

RECOMMENDATION FOR AWARD
OF THE
MERITORIOUS UNIT COMMENDATION

TO

221ST RECONNAISSANCE AIRPLANE COMPANY

(0-1)

13TH COMBAT AVIATION (DELTA)

BATTALION

APO 96296

FOR THE PERIOD

FEBRUARY 1966 THRU 30 NOVEMBER 1966

Basic Recommendation

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Editor's Note: The recommendation was scanned from an onion-skin copy of the original submission, various parts of which were typed on different manual typewriters; therefore some inconsistencies may be noted in the type and format. The basic content has not been changed.

DEPARTMENT OF THE ARMY
HEADQUARTERS, 13TH COMBAT AVIATION (DELTA) BATTALION
APO San Francisco 96215

14 February 1967

SUBJECT: Recommendation for Meritorious Unit Commendation

TO: Commanding General
1st Aviation Brigade
APO 96307

1. Pursuant to the authority contained in paragraph 203 AR 672-5.1 it is recommended that the Meritorious Unit Commendation be awarded to the 221st Reconnaissance Airplane Company (0-1) for exceptionally meritorious conduct in the performance of outstanding service during the period 1 February 1966 through 30 November 1966.

2. The 221st Reconnaissance Airplane Company (0-1) is assigned the mission of providing an integrated and coordinated aerial surveillance program and reconnaissance effort throughout the entire IV Corps (ARVN) area of operations. In addition to this primary mission, aircraft of this unit have flown virtually every type of mission of which the 0-1 is capable. These include, but are not limited to: airborne command post, artillery adjustment (includes naval gunfire), convoy escort, forward air control, tactical aero-medical evacuation, radio relay, airborne and air-landed resupply, flare drop, combat support liaison, psychological warfare, search and rescue, and combat observation.

In order to fulfill the unit mission requirements and to provide the most adequate support possible to elements of the IV Tactical Corps (ARVN), the aircraft of the 221st Reconnaissance Airplane Company (0-1) have been assigned specific unit support. The 1st Airplane Platoon is in direct support of the 9th Infantry Division (ARVN) with four aircraft assigned to support the Division Headquarters and one aircraft located in each of the Division's six sectors.

The 2nd Airplane Platoon is assigned to support Headquarters IV Tactical Corps (ARVN) and Headquarters 5th Special Forces (US).

The 3rd Airplane Platoon is assigned in direct support of the 7th Infantry Division (ARVN) with three aircraft supporting Division Headquarters and one aircraft co-located with each of the four Sector Headquarters within the Division's

area of responsibility.

The 4th Airplane Platoon supports the 21st Infantry Division (ARVN) with three aircraft assigned to the headquarters and another five aircraft assigned to the five Divisional Sectors, one aircraft co-located with each sector Headquarters. (See Annex A)

3. Because of the nature of its supporting mission and the need for close liaison the platoons are all co-located with the supported units, Sector, Division, Corps, consequently this company has aircraft stationed at and operating from fifteen separate airfields enabling it to provide a systematic reconnaissance and surveillance program over the entire 30,000 square miles of the IV Tactical Corps (ARVN) area. (See Tab 1 to Annex A)

4. During the period 1 February 1966 through 30 November 1966 the 221st Reconnaissance Airplane Company has flown a total of 30,074.8 pilot hours for an average of 3,007.4 hours per month. Aircraft time flown was 29,962 hours for an average of 2,996.1 hours per month. The two figures differ due to losses and gains of aircraft with a resultant loss or gain of time. Also, on occasion pilots of this unit have flown aircraft which are not organic to the company. The aircraft availability rate during that same period has averaged 92.6% the highest availability covered the last two months, 95% in both October and November 1966. The high rate was maintained on an average of 31 aircraft per month. Those averages, over a prolonged period, both flying and availability, are thought to be the highest for any unit in the United States Army. The company accident rate for the period is 9.96% Only three (3) accidents have occurred within the company during the period covered. (See Annex B & C)

5. Concurrent with the outstanding performance on the part of the pilots and the exceptional high availability rate of aircraft produced by the maintenance personnel, the 221st has maintained all allied forms and records which are so vital to the operation of the unit in a truly superior manner. The degree of completeness and accuracy of the records of the unit is exemplified in a letter from APJ-Star, commending the unit on having the best records in Vietnam. (See Annex F)

6. The exceptionally high morale and Esprit de Corps of the unit is exemplified by the low judicial punishment rate and through outstanding accomplishments. Additionally, extensions of personnel are an indicator. During the period 1 February 1966 to 30 November 1966 there have been 37 voluntary extensions to tours or, statistical, 24.6% based on an average monthly strength of 150.

7. The 221st Reconnaissance Airplane Company (0-1), in an effort to provide an immediate source of enemy information to the IV Corps (ARVN) Headquarters and the 13th Combat Aviation Battalion, as well as the particular sector involved, initiated a spot reporting system whereby all significant sightings of enemy locations, activity and movements, or lack of same, are reported immediately to the sector in which the sighting is made. It is then reported directly to the 13th Battalion S-2 who in turn relays the information to Headquarters, IV Corps (ARVN).

This system allows action to be taken immediately if such is appropriate. By making the information immediately available it eliminates hours of wasted time in which extremely valuable intelligence can become void.

The system rendered such positive results that it has now been adopted and put into a directive to be used by all pilots regardless of function, throughout the Republic of Vietnam. The enthusiastic response to the system can be measured by the fact that during the first month after its' initiation 87 sightings were reported by the "shotguns" and same type of action was taken on 43 of them.

8. At least one aircraft and pilot of the 221st Reconnaissance Airplane Company has participated in every action in the IV Tactical Corps (ARVN) area of operations from Sector through Corps level for the entire period of 1 February 1966 through 30 November 1966. On numerous occasions pilots of this unit have been instrumental in turning the tide of events in favor of the friendly forces. Some examples of these actions are:

a. On the night of 1-2 February 1 Lt Robert P. Donahue was the aerial observer and forward air controller flying an 0-1D light observation aircraft in support of a friendly outpost under attack by an estimated two companies of Viet Cong. Throughout the night 1 Lt Donahue flew missions dropping flares and directing the fire of the AC-47 "Puff" aircraft on station. Through his accurate locating of the enemy and directing of fire into the enemy's midst, the Viet Cong were forced to break contact and withdraw. (See Inclosure 1 to Annex D)

b. While performing a visual reconnaissance of Chuang Thien Province On 23 February 1966, 1Lt Daniel C. Riley located a suspected Viet Came sampan convoy with armed sampan escort. Descending to a lower altitude for closer surveillance, Li Riley's suspicions were confirmed when he received heavy automatic weapons and email arms fire from the armed escort at a canal intersection. Disregarding his extremely vulnerable position and still being the target of intense automatic weapons fire, Lt Riley called for and adjusted artillery fire, destroying one sampan and dispersing the others. (See Inclosure 2 to Annex D)

c. On 11 March 1966, 1Lt Larry G. Williams was performing a visual reconnaissance in support of a popular forces subsector operation when the Popular Forces made contact with an estimated Viet Cong Company. With complete disregard for his own personal safety 1Lt Williams made repeated low passes over the area to determine the exact location of the enemy positions. Although sustaining multiple hits in his aircraft he quickly and calmly evaluated the situation and requested artillery and armed helicopters. As a direct result of 1Lt Williams evaluations of the situation and immediate request for artillery and armed helicopters, he was able to accurately bring fire into the area turning the Viet Congs' sure victory over the Popular Forces Platoon, into defeat. See Inclosure 3 to Annex D)

d. On 10 May 1966, An Xuyen Sector Pilot 1Lt Edward J. Simonds, was directed to investigate reports of a grounded vessel on the east coast of An Xuyen Province. Upon arrival over the area he contacted the USS Brister and learned that the unidentified vessel had attempted to evade a search by a Navy Patrol craft. In the attempted evasion, the ship was run aground and her crew abandoned ship and set up defensive positions on the shore line. From their positions the Viet Cong had managed to stand off several boarding attempts. Shortly thereafter the decision was made to destroy the vessel. Lt Simonds directed the airstrike which resulted in the destruction of several tons of arms and munitions. (See Inclosure 4 to Annex D) Additional examples are inclosed in Annex D.

9. Although aircraft at the unit have taken 75 hits from enemy ground fire during this period, only one aircraft and pilot were lost as a result. This indicates that the pilots are frequently under enemy fire, which in fact occurs daily. Many aircraft and lives have been saved by the expert and professional manipulation of aircraft by the pilots. (See Annex E)

10. In compliance with the fullest spirit of the United States mission in the Republic of Vietnam, the 221st Reconnaissance Airplane Company (0-1) is very active in civic affairs. The unit has adopted an orphanage in Sec Trang and contributes the major portion of its support. In addition individual platoons of the company contribute regularly to the support of a second orphanage in Soc Trang and a third in Vinh Long. Members of one platoon purchased pews for a church being built in Bac Lieu. Several members of the company volunteer their skills in the teaching field and teach English classes to the Vietnamese populace in their off duty hours,

11. The 221st Reconnaissance Airplane Company (0-1) "Shotguns" have truly lived up to their motto of "Eyes Over The Delta" in providing the IV Corps (ARVN) with outstanding results in reconnaissance, surveillance and general fixed wing support. Their superior accomplishments in every field of endeavor, despite the hardships of a combat environment and shortage of equipment* exemplifying once again the true spirit of the American soldier. Through inspired leadership, pride in his unit and his country, and the motivation of being part of a well organized team, the "Shotguns" have demonstrated the epitome of performance and service that is in keeping with the highest traditions of the Military service and reflects great credit upon the 13th Combat Aviation Battalion and the Army of the United States at America'

JACK T. DEMPSEY
Colonel, Infantry
Commanding

Inclosure 1: Summary of Disciplinary Action
Inclosure 2: Venereal Disease Rate
Annex A: Company Deployment
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Inclosure 1 (Summary of Court Martial's and Disciplinary Action) To Recommendation for Meritorious Unit Company.

During the period 1 February 1966 thru 30 November 1966 there have been no trials by court martial resulting from charges preferred against any member of the 221st Reconnaissance Company (0-1)

Three occurrences of punishment under Article 15, UCMJ, 1951 have been imposed,

Inclosure II (Venereal Disease Rate) To Recommendation for Meritorious Unit Company.

During the period 1 February 1966 to 30 November 1966 the average venereal disease rate within the 221st Reconnaissance Airplane Company (0-1) has been 2.56%. This is based on an average company strength of 150 personnel and a total of 39 cases for the entire period.

Annex A: Company Deployment

Company Headquarters - Soc Trang

1st Platoon (9th Division)

Division Aircraft	(4ea) - Vinh Long
Sector Aircraft	
Vinh Binh	(1ea) - Tra Vinh
An Giang	(1ea) - Long Xuyen
Vinh Long	(1ea) - Vinh Long
Chau Doc	(1ea) - Chi Lang
Kien Giang	(1ea) - Rock Gia
Kien Phong	(1ea) - Cao Lahn
	TOTAL
	9ea

2nd Platoon (IV Corps - Special Forces)

VI Corps Aircraft	(3ea) - Can Tho
Special Forces Aircraft	(2ea) Can Tho
	TOTAL
	5ea

3rd Platoon (7th Division)

Division Aircraft	(3ea) - Vinh Long
Sector Aircraft	
Kien Tuong	(1ea) - Moc Hoa
Kien Hoa	(1ea) - Ben Tre
Go Cong	(1ea) - Go Cong
Dinh Tuong	(1ea) - My Tho
	TOTAL 7ea

4th Platoon (21st Division)

Division Aircraft	(3ea) - Bac Lieu
Sector Aircraft	
Bac Lieu	(1ea) - Bac Lieu
An Xuyen	(1ea) - Ca Mau
Ba Xuyen	(1ea) - Soc Trang
Chuong Thien	(1ea) - Vi Than
Phong Dinh	(1ea) - Can Tho
	TOTAL 8ea

The remaining two aircraft support the 221st Reconnaissance Airplane Company Headquarters and are used extensively as float aircraft.

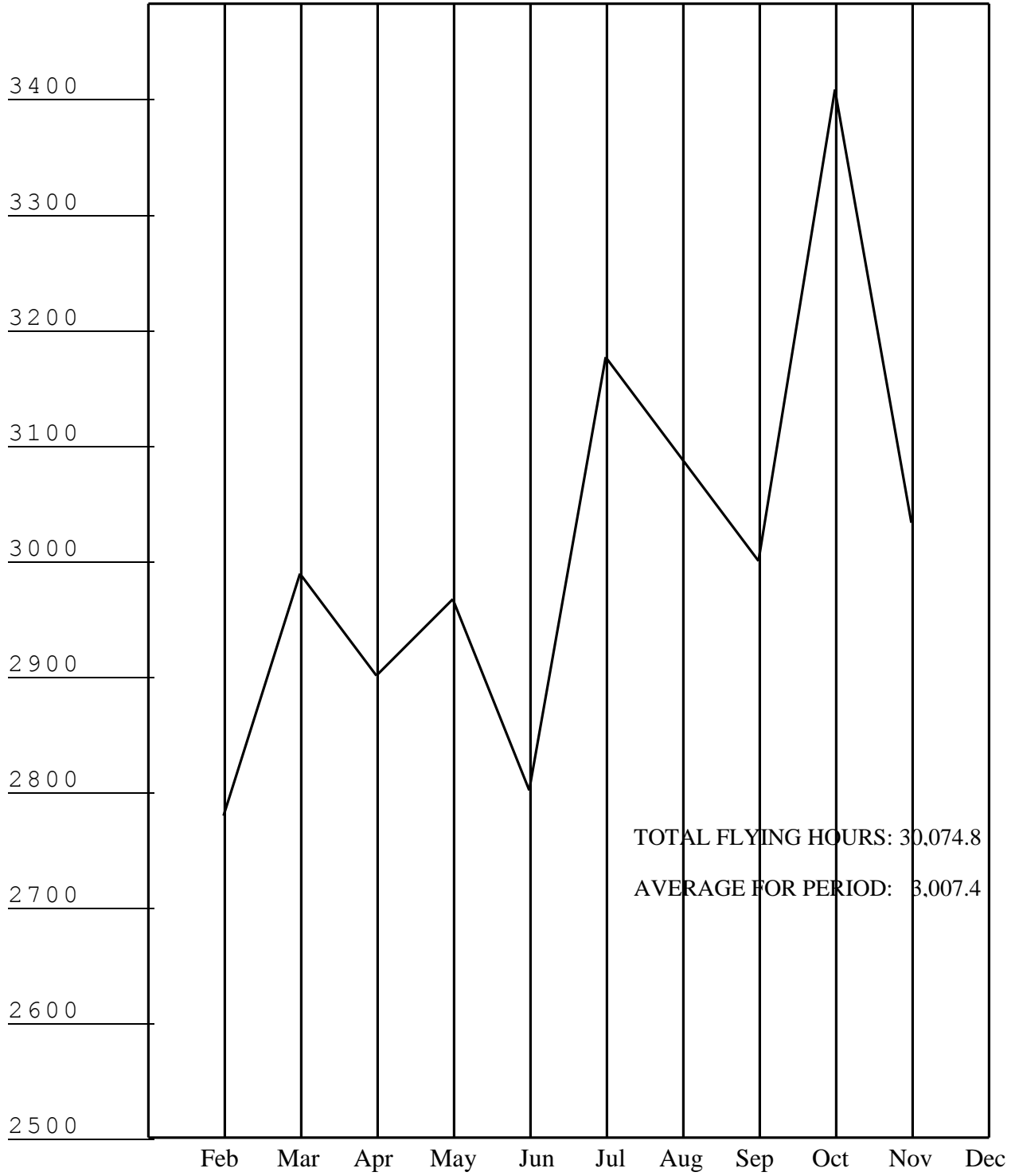
The basic unit of operation was located at sector or province level. Here the sector intelligence officer was responsible for assigning mission, targeting, briefing and debriefing the aviator and observer and forwarding reports to higher headquarters. At this level, repeated systematic coverage of the same area by the same aviator observer team resulted in complete familiarity with activity patterns in the area and made abnormalities immediately noticeable.

At division level, the primary utilization of aircraft was in support of combat operations, performing such missions as convoy escort, radio relay, artillery adjustment and combat observation. Additional support was also rendered to the sectors as well as conducting limited division surveillance. At times division utilized sector aircraft in support of division operations within that specific sector.

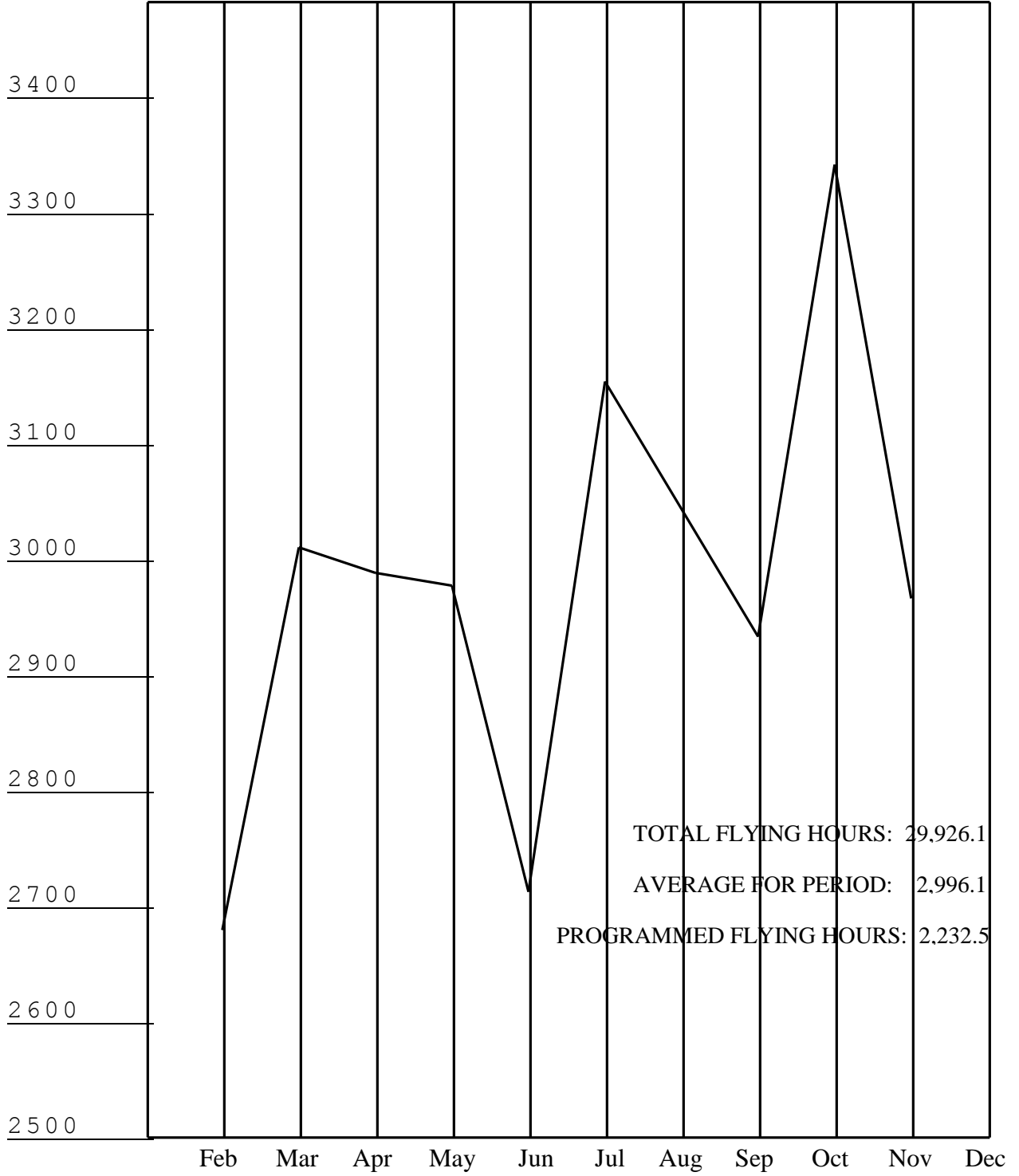
Corps aircraft were used primarily for radio relay between headquarters during division operations, adjustment of corps artillery, and naval gunfire. Special Forces aircraft provided border surveillance for remote outposts as well as combat observation in support of their operations.

An additional mission accomplished by the Corps personnel is that of aerial photography. The result of photo missions has provided the IV Corps headquarters vital information on areas of impending operations.

Annex B: Pilot Flying Hours
MONTHLY TOTAL



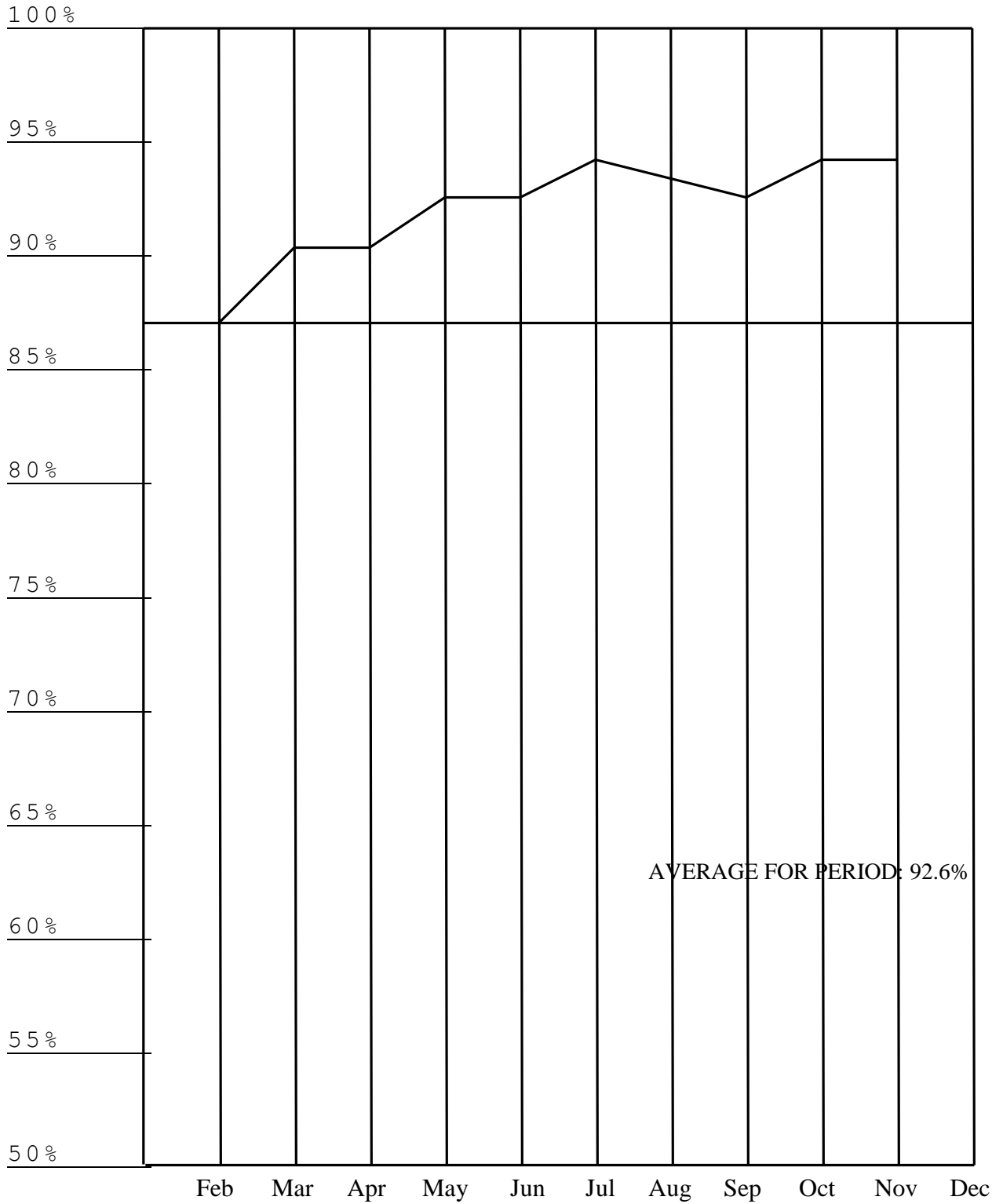
Annex C: Aircraft Flying Hours
MONTHLY TOTAL



Annex G: Aircraft Availability Rate

_____ MONTHLY TOTAL

_____ USARV TARGET RATE: 87%



ANNEX D: Shotgun Tactical Operations

1. Contained in this annex are examples of "Shotgun" activity in support of tactical operations in which the individuals concerned were instrumental in turning the tide of events in favor of the supported unit.

2. The examples cited were spread over a long period and are but a small sampling of the many.

Inclosure 1 to Annex D

On the night of 1-2 February 1966, First Lieutenant Robert P. Donahue, 05016654, was the pilot of an O-1D aircraft flying as aerial observer and forward air controller.

Informed that a friendly outpost was under heavy enemy attack at 2000 hours on the night of 1 February 1966, 1st Lt Donahue volunteered to fly in support of the beleaguered outpost to render what assistance his small aircraft could provide. Arriving over the outpost with a Vietnamese observer aboard, Lt Donahue made a thorough reconnaissance of the area to determine the location of enemy firing positions and obtain information from the outpost through his observer. Having determined the areas of enemy concentration Lt Donahue began to direct the fires of a C-47 armed flare ship, which quickly arrived over the post, by dropping his own flares to orient the C-47. Lt Donahue directed this fire for one hour with accurate and effective results at which time the enemy attack ceased, Lt Donahue's actions in utilizing all available information, directing the flare ship's fires, and maintaining contact with the outpost as well as with the Sector Operations Center, was outstanding. At 0300 hours on 2 February 1966, having regrouped, the Viet Cong again attempted to overrun the outpost. Becoming airborne in a matter of minutes, Lt Donahue was again quickly over the outpost, making many dangerously low passes over and around the post in an effort to locate enemy positions. Flying through intense enemy ground fire and with complete disregard for his own personal safety, Lt Donahue fired spotting rockets and dropped flares to direct the fires of the C-47 flare ship which was again over the scene. With the highest precision and professional techniques he directed the fire of the C-47 to within a few meters of the outpost itself with devastating results. At 0500 hours, after the Viet Cong attack had ceased, Lt Donahue withdrew the C-47 temporarily in order to make further low-level reconnaissance of the area. Again flying low through moderate and well aimed ground fire, Lt Donahue was able to detect Viet Cong forces retreating by sampan from the outpost area. Recalling the C-47, Lt Donahue once more directed accurate fire on these forces, successfully destroying several of the sampans and completely routing the VC forces.

Although having flown nearly the entire night and running dangerously low on fuel, Lt Donahue remained over the area until daylight when it was determined that the outpost was once more secure.

Inclosure 2 To Annex D

On 11 March 1966, 1/Lt Larry G. Williams was performing a visual reconnaissance in support of a popular forces subsector operation when the P.F. force made contact with an estimated VC company. With complete disregard for his own personal safety 1/Lt Williams made repeated low passes over the area to determine the exact location of the enemy positions. Although sustaining multiple hits in his aircraft he quickly and calmly evaluated the situation and requested artillery and armed helicopters. As a direct result of 1/Lt Williams's evaluation of the situation and immediate request for artillery and armed helicopters, he was able to turn the Viet Congs sure victory over the P.F. platoon into defeat.

Inclosure 3 To Annex D

While performing a visual reconnaissance of Chuong Thien Province on 23 February 1966, 1/Lt Daniel C. Riley located a suspected VC sampan convoy with armed sampan escort. Descending to a lower altitude for closer surveillance, Lt Riley's suspicions were confirmed when he received heavy automatic weapons and small arms fire from the armed escorts at a canal intersection. Disregarding his extremely vulnerable position and still being the target of intense automatic weapons fire, Lt Riley called for and adjusted artillery fire, destroying one sampan and dispersing the others. Lt Riley then notified the sector FAC and an immediate air strike was requested. Unable to contain the larger sampans in the convoy with his rockets, he again called for artillery. By adjusting the artillery ahead of the convoy, he delayed it until the fighters arrived. As a direct result of Lt Riley's immediate actions and timely decisions, seven sampans were destroyed, and ten badly damaged, thus ending a two week Viet Cong campaign of outpost harassments with the annihilation of their critical supply convoy. The VC lost an extreme amount of face in an area where government influence is almost non-existent. Lt Riley's actions were in keeping with the highest traditions of the United States Army and reflect great credit upon himself and the military service.

Inclosure 4 To Annex D

On 10 May 1966, An Xuyen sector pilot 1/Lt Edward S. Simonds, was directed to investigate reports of a grounded vessel on the east coast of An Xuyen province. Upon arrival over the area he contacted the USS Brister and learned that the unidentified vessel had attempted to evade a search by a Navy Patrol craft. In the attempted evasion, the ship was run aground and her crew abandoned Ship and set up defensive positions on the shore line. From their positions the VC had managed to stand off several boarding attempts. Shortly thereafter the decision was made to destroy the vessel. Lt Simonds directed the airstrike which resulted in the destruction of several tons of arms and munitions. After the airstrike a coast guard WPB closed to within 20 meters of the enemy vessel and was taken under intense fire. Lt Simonds, realizing the grave situation facing the men in the WPB, with complete disregard for his personal safety directed his aircraft at the enemy position from which the fire on the WPB was emanating and flew over the position at a very low level in an attempt to divert the enemy fire from the WPB and allow it to withdraw. Several times he repeated the low passes and each time came under intense ground fire. His efforts were successful and the WPB withdrew to safety. Learning that three personnel on board the WPB had been wounded, Lt Simonds, even though critically low on fuel and over VC infested territory, remained on station, requested a helicopter and coordinated the medevac of the three wounded personnel. Lt Simonds' quick thinking and personal heroism were directly responsible for the successful withdrawal of the WPB and prevented any further damage to the craft, injury, and possible loss of life to persons aboard and, aided in the destruction of the enemy vessel and the recovery of fourteen tons of arms and ammunition.

Inclosure 5 To Annex D

Captain Charles L. Pyles, on 5 July 1966, received a 0730 hours mission to conduct visual reconnaissance in conjunction with a US Special Forces unit operation at Hai Yen, An Xuyen Province, Vietnam. During the first flight he confirmed the unit's positions on the ground and assisted in guiding them toward the objective. After refueling he returned to the operation area to continue support of the unit by continued surveillance and artillery adjustment on suspected enemy positions. On completion of his second flight at 1125 hours Captain Pyles returned to his base of operations to prepare for a mission scheduled for that afternoon. At 1305 hours Captain Pyles was directed to return in support of the US Special Forces unit immediately. At 1325 hours he arrived over the operation area and was directed to search for the unit and quickly located it. Unable to establish communications with the Special Forces advisors, Captain Pyles, although receiving ground fire, made several low passes in an attempt to identify the advisors but was unable to locate them. Still disregarding the ground fire he made a visual recon south and east of the objective area. Noting activity, he arranged for time-on-target artillery to be fired in the direction of movement of the withdrawing enemy and successfully placed the artillery on target at the exact time the enemy entered the target area, killing or wounding at least 15 and dispersing the remainder. At 1500 hours two F-100 strike aircraft arrived in the area. Captain Pyles, still receiving ground fire, immediately directed them to suspected enemy withdrawal routes destroying four buildings and damaging ten. With his fuel almost exhausted he briefed the Air Force FAC pilot on the situation and returned to his home station. Captain Pyles, after flying seven hours and forty minutes; three hours while receiving almost continuous ground fire, returned to the air to fly another one and one-half hours of visual recon to complete the coverage of his assigned sector before he ended his mission for 5 July.

Inclosure 6 To Annex D

On 4 August 1966 at 0915 hours, Captain Larry G. Stockton was conducting a visual reconnaissance in the vicinity of Thanh Tri, Ba Xuyen Sector, South Vietnam when his aircraft came under intense ground fire. In an effort to locate the exact location of the source of ground fire, Captain Stockton made a low level pass over the area. His target was confirmed by intense automatic weapons fire. On a second pass over the area Captain Stockton fired a rocket into the area, only then did he determine the true importance of his target. He had located a VC Company acting as rear guard for a battalion. Captain Stockton immediately requested an air strike and that armed helicopters be dispatched to the area. He notified the sector headquarters and requested ARVN troops be scrambled to sweep the area on completion of the air strikes.

Approximately three hours elapsed between the time of request for air support and its actual arrival over the area. Despite the delay, Captain Stockton was successful in keeping the Viet Cong confined to a relatively small area. In doing so he was continuously subjected to small arms and automatic weapons fire.

With the arrival of the F-100's Captain Stockton directed the strike into the tree line where the VC were hiding. The strike netted a confirmed kill of five and an agent report later stated there were 40 killed and an undetermined number of wounded.

Inclosure 7 To Annex D

On 14 October 1966, 1/Lt Gale P. Dillard was conducting a visual reconnaissance in Bac Lieu Sector, South Vietnam when he received a call for help. A Regional Force Company from Vinh Chou Subsector, Bac Lieu Sector, was conducting a road clearing operation on highway between Vinh Chou and Bac Lieu. As the company neared the district town of Lai Hoa, they had been informed by the local civilians that a Viet Cong Company was planning to ambush the company a few kilometers up the road. As Lt Dillard arrived over the area the Viet Cong sprung their ambush. Almost immediately Lt Dillard spotted 30 to 40 Viet Cong withdrawing to the north away from the road. He immediately called the Sector Headquarters and requested an airstrike be put into the area, but this was denied as the Province Chief did not feel it was a worthy target. By this time Lt Dillard was receiving heavy automatic, weapons fire and had spotted an additional fifty to sixty Viet Cong concentrated in a small area two kilometers north of Lai Hoa. Again Lt Dillard recommended either an airstrike or armed helicopters be brought in. Sector approved the request but it was denied at Division level. After realizing that no air support was forthcoming it Dillard decided to do what he could to dislodge the enemy. He made four rocket passes over the Viet Cong position, each time sending a rocket ripping into the midst of the Viet Cong. On the fourth pass the Viet Cong broke from their positions and began to withdraw. Lt Dillard had expended all his rockets and had no further means to destroy the enemy, however he remained over the area until a critical fuel situation forced him to return to his home field and land. The next day civilian reports from the area reported twenty VC killed and numerous wounded as a result of Lt Dillard's rocket gunnery. His routing of the VC allowed the Regional Force Company to complete the clearing operation without a single casualty.

Inclosure 8 To Annex D

On 18 October 1966, Captain Paul S. Lerch was flying a combat observation mission in support of a sector operation north west of My Tho in Dinh Tuong Sector when he spotted approximately 30 Viet Cong fleeing the area. Realizing that there was not sufficient time to request airstrikes, Captain Lerch reported the sighting to the ground forces commander. He was directed to contain the Viet Cong if possible until artillery could be coordinated. While waiting for the word to commence the fire mission Captain Lerch used the four rockets which he was carrying to suppress the movement of the Viet Cong. His efforts netted 4 Viet Cong killed. As soon as artillery was available Captain Lerch directed the fire mission. As a result of his accurate fire and the precision with which he adjusted the artillery, 11 Viet Cong were killed.

Inclosure 9 To Annex D

On 23 October 1966, while conducting a visual reconnaissance in Vinh Binh sector 1/Lt Edward N. Moore 05417839, was contacted by a Popular Forces Platoon who reported being in contact with an unknown number of VC near Chou Than District town. Contact had been made during a road clearing operation. Flying over the area, Lt Moore's aircraft immediately came under small arms fire from two sampans. Lt Moore contacted artillery support and submitted his initial fire request. The Viet Cong had moved a considerable distance down stream by the time the initial volley arrived and an adjustment could not be made due to the speed at which the sampans were moving, and the time consumed at the artillery position in making the adjustment. In an effort to deny the enemy a successful escape from the area, Lt Moore flew his aircraft downward toward the scurrying Viet Cong sampans. As he descended, the Viet Cong opened fire hitting his aircraft in the left wing. He continued his descent until within range and fired two rockets into the trail sampan. Ground reports later estimated five Viet Cong killed. His action allowed the P.F. platoon to complete the clearing operation with no casualties and cost the Viet Cong five fatalities.

Inclosure 10 To Annex D

On 16 October 1966, Captain Richard A. Collins 05311084, was piloting an O-1D light observation aircraft in support of Vietnamese ground forces. Captain Collins received a call from the advisor of two Regional Force Companies, which were pinned down by navy automatic weapons fire. Arriving over the area Captain Collins immediately made a low pass at a very vulnerable altitude in order to draw enemy fire and locate their position. On the first pass his aircraft came under intense automatic weapons fire, enabling him to accurately locate the enemy positions, where upon he immediately requested armed helicopters. Denied his request for armed helicopters, yet determined to contain the enemy, Captain Collins, voluntarily and unhesitatingly, began a rocket run on the enemy he had located. Upon sighting the diving aircraft the Viet Cong initiated a withering volume of fire directed at his aircraft. In the face of this heavy volume of fire, Captain Collins, with complete disregard for his own personal safety, kept his aircraft in a dive until the last rocket was fired from an extremely vulnerable altitude to insure accuracy. So accurate were his rockets that two Viet Cong were confirmed killed and the remainder of the force was thrown into a state of confusion. Having expended all his rockets, Captain Collins continued to make low level passes exposing himself continuously and drawing enemy fire away from friendly troops. As a result of his heroic actions the Viet Cong were forced to break all contact and the pinned-down regional force units were allowed to move to a more tenable position with a minimum of casualties.

Inclosure 11 To Annex D

On 30 December 1966, at approximately 0730 hours Captain Ronald F. Massey was sent to Giao Duc District to VR the area is the vicinity of a road block on highway 4. When he arrived in the area, he found a road block at XS 033437 and was informed that the VC planned to ambush the troops that were to clear the road block. Captain Massey flew over the area as P.F. Platoons were deploying to provide security, but saw no activity. At approximately 0830 the 3rd troop of the 6th Cav Sqdn was moving from their base area in vicinity of XS 088453 to the road block to provide additional security when they received automatic weapon fire and 57RR fire from the tree line at XS 067453. As Captain Massey proceeded from the roadblock to assist the Cav he received moderate small arms fire from the wood lines at XS 064442 and XS 062441. Artillery was fired into the tree lines until armed ships arrived in the area which he directed on to the target. The enemy broke contact and when the friendly troops moved into the area, they counted 10 VC KIA and captured two machine guns and two AK-47 rifles. Later intelligence reports indicated that the unit which fired on the Cav was the 267 MG Co and the area from which Captain Massey had received fire was occupied by a second VC Company which fled the area after firing on his aircraft.

Annex E: Examples of Airmanship

1. On numerous occasions pilots, aircraft and observers have been saved through the professional competence of pilots of the 221st reconnaissance Airplane company (0.1),

2. This annex contains two of the most outstanding examples of such professional airmanship.

ANNEX E: Examples of Airmanship

Captain James E. Stone was piloting an O-1D aircraft on an artillery adjustment mission in support of a sector operation in Phong Dinh Sector when his aircraft came under intense hostile fire. An enemy bullet struck the aircraft in the engine compartment doing considerable damage to the carburetor and intake manifold. By manipulation of the throttle, Captain Stone was able to keep the engine running but with a constant loss in altitude. He immediately turned his aircraft toward highway four and friendly troops assuring himself that, if forced to land, his aircraft, the ARVN observer and himself would not fall into enemy hands.

Faced with the choice of landing on highway four and insuring immediate rescue or attempting to maintain flight and return to his home field, Captain Stone elected to attempt to return to Can Tho where he could secure a replacement aircraft and return to adjust the badly needed artillery fire for the engaged ARVN troops. Through his extremely well rounded knowledge of his aircraft and exceptionally professional flying ability, Captain Stone was able to maintain flying speed and control the loss of altitude to such an extent that he successfully flew the crippled aircraft to his home field approximately thirty kilometers away.

Upon arriving at Can Tho, Captain Stone had less than 200 feet of altitude left and was forced to land down wind, having insufficient room to maneuver his aircraft for a normal pattern. With the skill of a true, professional, he successfully completed the landing without further damage to his aircraft.

ANNEX E: Examples of Airmanship

On 12 July 1966, Captain Norman H. Svarrer was piloting an O-1D aircraft on a visual reconnaissance in Kien Giang Sector. After being airborne about two hours, the engine of his aircraft began to run extremely rough. The roughness continued for a few seconds and then the engine ceased to operate.

Immediately initiating restart procedures, Captain Svarrer was able to get a partial momentary restart but the engine again failed. Noting that the engine reaction very closely resembled that of fuel starvation, and in a desperate attempt to save his aircraft, he attempted a second restart. On the second attempt he was able to keep the engine running only by using the hand primer to pump raw fuel directly into the cylinders.

The aircraft continued to fly but was losing altitude rapidly because only partial power could be obtained from the engine in its malfunctioning state.

Realizing a landing would have to be made as soon as practicable, Captain Svarrer relayed his position to the flight following facility in Can Tho and proceeded toward the nearest suitable spot for a landing.

Unable to maintain sufficient altitude to reach his intended destination of Ha Tien, Captain Svarrer elected to land on a road about three kilometers short of his destination. He immediately requested personnel be dispatched to his location to secure the area until he and the aircraft could be evacuated by helicopter.

Captain Svarrer executed a perfect landing with no damage to any part of the aircraft and, aided by a squad of ARVN soldiers from a nearby outpost, secured the area until the aircraft could be sufficiently repaired to be flown back to his home field at Rach Gia.

By his thorough knowledge of his aircraft and immediate reaction to the situation, Captain Svarrer saved his aircraft from destruction and himself from possible death or falling into the hands of the Viet Cong.

Annex F: Letters of Recommendation, Commendation and Appreciation

1. Numerous units and agencies which the 221st Reconnaissance Airplane Company (0-1) supports have expressed their appreciation for the outstanding service;; rendered by this unit.

2. This annex contains many such letters. These letters are indicative of the high regard in which the 221st is held.

HEADQUARTERS
7th INFANTRY DIVISION ADVISORY DETACHMENT
US Military Assistance Command, Vietnam
APO San Francisco° 96359

MACV-MT-SA

29 December 1966

SUBJECT: Recommendation for Award of the Meritorious Unit Citation

TO: Commanding Officer
13th Aviation Battalion
APO 96215

1. The accomplishments by the 221st Aviation Company Light (Shotguns) for the 7th (ARVN) Infantry Division and its four component provinces during the period 1 May - 31 December 1966 are myriad. These include:

a. Convoy coverage within the Division Tactical Area with emphasis on highway 4, a national highway of such significance as to earn the title "lifeline of the Delta". It is significant that not one major ambush has occurred on Highway 4 since "Shotgun" assumed convoy coverage responsibilities.

b. Serving as radio relay, not only for vital administrative communications, but also for tactical communications between operational units and the ground command post during the temporary absence of command and control helicopters. This role has always been performed in highly effective fashion, the exigencies of many tactical situations notwithstanding.

c. Combat support of 39 Division operations and uncounted sector, regimental, and separate unit operations. Shotgun assistance in this sphere of operations has been particularly noteworthy in locating enemy unit/weapons positions and directing supporting fires thereon; locating enemy escape routes and directing interdiction thereof; and providing constant position locations to friendly ground units operating over extremely difficult terrain wherein accurate land navigation is all but impossible without detriment to the speed and accuracy of movement required in mission accomplishment.

d. Constant visual reconnaissance of the entire Division Tactical Area resulting in intelligence coverage that is timely and exhaustive in detail. "Shotguns" have been responsible for the location, and ultimate destruction, of innumerable fleeting targets which characterize and make difficult the conduct of this war.

2. In accomplishing the preceding and countless other daily tasks, "Shotguns" in this area have demonstrated to a man the ultimate in professional competence and dedication to duty. Their sole interest has been in serving the supported unit in "can-do" fashion, whether the requirement is one of a trivial administrative nature or one involving complex operational responsibilities. They represent in magnificent fashion, individually and by unit, the highest qualities of courage, adaptability, and dependability desired in American fighting men. Certainly their performance merits award of the Meritorious Unit Citation. Without reservation, I so recommend.

A TRUE COPY

s/JOHN E. LANCE JR.
t/JOHN E. LANCE JR.
Colonel, Infantry
Senior Advisor

HEADQUARTERS
21ST INFANTRY DIVISION ADVISORY DETACHMENT
Advisory Team 51
APO 96402

MACTN-BL-SA

14 February 1967

SUBJECT: Recommendation for Award of the Meritorious Unit Citation

TO: Commanding Officer
13th Combat Aviation Battalion (Delta)
APO 96215

1. As senior advisor to the 21st Infantry Division, Army of Vietnam, I would like to take this opportunity to contribute to the recommendation of the 221st Reconnaissance Airplane Company for the Meritorious Unit Citation.

2. The 4th Platoon of the 221st Company backed up by the full company provides direct support to the 21st Infantry Division in daily combat with the Viet Cong enemy. The platoon has deployed aircraft in each of five sector capitals within this division tactical area. Platoon headquarters is located at division headquarters in Bac Lieu. The 4th Platoon is charged with the mission of conducting aerial surveillance in each of the five military sectors on a daily basis to include coverage of the coast line at least once daily. The sector aircraft are expected to gain a depth of knowledge of each sector which will permit easy recognition on changes in habitual patterns of activity. Additionally, the platoon is expected to conduct collateral tasks of artillery adjustment, convoy cover, route reconnaissance for deployed surface forces to include armored personnel carriers, radio relay and command and liaison flights.

3. Without exception, the 4th Platoon has performed its missions in an exemplary manner during the period from July 1965 to the present. Platoon leaders and individual aviators and crewmen have been completely responsive to all requirements placed upon them. They have never complained or shirked their duties despite the severe tests placed upon them by daily combat in a counterinsurgency environment. Their performance has exceeded the high standards normally expected of Army Aviators.

SUBJECT: Recommendation for Award of the Meritorious Unit Citation

4. Individual aviators exposed themselves unhesitatingly to high volumes of hostile fire to return with enemy sightings so that division operations could be undertaken. They mounted aerial rockets to their O-1 aircraft to provide immediate protective fires when they or friendly forces were engaged by enemy forces. They have tracked the six main forces and provincial Viet Cong through countless mangroves and canal lines and they have chased hundreds of guerillas through the rice paddies. One aviator and his sector observer was shot down and killed while engaged in ferreting out a local forces company in advance of a sector operation.

5. Throughout the period, the 4th Platoon has maintained an extremely high aircraft availability rate which is matched only by the eagerness of aviators to press operations against the Viet Cong.

6. For its part, the 21st Infantry Division has conducted 69 division operations, all of which have been airmobile and have been supported enthusiastically by the 4th Platoon. Major Viet Cong forces have been engaged 28 times with the 4th Platoon making major contributions to the ensuing victories by sightings of Viet Cong and keen recommendations on employment of division forces. During the time that troops were assembled for division operations, the sector aviators covered other areas in the division tactical area, insuring that the Viet Cong did not mass sufficiently to pose a threat while troops were gone from their normal security stations. After the operations were completed, aviators of the 4th Platoon then were tasked with the requirement to insure that the troops returned from the battlefield without being ambushed. Since the 221st Company elements have been in the sector, there has been no successful Viet Cong ambush of a unit covered by its O-1 airplanes.

7. Throughout the period, the 221st Company has backed up the 4th Platoon with additional aircraft and aviators to ensure that the 21st Division were adequately supported at all times. The caliber of support has far exceeded that provided by other military activities which also are equipped with the same O-1 type aircraft. The division commander often has come to me to ask for additional support from the 4th Platoon when he was unable to receive support from aircraft flown by his own nationals. He depends heavily upon the uniformly high quality of support rendered by the 4th Platoon. As a Master Army Aviator myself, I

can state that I could wish for no finer surveillance support than that rendered consistently by the 4th Platoon, 221st Reconnaissance Airplane Company.

8. I recommend strongly that the 221st Reconnaissance Airplane Company be awarded the Meritorious Unit Citation based upon its sterling support provided the 21st Infantry Division

WILLIAM J. MADDOX JR.
Colonel, Armor
Senior Advisor

DINH TUONG SECTOR
7TH INFANTRY DIVISION ADVISORY DETACHMENT
US Military Assistance Command, Vietnam
APO 96359

MACV-MF-DT

17 January 1967

SUBJECT: Letter of Appreciation

Commanding Officer
221st Reconnaissance Airplane Company
13th Aviation Battalion
APO San Francisco 96215

1. As I review the results of our advisory effort in 1966 and plan for the new year. I am reminded of the outstanding support rendered by the members of your command. The cooperative and aggressive spirit of your "Shotgun" pilots, coupled with their professional competence, has been a major factor in the many combat successes we have enjoyed in the past year. Your officers and men have been loyal and productive members of my team, and I have noted with great respect their eagerness to assist and willingness to accept the hazards of aerial flight in a combat zone.

2. Among the many combat missions performed by your pilots have been visual reconnaissance of the sector area, artillery adjustment, radio relay, command and control, and convoy escort. In addition, I have used them for command liaison, aerial resupply, mail and courier service, and other aerial support operations. The versatility of the light reconnaissance aircraft has been duly demonstrated, and your personnel have shown that the Army aviator is an invaluable asset to the Sector Advisory effort.

3. I am looking forward to continued success in 1967. If it is to be achieved, this outstanding support and cooperation from your pilots will be an essential ingredient. Please extend my sincere appreciation to the men behind the scenes in your company. I fully recognize that their effort is a prime reason for the splendid performance of your pilots.

A TRUE COPY

a/Royal B. Brown
t/ROYAL B. Brown
LTC, Infantry
Sector Advisor

S T A T E M E N T

Elements of the 221st Aviation Company have supported this Province under the most arduous conditions, constantly displaying professionalism, skill, and the grim determination to accomplish the mission without regard for their personal safety. On countless occasions since my arrival in Kien Hoa province, they have unhesitatingly placed themselves in extremely hazardous positions in order to more effectively support the operation. Even while receiving intense enemy automatic weapons fire, they stayed on the job until the mission was accomplished or until they were ordered away from the area.

The manner in which the members of the 221st Aviation Company perform these hazardous tasks serves as an inspiration to American, and Vietnamese alike. Maintaining a high state of esprit de corps these men stand ready and anxious to serve when and where needed.

Their professional competence and the way in which they have given unstintingly of themselves in a most courageous manner place this unit among the outstanding units in the United States Army.

A TRUE COPY

a/HERMAN H. JAMES JR.
t/HERMAN H. JAMES JR.
Lt Colonel, Infantry
069 697

HEADQUARTERS
AN GIANG SECTOR ADVISORY SECTION
US Military Assistance Command, Vietnam
APO, San Francisco 96215

MACV-9th-AG

5 January 1967

SUBJECT* Letter of Appreciation

TO: Commending Officer
221st Aviation Company
APO, US Forces 96296

1. It is with great pleasure that I forward to you this letter of appreciation for the truly outstanding support which elements of your company have provided to An Giang Province during the period 15 July 1966 - 31 December 1966.

2. First Lieutenant Dennis P. McAndrew, flying the O1D, has flown an average of 100 hours per month, with an average daily flying time of 4 hours. The types of missions flown over An Giang Province (land area of approximately 2340 square kilometers) included the following:

- a. Combat operation
- b. Visual Reconnaissance
- c. Convoy Escort
- d. Radio Relay
- e. Aerial Delivery of Messages and Mail
- f. Paywar Leaflet Drops
- g. Search and Rescue
- h. Aero Medical Evacuation
1. Personnel Transport
- j. Combat Support

MACV-9th-AG

5 January 1967

SUBJECT: Letter of Appreciation

3. Of significant importance to the Sector Commander was the support provided during combat operations in An Giang and adjacent provinces. During the 5½ month period, Lieutenant McAndrew supported 19 sector operations and 109 sub-sector operations. While performing his combat support missions, he received hostile fire on two occasions with no hits; and because of his professional skill and technical expertise he succeeded in flying 550 accident free hours during the period 15 July 1966 - 31 December 1966.

4. As the Sector Advisor, I have been able to observe at close hand the professional attitude of several elements of the 221st Aviation Company. In over 20 years of service as an officer in the United States Army, I have never received such timely, unfailing, and competent aviation support as that provided by you and the officers and men of your company. On behalf of the Province Chief, Lieutenant Colonel Ly Ba PHAM, and all the officers and men of Advisory Team 53, I express to you our heartfelt appreciation for a job exceptionally well done.

****A TRUE COPY****

s/William J. Whitener
t/WILLIAM J. WHITNER
LTC, Infantry
Sector Advisor

HEADQUARTERS
VINH BINH SECTOR ADVISORY SECTION
US MILITARY ASSISTANCE COMMAND, VIETNAM
APO US Forces 96314

MACV-9th-VB

14 December 1966

SUBJECT Unit Commendation

TO: Commanding Officer
221st Reconnaissance Airplane Company (O1)
APO 96296

1. I wish to take this opportunity to commend the O1 aircraft pilots of the 221st Reconnaissance Airplane Co (Shotguns) for the support and assistance rendered to this Advisory Team and this Province.

2. Throughout my tenure and the tenure of my predecessor, members of this outstanding unit have rendered services above and beyond that which is normally expected. During two specific instances individual pilots have been cited in writing by my predecessor and myself for outstanding service. On 13 April 1966, 1st Lt Darryl R. Cagle, 050406244, a pilot of the 1st platoon, risked his life to assist in the recovery of Major Donald R. Devilbiss, a member of this advisory team, who went down with a USAF "FAC" pilot in a VC base area. And again, on 24 October 1966, 1st Lt Edward Moore, 05417839, of the same platoon, was credited with sinking one sampan with 5 Viet Cong aboard. During this operation his plane took a hit from ground fire. These are just two of numerous achievements rendered by this outstanding unit.

3. The professional skill and high level of maintenance exhibited by the members of this company and the courteous and cooperative spirit they have maintained with both Vietnamese and American personnel is a direct tribute to its leadership and training.

4. On behalf of Advisory Team 57, Vinh Binh Province, I wish to express appreciation for a job extremely well done and look forward to cooperation and accomplishments.

****A TRUE COPY****

s/Lawrence H. Bulawsky Jr.
t/LAWRENCE H. BULAWSKY JR.
LTC, Inf
Senior Advisor

HEADQUARTERS
VINH LONG SECTOR ADVISORY SECTION
US MILITARY ASSISTANCE COMMAND, VIETNAM
APO US Forces 96357

MACV-9th-VL

15 December 1966

SUBJECT Outstanding Support (221st Aviation Company)

To: Commanding Officer
221st Aviation Company
APO 96296

1. Throughout my tour here in Vinh Long as sector Advisor, the "Shotgun Pilots" of the 221st Aviation Company have provided outstanding support to this Province.

2. Well over 900 missions have been flown in this Province alone during every hazard of weather, under the most violent combat conditions, in daylight and at night. Every mission has been performed in the highest traditions of aerial combat.

3. The pilots have contributed materially to every phase of operation in this province. They have consistently provided

a. Vital observation for the control of supporting fires and the movement of forces.

b. Essential radio communication link in times of crisis.

c. Significant deterrent to the enemy and psychological support to the friendly forces committed on the ground.

4. The efficiency, judgment, and intelligent appreciation of the situation by these officers has been unparalleled. Their dedication to the mission, and raw courage has been far beyond the call of duty. There is no doubt that were it not for the outstanding contribution made by these pilots we would not have been able to accomplish the mission.

s/Louis G. Michael
t/LOUIS G. MICHAEL
LTC, Inf
Sector Advisor

DEPARTMENT OF THE ARMY
HEADQUARTERS, 13TH COMBAT AVIATION (DELTA) BATTALION
APO San Francisco 96215

AVBA-DB-8

14 December 1966

SUBJECT: The Army Equipment Records System (TAERS)

To: Commanding Officer
221st Aviation Company
APO 96215

1. I am extremely pleased to note that the maintenance of equipment records in the 221st Aviation Company (SAL) is of the same excellence for which the Company is known in operational matters.

2. The proper maintenance of these records, the meaning of which is frequently lost to the men who do the job, indicates their pride in their job and the Company, and once again proves that the 221st Aviation Company (SAL) is one of which they may be justly proud.

1 Incl
1. Ltr APJ-STAR

s/Jack T. Dempsey
t/JACK T. DEMPSEY
Col, Inf
Commanding

****A TRUE COPY****

APJ-469
HHD, 58th TRANS BN
APO 96307

8 December 1966

SUBJECT: Preparation of "The Army Equipment Records" (TAERS)
by the 221st Recon Airplane Company

To: Commanding Officer
13th AVN BN Aviation Company
APO 96215
ATTN: Col Dempsey

1. I would like to take this opportunity to commend the 221st Recon Airplane Company, for the outstanding manner in which they prepare and maintain TAERS forms.

2. This unit has the most accurate DA FORMS 2408-3, 2407, and 2405 that I have had the privilege to review throughout Viet Nam. It is extremely evident that this unit has expended extra effort in the preparation of these forms to insure their completeness and accuracy. It is also evident that this unit realizes the importance of the data entered on these forms and future results to be derived from this data.

3. During my last visit to this unit, 18 November 1966, I was unable to detect any discrepancies in the preparation of TAERS forms. It was noted that TM 38-750 is strictly adhered to and that personnel were quite knowledgeable of its contents.

4. It is remarkable that the forms are prepared in such an outstanding manner as they are, especially when you consider the fact that the aircraft assigned to this unit are spattered throughout the Delta.

5. If all other aviation units in Viet Nam displayed the initiative and interest in the TAERS program that is displayed by the 221st, the TAERS program would be a definite asset for future planning, programming, and improvement of Army Aviation.

6. The consistent high availability, utilization and quality of maintenance of this unit proves that good records can be maintained without detriment to mission accomplishment. Indeed, it appears that the good records aid in this accomplishment.

7. Other units of your battalion are making considerable progress in TAERS improvement.

8. Again, I would like to say that the 221st Recon Airplane Company is to be highly commended for their outstanding efforts and initiative in the TAERS program.

A TRUE Copy

a/William L. Curtis
t/WILLIAM L. CURTIS
APJ - STAR

10TH REGIMENT
ADVISORY TEAM 75
Military Assistance Command, Vietnam
APO 96359

MACV-MT-KH

14 December 1966

SUBJECT: Recommendation for Award of Presidential Unit
Citation

To: Commanding Officer
221st Aviation Company
13th Aviation Battalion
APO 96215

1. The 221st Aviation Company is hereby recommended for award of the Presidential Unit Citation for outstanding combat support of the 10th Infantry Regiment during the period May 1966 to the present. Continuous observation support and aerial adjustment of supporting fires were accomplished in a superior manner. In addition, particularly those pilots with designations of Shotgun 32, 35, 36 and 39, rendered support to the Regiment above and beyond the requirements of their normal operational duties. This was particularly evident in those instances when battle had been joined or contact was imminent, these pilots maintained continuous contact with advisors on the ground, and during frequent periods of poor radio communication, provided critical radio relay to regimental headquarters and support elements. Additionally, they performed such additional support as voluntarily dripping in necessary equipment such as radio batteries and radio components. Shotgun pilots have consistently taken it upon themselves to be concerned about the location and direct support of ground units, thus inspiring great confidence in them by this Regiments commanders and advisors. Shotgun pilots consistently supported maneuver units of the regiment after the termination of an operation had removed fire and command support from the operational area; to this extent of flying observation cover till darkness made it impossible to assist further. The aforementioned support was frequently rendered the regiment at great personal danger to the pilots. On several recent occasions, their aircraft were hit by some of the heavy

small arms and automatic weapons fire from enemy units which has encircled elements of the Regiment. These and many other instances show clearly the outstanding attention to duty and concern for the supported elements that has characterized Shotgun pilots of the 221st Aviation Company. Through their collective effort they have greatly enhanced both the effectiveness of Army Aviation, and the combat capabilities of the 10th Regiment.

A TRUE Copy

a/Vincent P. Reinstein
t/VINCENT P. REINSTEIN
Major, Infantry
Senior Advisor

S T A T E M E N T

During the period 12 June 1966 to the present, I had the opportunity, as Battalion Advisor to the 41st Ranger Battalion, to work with the Shotgun pilots of the 221st Aviation Company on countless occasions. As a result of this association under battlefield conditions, I believe that I am justified in recommending the pilots of this unit for the award of the Meritorious Unit Citation.

The 41st Ranger Battalion has worked with shotgun. 31, 32, 35, 37 and 39 on Division, Regimental, and Sector operations in the provinces of Dinh Tuong, Kien Hoa, and Go Cong during this seven month period of time. In the conduct of these operations I have called on Shotgun pilots to provide reconnaissance, report friendly locations, adjust artillery fire, provide radio relay, and mark suspected enemy locations with rocket fire. All of these pilots have displayed an extremely professional manner in accomplishing their requests.

I have noticed this professionalism in every case. Shotgun pilots have reported accurately the location of landing zones to be used for the medical evacuation by helicopter of several wounded men of the battalion. In so doing, their prompt and accurate information has saved the lives of these men. Shotgun pilots, with their ability to remain on station over an operational area for extended periods, have constantly remained informed of the enemy and friendly situations. This has resulted in many cases their aircraft being the only means of controlling an entire operation by radio communications when a command and control helicopter has to return for fuel.

I feel I can also speak for my counterpart, Major Toan, the 41st Ranger Battalion Commander. He has on many occasions informed me that the only communications he can make with higher headquarters has been through the Vietnamese observer which the shotgun pilots fly, He has relied on these observers for the same reasons I have relied on the pilots.

When we are not on combat operations, my battalion has utilized Shotgun pilots on countless convoys. we have rarely moved anywhere without a Shotgun overhead to

relay checkpoints, recon the road ahead for possible ambushes or roadblocks, and report information to higher headquarters in the event of trouble.

This tireless devotion to duty and professional manner has earned the respect of all, American and Vietnamese, who I have seen work with these pilots. I therefore would like to recommend this unit for the award of the Meritorious Unit Citation.

A TRUE COPY

s/ Wayne B. Parker
t/ WAYNE B. PARKER
C P T I N F
096 116

PROPOSED CITATION FOR MERITORIOUS UNIT COMMENDATION
UNDER THE PROVISIONING ESTABLISHED BY WAR DEPARTMENT
CIRCULAR 345 DATED 1944 AND BY DIRECTION OF THE SECRETARY
OF THE ARMY THIS MERITORIOUS UNIT COMMENDATION IS AWARDED
TO:

THE 221ST RECONNAISSANCE AIRPLANE COMPANY (O-1)
FOR EXCEPTIONALLY MERITORIOUS CONDUCT IN THE PERFORMANCE OF
OUTSTANDING SERVICES IN CONNECTION WITH SUSTAINED
OPERATIONS AGAINST AN ARMED ENEMY DURING THE PERIOD 1
FEBRUARY 1966 TO 30 NOVEMBER 1966, IN THE REPUBLIC OF
VIETNAM. DURING THIS PERIOD THE 221ST RECONNAISSANCE
AIRPLANE COMPANY (O-1) OPERATED ITS' THIRTY ONE O-1D
AIRCRAFT FROM FIFTEEN SEPARATE FIELD LOCATIONS, PROVIDING
THE IV CORPS (ARVN) TACTICAL AREA WITH MISSION SUPPORT IN
EVERY FIELD OF WHICH THE O-1D IS CAPABLE. THROUGH THEIR
OUTSTANDING EFFORTS THE 221ST RECONNAISSANCE AIRPLANE
COMPANY (O-1) HAS PROVIDED AN INTELLIGENCE GATHERING
PROGRAM SO HIGHLY SUCCESSFUL IT IS NOW USED THROUGHOUT THE
REPUBLIC OF VIETNAM. PILOTS OF THE COMPANY HAVE PROVIDED
MISSION SUPPORT FOR EVERY OPERATION CONDUCTED IN THE IV
CORPS (ARVN) TACTICAL AREA FROM SECTOR THROUGH CORPS LEVEL
FOR THE ENTIRE PERIOD, IN DOING SO THE UNIT HAS AMASSED AN

UNPARALLELED TOTAL OF 30,074.8 FLYING HOURS WHILE
MAINTAINING AN AIRCRAFT AVAILABILITY RATE OF 92.6 PERCENT.
THROUGH THEIR FORTITUDE, PRESERVERANCE, AND GALLANT EFFORTS
THE OFFICERS AND MEN OF THE 221ST RECONNAISSANCE AIRPLANE
COMPANY (O-1) HAVE CONTRIBUTED GREAT MEASURE TO THE SUCCESS
OF THE COUNTERINSURGENCY EFFORT IN THE REPUBLIC OF VIETNAM.
THE DEVOTION TO DUTY, PROFESSIONALISM AND SUSTAINED
OUTSTANDING ACHIEVEMENTS BY THE MEMBERS OF THE 221ST
RECONNAISSANCE AIRPLANE COMPANY (O-1) IS IN KEEPING WITH
THE HIGHEST TRADITIONS OF THE MILITARY SERVICE AND REFLECTS
GREAT CREDIT UPON THEMSELVES AND THE ARMED FORCES OF THE
UNITED STATES.