hau Nghia province, the Army artillery was directed to hit right in the middle of a group of five 50 cal heavy machine guns, destroying three of them. Their strafing runs have killed a total of 300 Viet Cong and wounded 200.

During the course of yesterday's ceremony four L-19 observation planes performed a flight demonstration. One of them came down to salute the six officers by flying past them barely off the ground and streaming plumes of colored smoke.

The ceremony was attended by Gen. Timmes, Chief of MAAG; Gen. Kark, commander of the 73rd Squadron, and other American and Vietnamese officers, and the men of the 5th Division and the 33rd Tactical Zone.



ARVN aerial observer, a member of the team.



Section Aviators and Vietnamese observers joining in friendly break from duties.



Mission planning. WO Gress and his ARVN observer discuss the details of a planned mission.



With a little effort we can train anyone to be an aerial observer!



Section aircraft teaming up with ARVN artillery.

HEADQUARTERS
5th INF DIV /32nd DTA
Advisory Team 70, APO 27
US Forces

AGTN-BHSA

6 Jan 1964

SUBJECT: Recommendation for Distinguished Unit Citation
TO: Commanding Officer
73d Aviation Company (Airplane Surveillance) (Light)
APO 27, United States Forces

1. It is indeed a privilege for me to bring to your attention the outstanding performance of the Second Aerial surveillance Section, 73d Aviation Company (Airplane Surveillance Light) which is in support of the Fifth ARVN Division.

2. Rarely is a military unit of less than company size singled out as the recipient of praise and commendation. But, when a unit vitally contributes to the successful accomplishment of the mission in a combat situation, it is difficult not to demonstrate recognition.

3. This aerial surveillance support was initiated six months age. The aggressiveness displayed by the aviators in the successful accomplishment of all missions indicated to me, my staff and the Officers of the Fifth ARVN Division that this aviation section was well trained, highly disciplined, resourceful and professional in every respect.

4. During this period, the Second Aerial Surveillance Section compiled an enviable record, amassing a total of 1400 combat support flying hours and more than 1000 sorties. A preponderance of their missions involved low level flights under combat conditions. In many instances the aircraft were exposed to intense Viet Cong ground fire, and in fact all aircraft have received multiple hits. The reconnaissance and surveillance missions performed have more than doubled the usable intelligence information thereby simplifying the process of locating, segregating and destroying the Viet Cong.

5. All operations against the Viet Cong are predicted on the active support of the Second Aerial Surveillance Section. Their role of controlling and directing the ARVN troops towards Viet Cong positions assures the success of the operation. The aerial adjustment of artillery fire, is paramount because it enables the ARVN to strike at Viet Cong training and food producing regions which otherwise would go unscratched. The overall success of the military operations in this area have increased fifty percent since the integration of this aerial surveillance section.

6. It is without hesitation or reservation that I recommend the Second Aerial Surveillance Section, Third Aerial Surveillance Platoon, 73d Aviation Company for the award of the Distinguished Unit Citation for their heroic and determined support of the United States Army's mission in the Republic of Vietnam.

A TRUE COPY:

s/ Joel W. Lawson
t, JOEL W. LAWSON
Colonel, Infantry
Senior Advisor

HEADQUARTERS
U.S. MACV DETACH14ENT
PRUOC BINH THANH SPECIAL ZONE

MAGTN-PBTSZ-A

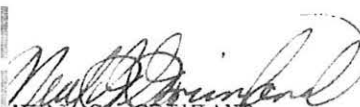
29 May 1964

SUBJECT: Letter of Appreciation

TO: Members of the 73rd Aviation Company

I am delighted to commend those members of the 73rd Aviation Company who so diligently served Phuoc Binh Thanh Special Zone over the past year. Your 966 missions and 892 flying hours partially tells your story in this Zone. The full story, however, must include the following: you operated on a continuous 7 day week schedule; many single days included 5 to 7 hours flying time; almost all your missions were over vast Viet Gong controlled jungle; a good portion of the year included adverse and hazardous weather conditions; and a good portion of the time you were in imminent danger or subjected to enemy ground fire. Most important of all, you accomplished these missions without complaint and with no decline in your professional competence and made yourself a part of the team. Your dedication, initiative, and responsiveness reflect great credit upon you, your unit, and upon Army Aviation. My personal thanks for a job well done.




NEAL G. GRIMLAND
Lt Col, Infantry
Senior Advisor



HEADQUARTERS
5th Inf Div/32d DTA
Advisory Team #70, APO 27
U. S. Forces

22 May 1964

I wish to congratulate the 73rd Aviation Company on the completion of one year of service in Vietnam. The officers and enlisted personnel of this unit have demonstrated a high degree of professional competence in the planning and performance of their missions and the operation and maintenance of their equipment. The unit represents the best aspects of Army Aviation since it has been continuously available, responsive and flexible to the requirements of the 5th Infantry Division/32nd Division Tactical Area and the professionalism of the personnel of the unit when under fire reflects great credit on them. My best wishes for the continued success of the 73rd Aviation Company in the future.

John T. McKnight
JOHN T. MC KNIGHT
Colonel, Infantry
Senior Advisor

APO 4287 4 June 1964

REPUBLIC OF VIETNAM

From: Sub/Brig Gen CAO-HAD-HON
CG, 5th Inf Div/32nd DTA

TO: Commanding Officer
73rd Aviation Company

A.R.V.N
III CORPS
5th Infantry Division
Headquarters
No: 5.181.

SUBJECT: Letter of Commendation

During the period from June 63 to May 64, the following named officers of the 2nd Section, 3rd -Platoon, 73rd Aviation Company (Airplane Surveillance) (Light) APO 40, US Forces, have served with the 5th Division, ARVN:

1st Lt Duane C. KASPER
1st Lt Byard F. PEAKE
1st Lt Robert J. BAILEY
1st Lt Calvin B. CHANDLER

The efforts of these American officers have been devoted largely to assisting the 5th Division Artillery. During the period covered the members of the 2nd Section flew 3305 hours. During these flying hours 3211 combat missions were successfully completed. The members of this Section conducted an aerial observer training course which then gave the 5th Division Arty the capability of fielding air observers. During the period from July 1963 to January 1964 these pilots flew over 200 artillery missions, artillery fire being adjusted during each mission by the newly trained aerial observers. During the period from August 1963 to September 1963 these same observers were able to register the fire of each artillery platoon in the 32nd DTA. These registrations greatly increased the effectiveness of the artillery fire which is used in hamlet protection as well as in support of the ground forces.

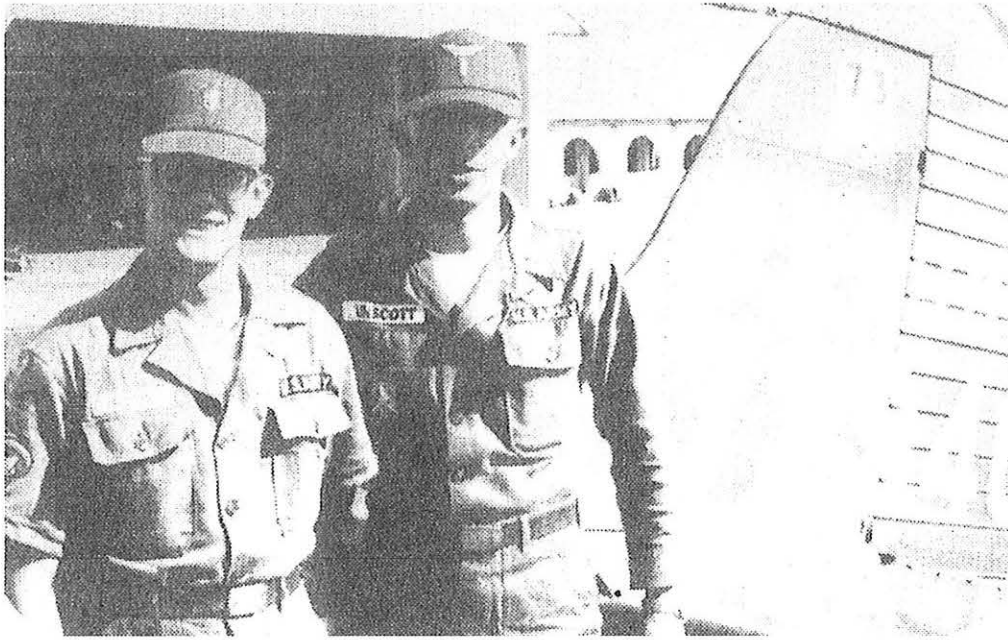
Recently these American officers - brought to successful completion a project which equipped each L-19 with two FM radios. This project, which required US approval of an airplane modification, enabled both the pilot and the observer to contact ground units without interfering with each other. This has greatly enhanced the capabilities of the observation efforts in that both American and Vietnamese forces and commanders can be kept abreast of the situation more efficiently.

The officers mentioned above have shown themselves to be professionally competent in appearance, discipline, devotion to duty, and unstinting efforts to aid the MAAG Advisory effort and the Vietnamese Army. Their professionalism under fire and continued outstanding performance of duty has brought great credit to themselves and their unit. Throughout the period covered these pilots were always available for missions, responded quickly to all requests but at the same time exhibited the ability to be flexible in rapidly changing situations.

I desire to express my appreciation and to commend these officers for the great assistance they have given the 5th Division and elements thereof.

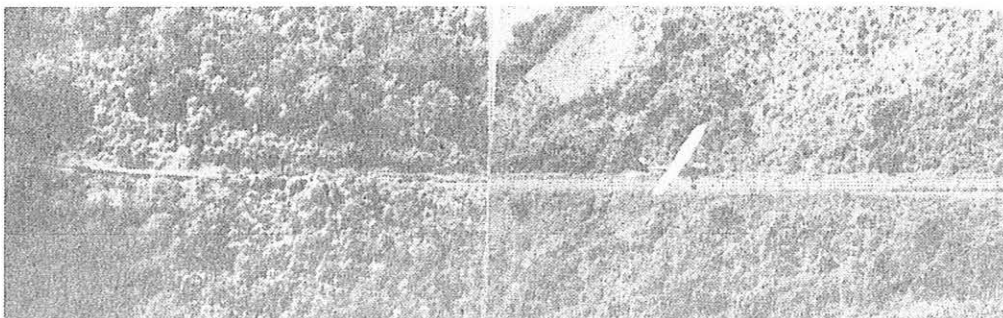


DI LINH



Another case of aviator and crew chief operation.

1st Lt. Howard R. Linscoft and Sp5 John A. Clinton are the most recent crew. Their operations involve missions over rugged mountains and jungle. They are constantly available to perform any task.



Railroad inspection

US MILITARY ASSISTANCE ADVISORY GROUP
Binh Lam Special Zone
Advisory Team #37, APO 143, San Francisco

BLSZ

26 May 1964

SUBJECT: Letter of Appreciation

TO: The Officers and Men of the 73rd Aviation Company

1. On the First Anniversary of your service in Vietnam, I would like to express appreciation for the job you have done for Binh Lam Special Zone since its activation on 1 November 1963.

2. Your pilots and enlisted men performed their support mission in a truly professional manner despite rugged flying conditions and exposure to enemy fire. One of your number, 1st Lt Jeack, was killed in action and one, 1st Lt Stephenson, was seriously injured while performing reconnaissance missions for this zone. This typifies the devotion to duty and willingness to perform the mission displayed by pilots of your company.

3. Information gained by observing enemy territory from old "Barstrap 898" and "Lowly 40" led to the demise of numerous Viet Cong, the improvement of zone operations and the disruption of Viet Cong activities in the four provinces of this Special Zone. In gathering this information, the pilots of the "Barstrap 898" and "Lowly 40" were in the air more than 100 hours every month. Despite the long hours and difficult flying conditions, your pilots were always "ready to go."

4. All of the MAAG members of this Special Zone join me in wishing you continued success.



Charles R. Bushong
CHARLES R. BUSHONG
Lt Col, Inf
Senior Advisor

4th AERIAL SURVEILLANCE PLATOON (Yellow Platoon) (Vinh Long, Bac Lieu, Ca Mau)

VINH LONG

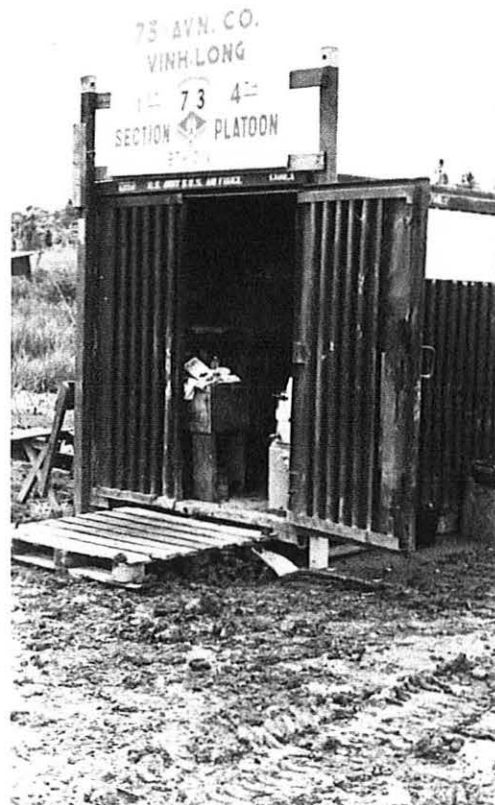
Standing in the back row from left to right:
WO Robert S. Gray, Aviator;
1st Lt John S. Sabine IV
(a distinguished aviator who was extremely instrumental in combining the Section's effort with Armored Cavalry unit operations against the Viet Cong); Capt Leroy C. Herrick, Platoon Commander;
1st Lt David B. Wentworth (now a Captain is shown below). Capt Wentworth has shown outstanding courage during this tour and has been recommended for the award of the Distinguished Flying Cross. The front



row from left to right:
SP4 Louis L. Nouvell, Crew Chief; Sp4 Melvin Morrison, outstanding Radioman & Crew Chief; Pfc Robert L. Nason, Crew Chief; and Section Chief SP4 James R. Fields under whose supervision the aircraft received outstanding care.



Captain Wentworth
Ready.. and smiling..
an outstanding
officer and Army
Aviator.



Section Aircraft In Action



SP4 Fields inspects a propeller



Aircraft maintenance in progress. The propeller is being replaced after a thorough inspection



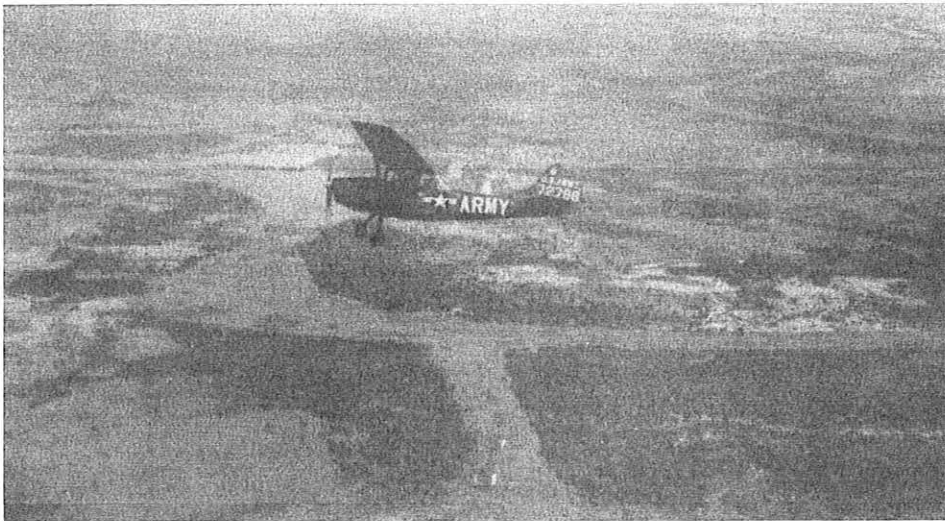
Pfc Nason is sure he is in the Army - The mud is a certain and constant reminder.



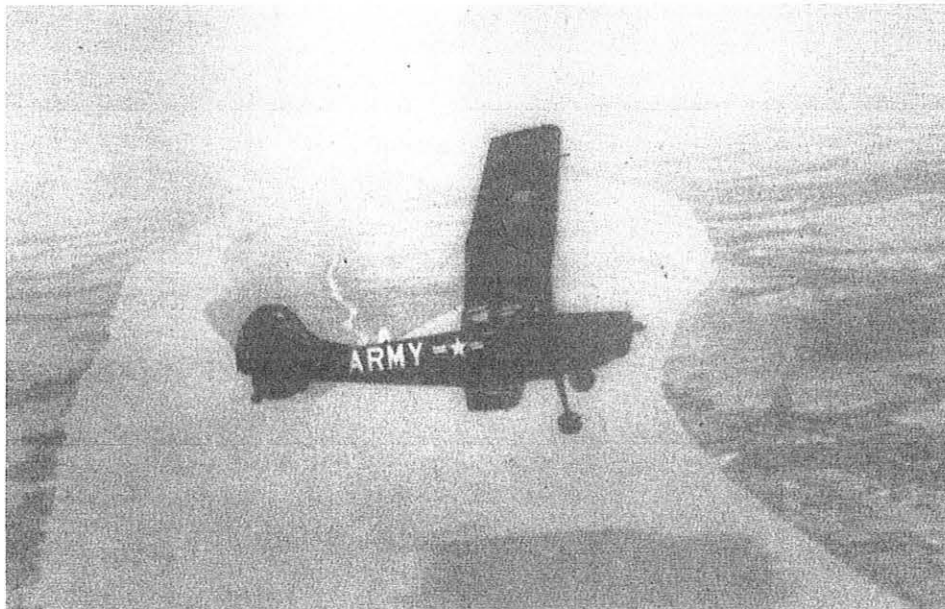
Seven Mountains Area



Landing at a narrow trail at Rach Gia on the coast of the Gulf of Siam.



Typical Delta terrain,
S. of the Cambodian
Border, checking the
waterways for possible
Viet Cong Sampans.



Mekong River
approximately 10KM S.
of Cambodian Border





The Section completed an effective Aerial Surveillance Course for ARVN officers of the Division. Col Vinh Loc addressing the troops prior to presentation of aerial observer wings and diplomas.

Lietenant Colonel Crain, Senior Advisor, and Major Kark Participate and Honor the Graduating ARVN Aerial Observers.

Gentlemen,

"... I'm very glad to attend the graduation ceremony today and think that's a happy opportunity to say first of all, that it will allow us to hope that from now on, our intelligence collection effort and also the adjustment of our artillery fire will be effectively improved and we could expect more fruitful operations. Our hope will be greater if you remember that our enemy excels in hiding and escaping from us.

* * * * *

Student Officers,

You have got all the necessary knowledge to do your job as Aerial Observers.

I would like that all of you will try your best to do a good job. Do always have in mind what the units which you come from expect from you when the selected you for this course.

I also would like you not to stop improving the knowledge acquired. Do remember that the best way to learn is from experience, the way which all of us have practiced and called "on the job training".

I think that your doing so will be the best way to show your gratefulness to the Advisors and instructors who have endeavored in conducting this course.

Gentlemen, I thank you."



Major Kark was afforded the opportunity to address the guests, graduated and troops prior to the awards.



Lt Col Charles Crain, the 9th ARVN Div Senior Advisor congratulates a newly graduated ARVN observer.



Lt Wentworth, Section Commander was also invited to pin one graduate with a set of Aerial Observer wings. It is the ARVN custom to award decorations or presentations in sequence of relative VIP status as a specific function.

May 2 1964, p.3. (cut out)

THE OBSERVER



OBSERVER WINGS— Maj. John S. Kark, CO, 73rd Aviation Company, pins Aerial Observer Wings on one of the 9th Division graduates of the Aerial Observer School at Vinh Long. (Photo by Capt. P.R. Smor)

Aerial Observers Complete Studies

In ceremonies held at Vinh Long airstrip on Apr. 11, seven Vietnamese aerial observers received their wings from the Aerial Observer School.

The course which is conducted by the 73rd Avn. Co. is operated for ARVN field divisions. The one month course consist of 80 classroom hours and 25 flying hours of instruction.

Thus far, 59 students have graduated from the aerial observer school and are taking their place as the eyes and ears of their regiments.

In the last graduation ceremony, conducted for graduating officer students from the 9th Inf. Div., the group was addressed by Col. Vinh Loc, 9th Division Commander, and Lt. Col. Charles L. Crain, Senior Advisor.

Wings were pinned on the graduates by Colonel Loc, Colonel Crain, Maj. John S. Kark, CO, 73d Avn. Co., 1st Lt. David B. Wentworth, pilot-instructor and Capt. O.J. Gill, artillery advisor.



The band, the honor guard, and the graduated students, listen to the closing remarks by their Division Commander.



1st Lt John Harrell, commanded the Section from its initial deployment till the arrival of Capt McInerney. Lt Harrell has accumulated over 700 combat support flying hours in his tour in Vietnam and has earned the utmost in professional respect.



1st Lt Melvin J. McLemore has accumulated over 700 combat support flying hours. A cheerful individual with the highest devotion to duty. He and the hawks in the Vietnamese mountains had a running feud, after a mid-air collision. Lt McLemore has been officially credited with saving the aircraft, his own and his observer's life after the collision.



Capt Bernard M. McInerney commanded the section prior to his transfer to the 18th Aviation Company (Otter)



Sp4 James H. Cosner, "number one Crew Chief". He followed the Section from its initial deployment to Qui Nhon and then the Delta area. He earned his keep while on this tour by performing a wide variety of tasks; from aircraft maintenance to flight following and certainly is authorized to tell any war stories.



SP4 Ciro Mundaca, had the most unique experience of crewing TO-1D 57-2786 in CONUS. The aircraft and SP4 Mundaca were assigned to this unit through completely separate channels. By coincidence, SP4 Mundaca was assigned as Crew Chief to a single aircraft then in support of Special Forces at Pleiku, the serial number 57-2786. The aircraft and SP4 Mundaca were eventually absorbed by this Section.

2nd ARMORED CAVALRY SQUADRON, IV COHPS
Advisory Team 52 APO 157
Vinh Long, Vietnam

SUBJECT: Appreciation 30April 1964
THROUGH: Senior Advisor
IV Corps, APO 15
TO: Commanding Officer
73d Aviation Company, APO 40

1. Over the past several months, elements of the 73d Aviation Company, in the IV Corps area, have rendered invaluable assistance to the M-113 troops and the advisory staff of the 2nd Armored Cavalry Squadron.

2. For the past seven months in the 21st Division area and since December 1963 in the 9th Division area, aviators of the 73d have repeatedly exposed themselves to enemy ground fire in performing reconnaissance and target acquisition mission for M-113 troops. Their assistance in relay of advisor communications has contributed greatly to the success of many missions, and the understanding of capabilities and limitations of the ground units makes their assistance even more valuable.

3. Of particular notice is the performance of the following officers:
9th Division: Lt David B Wentworth 21st Division: Capt Adolph F Kotulan
Lt John S Sabine Capt Magnes A Lindsey
Lt John W Harrell Lt Robert D Rooks
WO Bobby J Gray Lt Philip G Bauer

4. I wish to express my appreciation and that of my entire advisory staff, to the 73d Aviation Company, and the above mentioned officers and their crew chiefs in particular, for the outstanding support rendered to both the 2nd Armored Cavalry Squadron and its advisory staff.

s/ Donald J Benson
t/DONALD J BENSON
Major, Armor
Squadron Advisor

A TRUE COPY,

MAGTN-IVC-SA (30 Mar 64)
SUBJECT: Appreciation 1st lnd

HEADQUARTERS. US ARMY ADVISORY GROUP, IV CORPS, APO 15. US FORCES

TO: COMMANDING OFFICER, 73D AVIATION COMPANY, APO 40, US FORCES

I wish to add my expression of appreciation to you and members of your unit for the splendid assistance and cooperation given to member, of the IV Corps Tactical Zone Advisory personnel.

A TRUE COPY:

s/Sammie N. Homan
t/SAMMIE N. HOMAN
Colonel, Infantry
Senior Advisor

HEADQUARTERS

9TH INFANTRY DIVISION ADVISORY DETACHMENT
U.S. Military Assistance Command, Vietnam
APO 157 U.S. Forces

MAGTN-SC

16 MAY 1964


Officers and Men of the 73d Aviation Company:

The 9th Division Commander joins me in saluting the 73d Aviation Company on this first anniversary of your deployment in Vietnam.

You are the eyes and ears of our regiments, you train our observers, and you carry our messages. During the past year your aircraft have flown almost 3000 missions in support of the 9th Infantry Division. No one plays a more critical part than you in helping us carry the war to the Viet Cong

You are an outstanding unit. You accept your vital responsibility head on and you can be proud of your achievements. Our team is unbeatable as an effective fighting force.

May our successes continue and serve to bring about an early and lasting victory!


CHARLES L. GRAIN
Lt Colonel, Infantry
Senior Advisor



Second Aerial Surveillance Section, 4th Platoon.

The officers assembled here probably know more about the Ca Mau Peninsula and Viet Cong activities than anyone else. From left to right standing: Capt Magness A. Lindsey, Section Commander, a Texan with great capacity for work and abundance of bravery; earned recommendation for the Distinguished Flying Cross. 1st Lt Robert D. Rooks, Aviator; succeeded Capt Lindsey as Section Commander. 1st Lt Phillip G. Bauer earned the highest respect of those he supported, both American and ARVN; completed his tour as Section Commander at Ban Me Thout. 1st Lt David L. Dresser compiled an enviable record of combat support sorties; completed his tour as Section Commander at Da Hang. Capt Adolph F. Kotulan, Platoon Commander (another Texan in the crowd); Bac Lieu Section is one of his two operating elements. Front row left to right: Sp4 William M. Carothers, acting Section Sergeant and aircraft maintenance expert; SP4 Charles P. Burkhardt Jr, radioman; primarily involved in aircraft maintenance. SP4 Floyd W. Middleton, another radioman working primarily on aircraft and vehicles. SP4 Ralph L. Fint, Crew Chief. SP4 Harry R. Halbert, the friendly self-taught air controller of aircraft in the Ca Mau Peninsula.

This Section, located at Bac Lieu, established an enviable reputation for mission accomplishment. Their aircraft habitually flew between 130 and 150 hours per month per assigned aircraft. The officers and men can be justly proud of this achievement



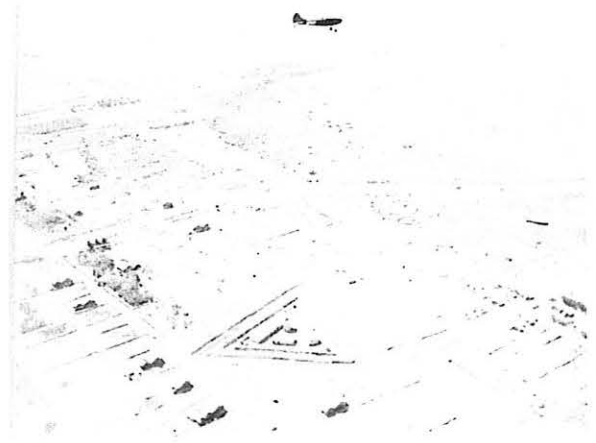
Sp/5 Edward M. Turnpaugh has been serving as Section Sergeant for a while. He can take the A/C apart blindfolded. His competence and devotion to duty are a constant source of pride.



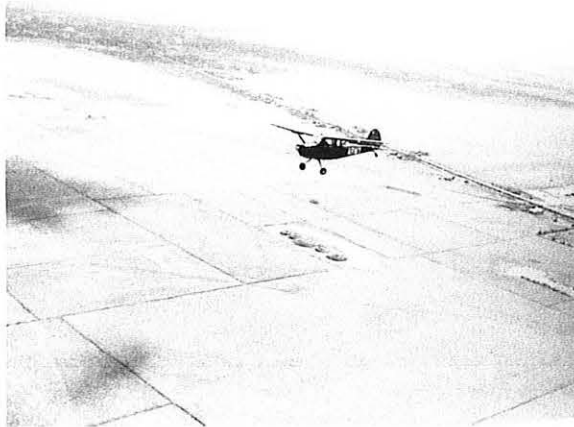
Coastal mangroves and waterways



Representative Delta terrain and canals



One of the Section aircraft making a routine contact with an isolated outpost somewhere next to the Gulf of Siam.



Flat rice fields.



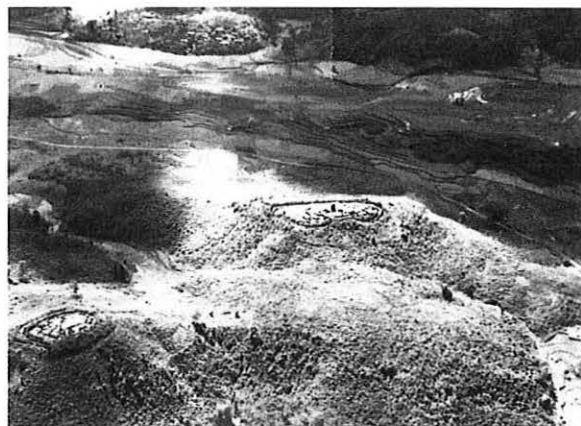
Coastal Mangroves



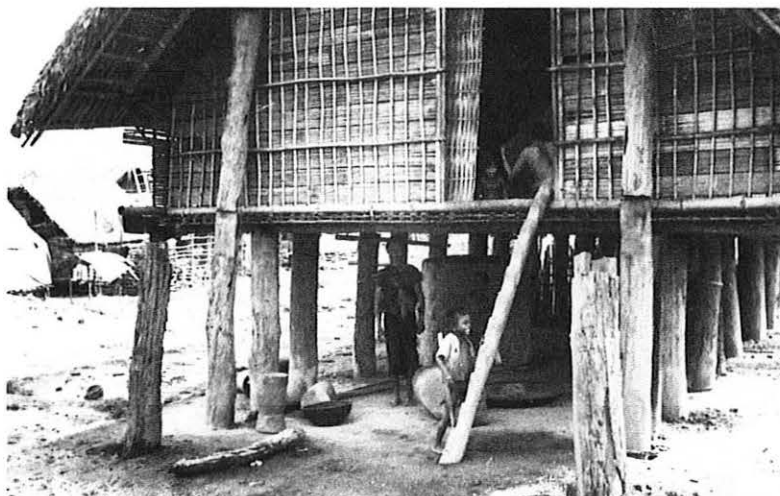
SUMMARY



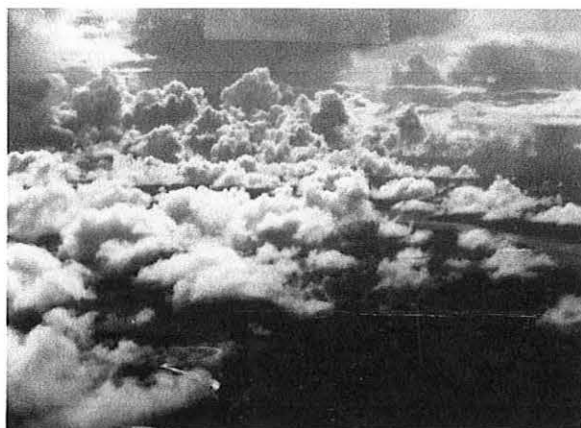
Viet Cong agricultural "Production area" in mountainous jungle



Mountain jungle outpost



Montagnards village hut.



Summer monsoon period on Delta area. Type thunderstorm build-ups.

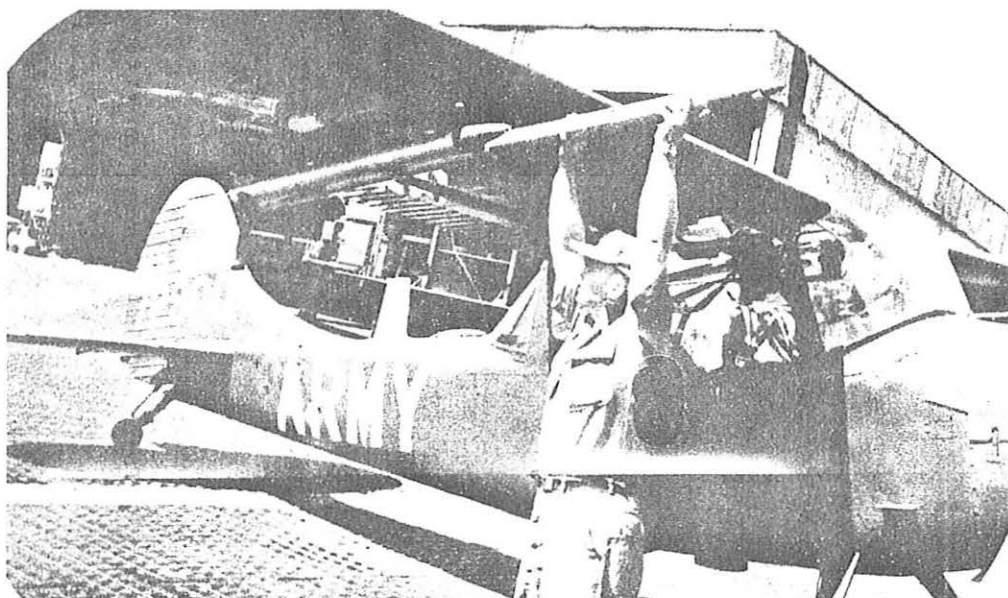


Fishing village on South China Sea coast east of Hue.





Artillery adjustment and target marking. Shown above is an aircraft from the aerial surveillance section supporting the 5th ARVN Div.; very close and effective cooperation with the Division Artillery was developed.



The 2.75 inch white phosphorus or smoke rockets were used effectively to mark targets for armored units in an attack, airmobile raiding parties, or VNAF forward air controllers. These rockets also represented effective self protection against VC sampans which operated in the many rivers and canals of the Mekong Delta area. The 2.75 rocket launching kit was easily removable from the aircraft and the tubes under the wings could be jettisoned if required.



SP5 Kell and SP4 Jahnke mount night illumination flares to get the the plane ready for a night mission.



Lt Rooks discusses the condition of aircraft with the Maintenance Supervisor.



WO Lloyd N. Washer, relatively new in the Section, insures proper functioning of the KS-54 camera system prior to a mission. WO Washer had previous experience in aircraft maintenance and is a welcome addition to the Section.

Capt Jones, the only MSC Officer in the Company is also the only Officer in the unit to have evacuated wounded ARVN soldiers in a T0-1D aircraft while the patient required medical attention enroute. In this case plasma is administered in flight.



Friends...



Replacing fuel tank.

AERIAL OBSERVER COURSE For ARVN Officers

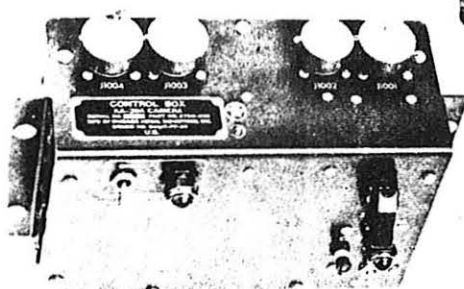


AERIAL OBSERVER COURSE PROGRAM OF INSTRUCTION

HOURS Ground/Flight		SUBJECT TITLE
1	0	Duties of Aerial Observer
0	1	Flight Familiarization
4	0	Map Reading
1	0	G2 Air Functions
2	0	Principles of Aerial Surveillance
1	0	Aerial Photograph
8	0	Elementary Air Navigation
3	0	Communications
1	0	Briefing and Debriefing
2	1	Aircraft Familiarization
6	1	Geographic Orientation
6	2	Visual Search Techniques
8	2	Target Recognition
6	2	Target Location
4	2	Introduction to Observed Fires
4	2	Conduct of Area Fires
5	2	Conduct of Precision Fires
2	1	Night Familiarization
16	7	Practical Exercise
80	25	Total



The Company's primary Aerial Photography Aircraft equipped with dual KS-54A Camera system was responsible for many valuable airphotos used to detect Viet Cong positions.



KS-54A Aerial Still Picture Camera System components: KA-39A Aerial Camera (above, right); Camera Control Box (above, left). Not shown are the Cables from Control Box to the Camera, and the Photoflash Cartridge Box.

The KA-39A camera has Image Compensation Setting capability (IMC). Without special modifications, it can take either vertical or 30-degree oblique pictures. The IMC, and the desired angle of the photograph, must be set before take off. The camera uses film which is 9.5-inches wide and 75 feet long, and provides up to 95 frames of 9 x 9-inch pictures.

(The LA-140 Camera Pod is shown under the wing(s) of the Aircraft, above.)

(Bird Dog) light observation airplane. Three models are in Army inventory - A, E and TO-ID (instrument trainer). The O-1's are capable of carrying external cargo load B of 250 lbs under each wing, plus 200 lbs or one observer internally. It is powered by 210



horsepower six-cylinder engine. Models "A" and "E" cruise at approximately 87 knots per hour; have endurance capability of 4 hours and, 30 minutes; and gross weight of 2,100 lbs. Model "D" cruises at approximately 105 knots per hour; has endurance of 3 hours and 30 minutes; and gross weight of 2,400 lbs. The O-1's deployed to the Republic of Vietnam are modified "D" model (rear instrument panels removed and improved radios installed). Pictured above is a TO-ID of the 73d Aviation Company (Airplane Surveillance) (Light).

Aircraft AVAILBILTY & FLYING Hours

	Assigned Acft Days	Flyable Acft Days	Organic Maint Days	E.D.P. Days	Back-up Fld * Maint Days	Percent Acft Availability Rate	Monthly Flying Hours	Average Daily Flying Hours ** per Acft
June 63	165	141	11	7	6	85%	370.0	2.15
July 63	818	714	81	6	17	87%	2406.2	2.55
Aug 63*	992	749	137	85*	21	76%	2757.2	2.45
Sept 63	960	879	50	22	9	92%	3097.4	3.15
Oct 63	992	861	89	15	27	87%	3308.7	3.20
Nov 63	960	833	64	40	23	87%	3024.7	3.10
Dec 63	992	908	76	8	0	92%	3071.3	3.05
Jan 64	992	925	51	6	10	93%	3015.2	3.05
Feb 64	928	863	47	1	17	93%	3084.6	3.20
Mar 64	961	884	73	4	0	92%	3230.4	3.20
Apr 64	960	884	47	0	29	93%	3416.8	3.30

-73d Aviation Company monthly aircraft availability and flying hours, from June 1963 through April 1964.

*August 1963 high EDP rate due to discovery of defective brake brackets on 28 of the 32 Company airplanes.

NOTE:

*Back-up field maintenance days are the days during which Company aircraft are turned over to a DS aircraft maintenance company. The number of days do not necessarily reflect the number of actual work days provided by the DS unit.

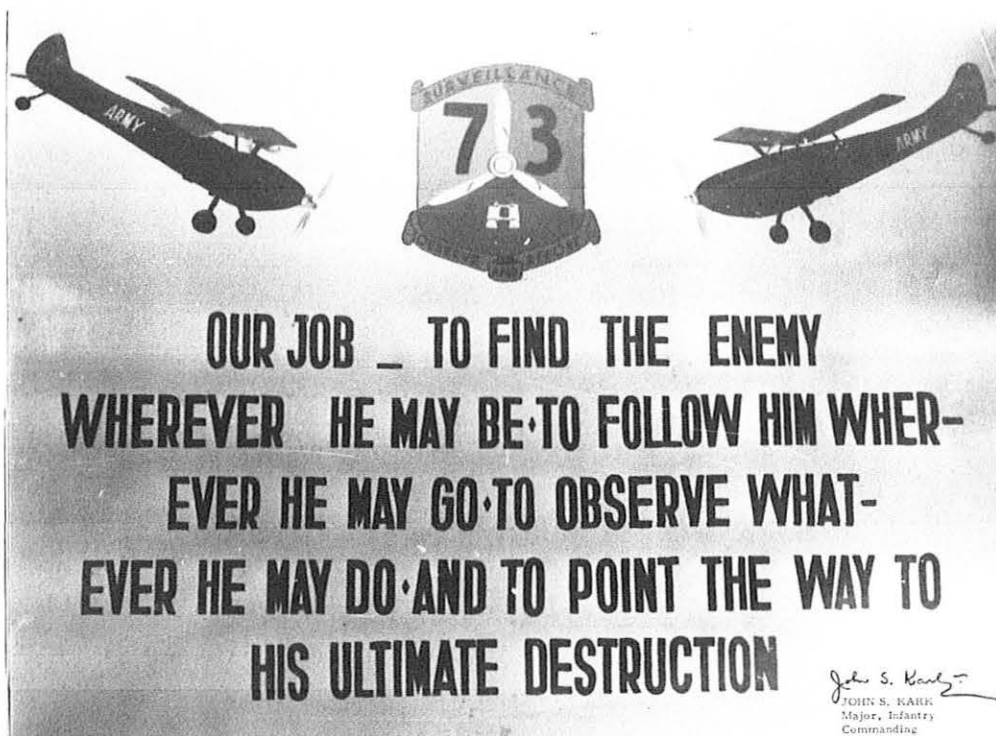
** Figures rounded out to the lower five minutes.

TO-1D world-wide average maintenance required per flying hour:

***2.6 hours organizational maintenance
 ***1.5 hours direct support maintenance
 1.0 hours general support maintenance
 5.1 hours total

(***73d Aviation Company responsibility)

"ALL on ONE PAGE"



FIND-fix-destroy-THE ENEMY

VICTORY ON THE BATTLEFIELD IS CHARACTERIZED BY CONSTANT ALERTNESS, AGGRESSIVENESS, AND DISCIPLINED VIOLENCE AGAINST THE ENEMY. IN COUNTERINSURGENCY OPERATIONS THESE CHARACTERISTICS MUST BE EVEN MORE SHARPENED THAN IN COMBAT BETWEEN ESTABLISHED ARMED FORCES. TO FIND THE ENEMY, TO KNOW WHERE HE IS AND WHAT HE IS DOING IS THE PREREQUISITE FOR AN EFFECTIVE COMBAT ACTION AGAINST HIM. IN COUNTERINSURGENCY OPERATIONS, FINDING THE ENEMY IS THE MOST CHALLENGING TASK. FOR WHETHER THE "FIX" AND "DESTROY" STEPS IN AN OPERATION ARE INTRODUCED, THE "FIND" STEMP MUST ALWAYS BE PRESENT.

WE OBSERVE AND REPORT!

ARMY AVIATION EPRESENTS THE EXPLOITATION OF CURRENT TECHNOLOGY IN SUPPORT OF THE LONG ESTABLISHED MISSION OF THE ARMY IN THE CONDUCT OF OPERATIONS INCIDENT TO LAND WARFARE. NOT AIR POWER; BUT IT REPRESENTS THE ORGANIC MEANS AVAILABLE TO GROUND COMMNADERS OF THE VARIED BRANCHES AND SERVICES, WHO CAN BEST USE IT IN THE ACCOMPLISHMENT OF THEIR SPECIFIC TASKS. ARMY AVIATION IS CHARACTERIZED BY IMMEDIATE AVAILABILITY AND RESPONSIVENESS.

- Statements reflecting 73d Aviation Company role in combat operations. Each deployed Section was issued a print of individual statements for display at the operating site. This practice proved effective in directing attention of Company personnel to their role in Vietnam.

**NOTE: Sample of Welcoming Letter
to Incoming Assigned Personnel upon Unit Activation**

73d AVIATION COMPANY (Airplane Surveillance) (Light)
Fort Rucker, Alabama

SUBJECT: Welcome and Special Instructions

28 April 1963

TO: All Members
73d Aviation Company (Airplane Surveillance) (Light)

Dear Lieutenant Wenzel:

You are congratulated on being selected and assigned to the first company size aerial surveillance unit in the United States Army. Welcome to the growing family of Army Aviation "Firsts"!

The Company is organized under TOE 1-7D, change 4 (43 Officers; One Warrant Officer; and 112 Enlisted Men); its aircraft are 22 TO-1D's (back panels removed). The mission: Aerial Surveillance and Visual Reconnaissance, Forward Air Control, and Command Control Support.

The Company has been activated at Fort Rucker, Alabama with planned assignment to DSARPAC. The Personnel Fill Date (programmed 100%) is 15 May 1963.

SPECIAL INSTRUCTIONS:

The 73d Avn Co (Airplane Survl) (Lt) will be deployed overseas in the near future; no dependents authorized.

You are encouraged to take all the leave you need prior to Fill Date; no leaves will be granted after 15 May 1963.

You should settle your private affairs, to include relocation of your family prior to reporting to duty. It is desirable to dispose of your automobile as you will be provided all the transportation needed by this Post. You are discouraged from bringing your family to Fort Rucker (see enclosed training schedule).

Passports will be required. Officers do not need any proof of citizenship. EM will be required to present one of the following: (1) Birth certificate; (2) Baptismal certificate; (3) Properly executed and notarized affidavit of citizenship, desirably depositions by people who know the applicant from birth; (4) Naturalization certificates (if naturalized); (5) Legal residence - (First papers, if alien).

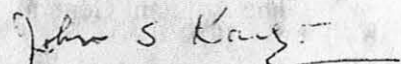
Civilian clothing is authorized at no expense to the government (required on leave status and off-duty while overseas. Light sport clothes are recommended).

Every member is authorized 100 pounds of personal baggage - personal items and the authorized allowance of military clothing (excludes organizational equipment, weapons, etc.). No HOLD baggage will be shipped. Officers are not required to have blue uniforms; whites may be carried; TW's required.

The Company will travel as a unit. You may report before 15 May 1963. If you decide to do so, you will be completing your final POR qualifications prior to the Fill Date. Recommend you report during duty hours - 0700-1545 CST, reporting place Bldg 3908 (Personnel Office); and Bldg 9002, after duty hours.

Should you have any questions, call extension 3089 Or 3991, Fort Rucker, Alabama, during duty hours and extension 2219 after duty hours.

Enjoy your leave. I am looking forward to meeting you on or before 15 May 1963.


JOHN S. KARK
Major, Infantry
Commanding

General Orders

No. 21

GO 21
HEADQUARTERS
DEPARTMENT OF THE ARMY
Washington, D.C., 29 June 1964

MERITORIOUS UNIT COMMENDATION	I
AIR FORCE OUSTANDING UNIT AWARD	II
UNITS ENTITLED TO BATTLE CREDITS	III
UNITS CREDITED WITH ASSAULT LANDINGS	IV

I MERITORIOUS UNIT COMMENDATION. By direction of the Secretary of the Army, under the provisions of paragraph 203, AR 672-5-1, the Meritorious Unit Commendation is awarded to the following units of the United States Army for exceptionally meritorious achievement in the performance of outstanding services during the period indicated. The citations read as follows:

* * * * *

THE 73D AVIATION COMPANY (AIRPLANE SURVEILLANCE) (LIGHT) distinguished itself by exceptionally meritorious conduct in the performance of outstanding services in support of military operations in the Republic of Vietnam during the period May 1963 to December 1963. The members of this Company demonstrated professional competence, perseverance, and fortitude by providing outstanding aerial reconnaissance, surveillance, target acquisition, and command control support for the United States Armed Forces and their allies during counterinsurgency operations in Vietnam. This effective support resulted from the concerted effort of the Company while participating in thousands of flying hours and missions, and maintaining a high aircraft availability rate despite a myriad of obstacles and hazards. Although the Company members were widely dispersed, operating from fifteen locations throughout Vietnam, and constantly subjected to aircraft maintenance complications resulting from hostile gun fire and inadequate landing sites, they successfully performed the most difficult task which insured the success of the unit's mission. The determination, devotion to duty, and esprit de corps displayed by the members of the 73d Aviation Company during this critical period reflect great credit upon themselves and the military service of the United States.

* * * * *

By Order of the Secretary of the Army:

Official:
J.C. LAMBERT,
Major General, United States Army
The Adjutant General.

EARLE G. WHEELER,
General, United States Army
Chief of Staff.

Distribution:
To be distributed in accordance with DA Form 12-4 requirements.

AFTERWORD: November 2011

Information for the 73rd Aviation Company (Aerial Surveillance) (Light) Unit History, May 1963-May 1964, was compiled prior to my departure from Vietnam, in June 1964. The desirability for an "extended" Company History was much influenced, by the great success of the 98-page booklet, titled "Aerial Observation Guide," that was prepared and effectively used, when the 73rd Aviation Company was activated, at Fort Rucker, Alabama, and immediately deployed for duty in Vietnam.

Almost every member of the Company contributed facts and pictures about their activities. The primary effort toward Company History was my Command-Responsibility to members of the Company and their families, and in response to requests for DOCUMENTED information from various Commands and Army Branch Service Schools (Aviation, Infantry, Artillery, Armor, Transportation, Engineer, Signal Corps, Medical Service Corps, U.S. Army Command and General Staff College).

During Fall 1965, at Fort Carson, Colorado, 120 copies of the History were printed and distributed, with only ONE copy retained for my own use (which, presently, is sadly faded).

While student at the US Army Command & General Staff College, 1964-1965, I participated in, and successfully completed, the "Master of Military Art & Science" Program, with Thesis "Aerial Surveillance: Case Vietnam." Much of the documentation used to support my Master's Thesis was the information collected for the 73rd Aviation Company History. The Thesis' Conclusions ended in recommendation for an improved organic Army Aviation Aerial Surveillance Company, General Support of a US Army Corps size area.

(NOTE: Schematic of the Proposed Company, and the Thesis "Abstract" are included in this, Republished History, for a more complete explanation of applicable events.)

(NOTE: *The opinions and conclusions within the Thesis are mine, and do not represent the views of the USACGSC or any other governmental agency.*)

The Reasons for Republishing Company's History at this time:

- (1) Personnel and Operational information are still very valid;
- (2) Many former Company members, and some Branch Service Schools expressed interest for "copies" -- and I do not have any to give;
- (3) The original typed materials and pictures are deteriorating;

- (4) There is an Effort to organize a REUNION, in 2013, desirably at Fort Rucker, Alabama, to celebrate the 50th Anniversary of Company's activation, in 1963;
- (5) Company's directed "driven" performance was in response to then LARGER debates and considerations (Roles & Missions of the individual Services, and the Branches within the Army) about the NEED and EFFECTIVENES of organic Army Aviation Areal Surveillance, in support of Ground Warfare.

And, for the Company, it was additionally important to demonstrate that it was not the type of equipment that was used, but what a systematic, deliberate, well conceived, organized and directed Army organic Aerial Surveillance effort can provide.

The MEMBERS of the Company delivered the results:
The 73rd Aviation Company (Aerial Surveillance) (Light), flying the unsophisticated TO-19's (BIRD DOGS), living and working with the ground soldiers, was the "First" Army Aviation Unit in Vietnam, to be awarded the MERITORIOUS UNIT COMMENDATION, by the Department of the Army General Orders No 21, dated 29 June 1964.

**All Members of the 73rd Aviation
Company can be justifiably Proud of
their *Contributions* to Company's
*Performance and Accomplishments!***

John S. Kark, Ph. D.
Colonel, Infantry, Master Army Aviator, US Army, Retired.
(Then Major, Infantry, Senior Army Aviator, Company Commander,
73rd Aviation Company (Aerial Surveillance) (Light).

PREFACE

This thesis combines in a single paper three aspects pertaining to Aerial Surveillance:

- (1) Current U.S. Army doctrine;
- (2) Recent operational experience; and
- (3) Recommendation for an optimum Aerial Surveillance unit.

A need for the U. S. Army Aerial Surveillance capability exists now and is expected to increase in the future. The preparation of this thesis was undertaken with the desire to collect pertinent facts and to contribute information based upon my own practical and academic experience in the field of Aerial Surveillance.

The thesis is dedicated to Officers and Enlisted Men of the 73d Aviation Company (Airplane Surveillance)(Light) in token recognition of their demonstrated devotion to duty, their resourceful performance under combat conditions involving adverse climate and terrain, and their willingness to make sacrifices in the service of our Country--even the ultimate sacrifice.

U. S. ARMY COMMAND AND GENERAL STAFF COLLEGE

(Thesis Approval Page)

Name of Candidate John S. Kark, Major, Infantry

Title of Thesis Aerial Surveillance: Case Vietnam

Approved by:

Eber H. Thomas, Jr. Research and Thesis Monitor

Henry H. Hae Member, Graduate Faculty

Wallace H. Smithing Member, Graduate Faculty

Date 20 May 65

The opinions and conclusions expressed herein are those of the individual student author and do not necessarily represent the views of either the United States Army Command and General Staff College or any other governmental agency. (References to this study should include the foregoing statement.)

VITA SHEET

JOHN SOBCHUK KARK

Born 30 October 1928, in Ukraine (Poland until 1939). Enlisted in the Regular Army 29 August 1947; Direct appointment and Active Duty as 2nd Lt, Infantry, AUS, 19 June 1951; Integrated into the Regular Army 14 July 1958.

Duty Assignments

1948-51: Russian Language Instructor, Army Language School, Presidio of Monterey and U.S. Navy Postgraduate School, Monterey, California.

1951: Chief Interpreter, Army Security Agency, Arlington Hall, Virginia.

1951: Rifle Platoon Leader, 3rd Armored Division, Fort Knox, Kentucky.

1952: Rifle Platoon Leader, Rifle Company Commander, Staff Assistant 2/S3-Air and concurrently Aerial Observer, 23rd Infantry Regiment,

2nd Infantry Division; Airborne Tactical Air Controller, 6147th USAF Tactical Air Control Group, Korea.

1953-54: Intelligence Officer, Office of the Assistant Chief of Staff for Intelligence, Department of the Army.

1955-58: Army Aviator, Combat Command Aviation Officer, Combat Command Assistant Operations Officer, Mechanized Infantry Company Commander, Combat Command "C", 2nd Armored Division, Baumholder, Germany and Ford Hood, Texas.

1959-63: Instructor and Branch Chief, Army Aviation Command and Staff Officer Course, Department of Tactics, U.S. Army Aviation School, Fort Rucker, Alabama.

1963-64: Commanding Officer, 73rd Aviation Company (Aerial Surveillance) (Light), Republic of Vietnam.



Military Schooling

1947-48: Russian Language Course, Army Language School, Presidio of Monterey, California.

1951: Company Officer Orientation Course, and also the Airborne Qualification and Jumpmaster Courses, the Infantry School, Fort Benning, Georgia.

1952: Far East Air-Ground School.

1953: Officer Intelligence Course, Army General School.

1955: Army Flight Training, San Marcos AFB, Texas and Fort Rucker, Alabama.

1958-59: Infantry Officer Career Course, the Infantry School.

1959: Helicopter Qualification Course; Camp Walters, Texas.

1964-65: U.S. Army Command and General Staff College, Fort Leavenworth, Kansas.

Civilian Schooling

1950: Associate in Arts degree (Majoring in Foreign Languages), Monterey Peninsula College (Junior College), Monterey, California.

1954: Bachelor of Science degree (Majoring in Military Science-History), University of Maryland, College Park, Maryland.

1956: Master of Arts degree (Majoring in Political Science – Governments and International Organizations), University of Maryland, College Park, Maryland.

ABSTRACT

Problem

The purpose of this thesis was to develop an optimum U. S. Army aerial surveillance unit to support counterinsurgency operations. The need for this optimum unit exists and is based on the assumption that the U.S. Army will continue to participate in counterinsurgency operations.

Responsive capability to obtain timely and accurate information about the enemy, the weather, and the terrain is a major battlefield requirement. Army aviation aerial surveillance units provide the means to collect the information. To be effective, such aerial surveillance units must provide support which is responsive, flexible, and constantly available.

The Army aerial surveillance effort will be improved when the optimum unit is adopted.

Treatment

The goals of this thesis were accomplished by examining the current U. S. Army doctrine pertaining to aerial surveillance units and analyzing the experiences of the 73d Aviation Company (Airplane Surveillance) (Light). The 73d Aviation Company supported counterinsurgency operations in the Republic of Vietnam during the period May 1963 through May 1964.

The U. S. Army aerial surveillance doctrine is in the process of improvement, especially as it applies to the support counterinsurgency operations.

This doctrine strives to achieve optimum results through the effective use of all available resources.

The critical resources include the airborne sensors and platforms to carry these sensors. The sensors are aerial cameras, aerial radars, and infrared systems; the platforms include airplanes and drones.

The airborne sensors and platforms, which provide for Army aerial surveillance effort, include aerial radar, aerial infrared, airphoto, and visual observation capabilities.

Currently, the most significant operating aerial surveillance units are the aerial surveillance and target acquisition platoons organic to the aviation battalions of ROAD divisions.

The U. S. Army is now in the process of developing an aerial surveillance unit for assignment at corps and field army levels.

Specialized aerial surveillance units have been organized and deployed to the Republic of Vietnam to support counterinsurgency operations.

The 73d Aviation Company (Airplane Surveillance) (Light) was activated and deployed to the Republic of Vietnam in May 1963. It was the first company size U. S. Army aerial surveillance unit to be committed in support of combat operations.

The support was provided simultaneously to all divisions of the Army of the Republic of Vietnam and to the U.S. Army Special Forces.

The average resources (present for duty) included 51 aviators, 1 non-rated maintenance warrant officer, 105 enlisted men, and 32 TO-1D airplanes. Through 30 April 1964, the Company flew over 29,000 missions and accumulated almost 31,000 flying hours. The Company aircraft were hit by Viet Cong fire on less than 70 occasions, and few were destroyed as the result of enemy action.

A wide variety of missions were performed:
From aerial surveillance to Free Fall delivery of live pigs in baskets; from adjustment of artillery fires to medical evacuation;

and from marking targets for the Vietnamese Air Force Tactical Air Controllers to the escort of ground convoys.

However, the missions of aerial surveillance, reconnaissance, target acquisition, airphoto, and command control and liaison accounted for 60 per cent of all missions flown. The Company demonstrated that U. S. Army aviation is able to completely integrate its capability with the ground effort.

The effective mission accomplishment was officially recognized on 29 June 1964, when the Department of the Army awarded the Meritorious Unit Commendation to the Company--the first U. S. Army aviation unit in the Republic of Vietnam to be so recognized.

The operational experiences of the 73d Aviation Company (Airplane Surveillance) (Light) have clearly demonstrated the effectiveness of Army aerial surveillance supporting counterinsurgency operations. These operational experiences greatly influence the organization, mission, and employment of the proposed optimum unit, the Aerial Surveillance Company (General Support).

The primary advantage of the proposed unit is that it is optimized for self-sufficiency in mission performance, administration, and logistics. The resources include 42 officers, 3 warrant officers, 214 enlisted men, and 24 OV-1 (Mohawk) medium observation airplanes.

The operating elements, are four aerial surveillance platoons (four aircraft each) and an armed aerial surveillance platoon (six aircraft).

Mission capabilities include visual, airphoto, aerial radar, and aerial infrared observation.

Organic armed aircraft are included to attack the enemy by fire, and to confuse him regarding fire delivery capabilities of the remaining surveillance aircraft.

to operate from a maximum of six (6) dispersed locations and to support a four division size force over an area up to 400 x 600 kilometers.

Findings

The doctrine, organization and equipment, as they pertain to the U.S. Army aerial surveillance effort, are in the process of improvement.

A valid requirement exists for an optimum aerial surveillance unit to support counterinsurgency operations. This requirement is based on assumed continued U. S. Army participation in counterinsurgency operations.

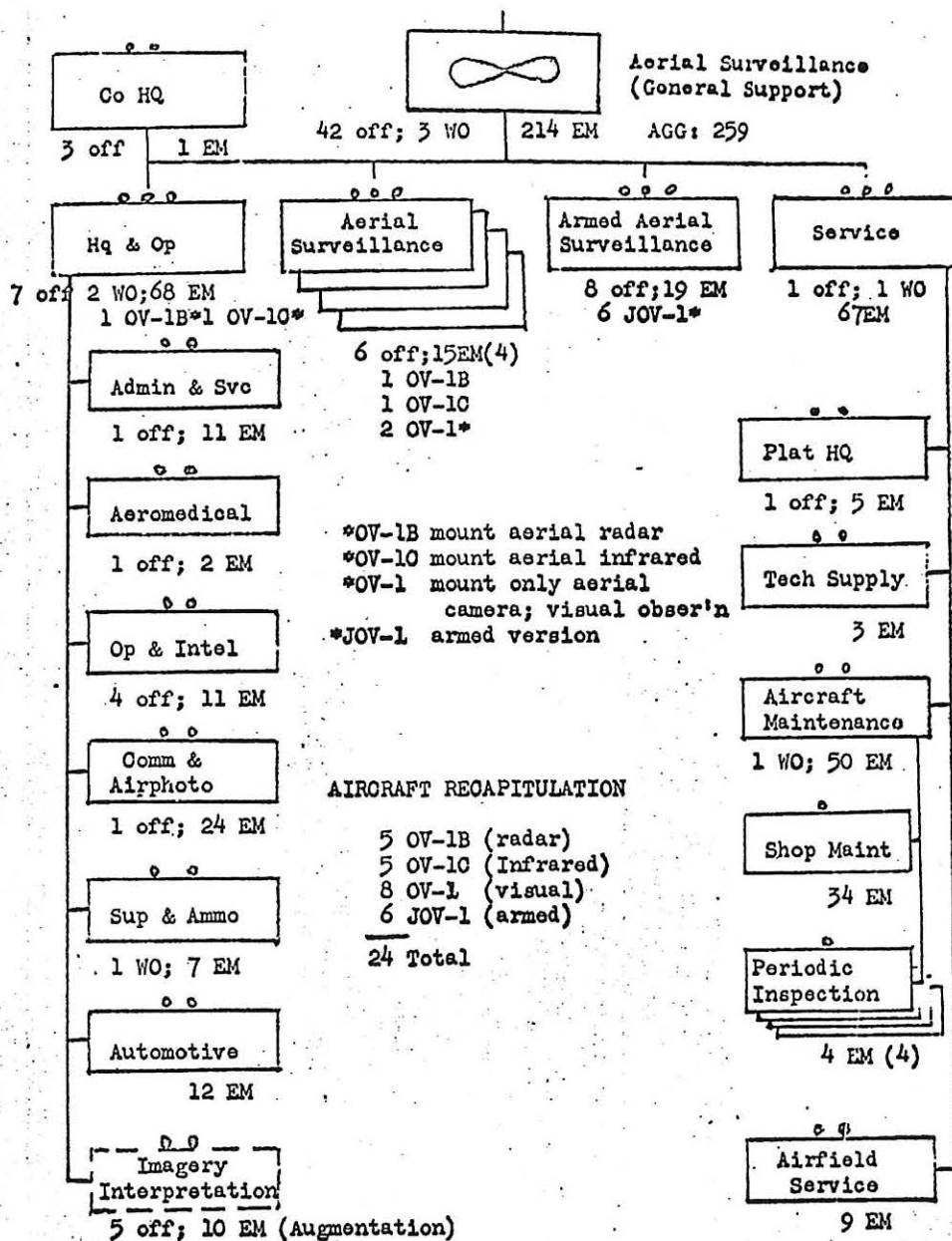
The recent operational experiences of U. S. Army aviation units, while supporting counterinsurgency operations in the Republic of Vietnam, are a source of valuable information. This information should be used to improve the U.S. Army aerial surveillance capability.

The proposed Aerial Surveillance Company (General Support) will best satisfy U. S. Army requirements for effective aerial surveillance support now and within the foreseeable future.

PROPOSED

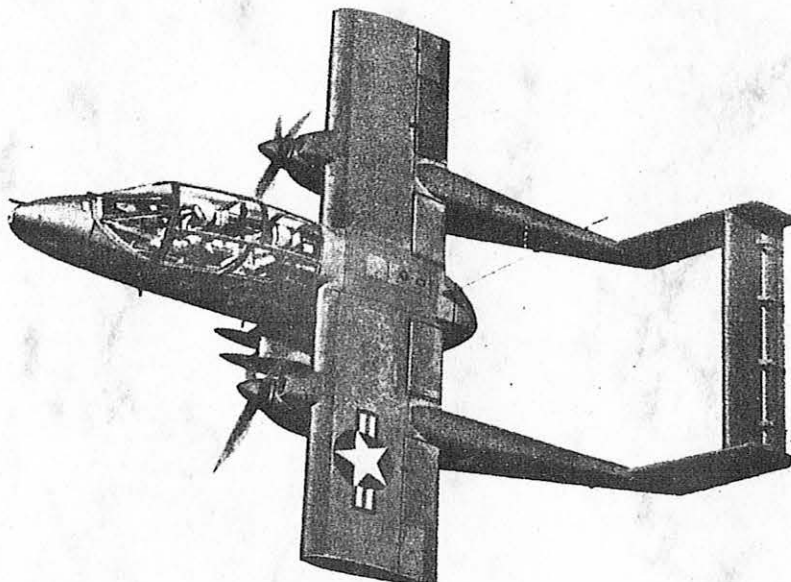
U.S. ARMY AERIAL SURVEILLANCE COMPANY

(General Support)





OV-1 (Mohawk) Medium Observation Airplane. The upper aircraft is shown with antenna of the AN/UPD-2 Aerial Radar Reconnaissance System. The OV-1 is manufactured by Grumman Aircraft Engineering Corporation. It is a two-place, twin - engine. turboprop aircraft, and is powered by two Lycoming T-53-L-3 (960 shp) or two T-53 - L-7 (1,100 shp) turboprop engines. Three models were produced - A, B, and C. The "A" model was to provide only visual and photographic capabilities; it is no longer produced. The "B" model serves as a platform for the aerial reconnaissance radars system. The "C" model is designed to carry the aerial infrared surveillance system (AN/UAS- 4); this model is well suited for use in visual observation. The approximate gross weight of OV-1 is 13,000 lbs, and useful load 2,700 lbs (varies depending on model). The cruising speed is 200 knots and endurance without external fuel tanks is 1 hour and 55 minutes. The OV-1 has all-weather operational capability.



OV-10A Light Attack Reconnaissance Airplane (LARA).

It was designed by the North American Aviation under Navy contract. All four Services have expressed interest in the development of LARA aircraft. North American Aviation won the industry-wide competition to design, build test fly seven prototypes. The first flight is scheduled in Summer 1965. The OV-10A

was designated as a light reconnaissance airplane, with missions of visual reconnaissance, light armed reconnaissance, helicopter escort and attack, support of ground troops, logistics support, and air drop of paratroopers.

The cargo compartment has 111 cubic feet of space, holds 3,200 lbs of cargo, or six combat equipped troopers or five paratroopers.

The empty weight is 5,169 lbs and gross weight 10,170 lbs.

The planned speeds are 35 mph at landing, and 305 mph maximum sea level. Two turbine engines, at 660 shaft-horsepower per engine, provide the required power. The overall length is 40 feet; height 15.1 feet; and wing span 30.3 feet.