1966

HISTORY OF THE 20TH HELICOPTER SQUADRON



MEMORANDUM

Date: 27 Dec 94

From: 20 SOS/CCX

To: WHOM IT MAY CONCERN

Subject: DOCUMENT CLASSIFICATION

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1. The documents contained herein are portions of the 1ST/16TH SOW histories for the dates shown on each document. The SOW histories as a whole are classified for the most part.

2. The documents in this binder are a compilation of materials from varied sources and have all been declassified if necessary. Sheets showing declassification are all posted in the last document protector for each respective binder.

3. Any materials you feel may be of questionable classification you are encouraged to bring to my attention and I will endeavor to alleviate your apprehensions.

SQUADRON HISTORIAN

1966

History of the 20 Helicopter Squadron

Numbered Air Force: 7th Location: Nha Trang AB, RVN

Wing: 14th Air Commando Wing Type Aircraft: H-3

Hours : 11,652

Sorties: 9079 Combat Sorties: UNK Passengers: 73,444 Cargo: 14,939,887 lbs.

Commander: Lt. Col. Lawrence R. Cummings

Senior Enlisted: UNK

Personnel Strength (Min/Max): UNK Officers UNK Enlisted

Commentary: The 20th Helicopter Squadron (Support) was deactivated on 8 March 1960 at Myrtle Beach AFB, N.C. On 8 October 1965 the 20 Helicopter Squadron was activated at Eglin AFB, Fl. with the objective of preparing for deployment to Southeast Asia. The mission statement for the new squadron was " Support various Air Force combat activities, such as the communications sites, Tactical Air Control System, air liaison officers, airfield construction, aeromedical evacuations, counter-insurgency operations, and to support/ augment search and rescue forces in SEA if required. The unit will also be responsive to priority requirements of MACV." The squadron had four flights dispersed at various locations to include Nha Trang, Tan Son Nhut, Danang, Cam Rahn Bay, Nakon Phanom, and Udorn.

Significant Missions: From January through March the squadron supported operation "Double Eagle" - transporting Marines and equipment to forward locations; the largest such operation since the invasion of Inchon, Korea. They also supported numerous VIP flights to include a aerial demonstration for the king and queen of Thailand, and laid coaxial cables up Monkey Mountain to a site located at it's peak. 1966 also saw the squadron's first missions into the infamous Ashau Valley where they assisted the evacuation of an Army Special Forces camp that had been overrun by enemy forces (estimated at 2 regiments in size).

Significant Awards: UNK

20th HELICOPTER SQUADRON

(S) The 20th Helicopter Squadron's contribution to the 14th Air Commando Wing was unique. Created to accomodate the airlift requirements necessary to sustain Air Force Operations in Southeast Asia, the squadron performed a number of vital actions for a large and varied number of using agencies.

(S) The 20th Helicopter Squadron mission was to:[81]

> "Support various Air Force combat activities, such as the communications sites, Tactical Air Control System, air liaison officers, airfield construction, aeromedical evacuations, counter-insurgency operations, and to support/augment search and rescue forces in SEA if required. The unit will also be responsive to priority requirements of MACV."

(S) As of 1 January, the squadron was young in terms of time, but already a veteran of nearly three months operation.[82] At that time, the outfit was under the operational control of 2d Air Division and was operating from three locations. But the nature of its mission and organization made it a natural for the projected 14th Air Commando Wing.

(S) The requirement for air transportation in the theater had increased steadily during the last months in 1965. One method of augmenting the resources available was to assure an in-house capability. Helicopters seemed the ideal solution in view of their ability to operate into sites not readily accessible to fixed wing transports. Their use would be primarily for Air Force requirements but they could respond by command agreement to support other services.

81 7AFOplan 426-66, "Pony Express," 15 Apr 66. Ex 37 (Original only). (S)
82 Special Order G-168, Hq PACAF, 5 Oct 65. Ex 38. (U)

(S) To meet requirements the squadron was authorized 14 UE aircraft (CH-3C) with a crew ratio of 1.5 per aircraft. Since the CH-3C was highly susceptible to foreign object damage (FOD), operations from other than hard surfaced areas would result in low in-commission rates.

(S) Other limitations on the use of the helicopters were range , ACL ratio which made short range missions the most economical, and the necessity for establishing adequate supply channels in order to maintain an acceptable in-commission rate to respond effectively at dispersed operating locations.

(S) 20th Helicopter Squadron elements would have to maintain a high degree of flexibility and versatility in order to meet operational requirements. This could best be done by positioning detachments at centralized locations in RVN. Although the senior Air Force unit at thos installations would monitor the activities of the squadron, operational control would remain with the 14th Air Commando Wing Commander. The wing would also provide administrative, logistical and maintenance support for aircraft (six CH-3Cs) locatedat Nha Trang. Other primary operating bases were: Tan Son Nhut, (five aircraft); and Da Nang (three aircraft). As of 1 January the squadron headquarters was located at Tan Son Nhut, but would move to Nha Trang when the move was feasible.[83]

(S) Not all the projected plans for the squadron developed. Nha Trang was not capable of becoming a primary operating location at the time the wing was activated, but the squadron became a part of the unit anyway.[84] (Headquarters and operating locations shown in Figure 6).

83 7AFOplan 426-66, "Pony Express," 15 Apr 66. Ex 37 (Original only).(S)
84 Special Order G-45, Hq PACAF, 16 Feb 66. Ex 1. (U)

HEADQUARTERS

1 Jan - 14 Jun 66, Tan Son Nhut AB, RVN / 15 - 30 Jun 66 Nha Trang AB RVN

Lt. Col. Lawrence R. Cummings, Commander

1 - 9 Jan 66

A FLIGHT	B FLIGHT	C FLIGHT
Tan Son Nhut	Da Nang	Cam Ranh Bay

10 Jan - 2 Feb 66

A FLIGHT	B & C FLIGHTS
Tan Son Nhut	Da Nang

3 Feb - 14 Mar 66

A FLIGHT	B & C FLIGHTS	D FLIGHT
Tan Son Nhut	Da Nang	Nakom Phanom(Thailand)

15 - 31 Mar 66

A FLIGHT	B FLIGHT	C FLIGHT	D FLIGHT
Tan Son Nhut	Da Nang	Nha Trang (RVN)	Nakom Phanom

1 Apr - 16 May 66

A FLIGHT	B FLIGHT	C FLIGHT	D FLIGHT
Tan Son Nhut	Da Nang*	Udorn(Thailand)	Nakom Phanom

*Limited operations (Aircraft TDY to A Flight 6 - 16 May 66)

17 May - 27 Jun 66

A FLIGHT	B & C FLIGHTS	D FLIGHT
Tan Son Nhut	Udorn	Nakom Phanom

27 - 30 Jun 66

A FLIGHT	B, C & D FLIGHTS
Tan Son Nhut	Udorn

Figure 6
Headquarters and Operating Locations
20th Helicopter Squadron
1 Jan - 30 Jun 66

(U) Change, rapid change actually, marked squadron activities during the entire six-month period. "A" Flight, located at Tan Son Nhut AB, remained in place during the half-year, but all other locations changed both within Vietnam and out.

(S) With the year still new, the element at Cam Ranh Bay was transferred to Da Nang to join the unit already there in support of United States Marine Corps (USMC) operations in I Corps. On 1 January, USMC had requested eight helicopters to support the upcoming OPERATION DOUBLE EAGLE. This operation constituted the largest Marine invasion of hostile shores since Inchon, Korea. MACV approved the helicopter support.

(S) The main task for the 20th Helicopter Squadron was airlift of USMC 105mm howitzers as single units to forward positions at the direction of the Marine Commander in I Corps. The squadron also transported heavy loads of supplies, and equipment personnel in support of both beachhead and isolated locations, often under hostile fire.

(S) One of the most sensational, as well as successful, feats which the squadron performed was the movement of a battery of the 3d Battalion, 12th Marines from Chu Lai to Ba To. This involved moving 85 passengers and 130,000 pounds of equipment and was accomplished in less than eight hours despite trying circumstances.[85]

(U) Positioning the 105mm howitzers was another difficult chore which the squadron performed admirably.

85 Letters: CO, 12 Marines, 3d Mar Div to Cmdr 20HS, subj: Appreciation for Support, 15 Jan 66, (U); CG III MAF to OIC, Det 1 20HS, subj: Ops with III MAF Forces, 16 Jan 66, (C); Cmdr, 6252TFW to Det 1, 20HS, subj: Ops With III MAF Forces, 19 Jan 66, (C). Ex 39.


237 37 237

20th Helicopter Squadron CH-3C prepares to airlift 105mm howitzer for the United States Marine Corps during OPERATION DOUBLE EAGLE, January 1966.



En route with 105mm howitzer slung below the CH-3C, the 20th Helicopter Squadron makes an airlift during OPERATION DOUBLE EAGLE.

(S) By moving the weapons as units, the squadron extended their overall capability as supporting arms. This enabled the Infantry to operate in an area of approximately 500 square miles of most difficult terrain and to remain under artillery support at all times. As the Commanding General of the 1st Marine Aircraft Wing, Fleet Marine Forces, Pacific, stated it:[86]

> "If the services of the 20th Helicopter Squadron had not been available, this would not have been possible without time consuming dismantling and its resulting loss of combat effectiveness. ** Additionally, while traveling between Da Nang and the operating area, the pilots willingly performed most valuable services by carrying personnel and cargo essential to the operation, thereby returning many UH-34 operating hours to the Task Force which would have otherwise been lost performing the service."

(S) Another unusual task for the squadron was laying coaxial cable for a radar site near Da Nang. One end of a 700-foot cable was attached to the cargo hook. The near vertical flight of the CH-3C unwound the cable from its spool and upon hook-up, the line connected the radar site operation on top of Monkey Mountain to the base camp.

(S) The most dramatic flight for the 20th Helicopter Squadron during the period occurred when a CH-3C crew evacuated wounded troops from the beseiged Army Special Forces camp at A Shau. The enemy, estimated at two regiments strong, initiated the attack with a devastating and accurate mortar bombardment, killing several of the camp's defenders and wounding many more. Adverse weather favored the enemy in that low cloud ceiling made air support for the camp extremely hazardous and difficult.

(Reference pages 32, 33, and 56 this history).

86 Letters: CG 1st Marine Acft Wg, Fl Marine Force, Pacific, subj: Ltr of Appreciation, 11 Apr 66; VC 7AF to Cmdr 20HS, subj: Ltr of Appreciation, undated. Ex 40. (U)

($) In another large-scale movement of a Marine 105 battery, the squadron moved 213 troops and 109,958 pounds of cargo and ammo using three aircraft over a 20-hour period. One CH-3C pilot was hit in the hand by ground fire, while en route to a forward staging area. He was evacuated for further medical treatment and therapy.

($) During a sortie near Phu Bai, another crew took a hit. The engineer saw the sniper shoot from the ground and without hesitation squeezed off two shots from his M-16 knocking the sniper 10 feet backward.[89]

($) OPERATION DOUBLE EAGLE ended 12 March. During the relatively short but grim operation, the squadron met all requirements, transporting howitzers, ammunition, radios, jeeps, Marine helicopter engines, mail, generators (some in excess of 5,000 pounds), rations, concertina wire, fuel bladders (400 gallons) and barrels and foodstuff and conducted medical evacuations to the hospital ship Repose. Altogether the squadron performed the following:

	SORTIES FLOWN	FLYING TIME	PASSENGERS	CARGO TONS
Phase I	395	184:55	1238	194:25
Phase II	194	79:55	710	149:25
TOTAL	589	264:50	1948	344:05

(U) In addition the squadron flew logistic support for the 6252d Combat Support Group and the 15th Aerial Port Squadron, both located at Da Nang.[90]

89 History, 20HS 1 Jan-30 Jun 66. On file 14ACW OI. (S)

90 IBID.

[redacted]

($) Numerous anti-aircraft positions further hampered air operations in relief of the camp. In the late afternoon of 9 March, the Camp A Shau garrison requested a medical evacuation for 35 wounded personnel. Two helicopter crews, one from the 20th Helicopter Squadron, came to perform the evacuation despite the weather and anti-aircraft fire. The first helicopter entered the area and landed at the camp through a hail of anti-aircraft, machine gun and small arms fire. The aircraft was struck several times and as the pilot settled to take on wounded, a vital part of the helicopter was hit, grounding the craft.

($) The second helicopter, a CH-3C from the 20th, came on into the camp and evacuated the wounded as well as the crew of the first helicopter.[87] The Army's 1st Special Forces Commanding Officer, described the rescue:[88]

> "Having observed the first helicopter shotdown, and himself receiving intense enemy fire, the pilot of the aircraft would have been perfectly justified in refusing to come in and pick up the wounded. However, the pilot and his crew did not hesitate. Courageously, they flew into the volumnious machine-gun and small arms fire saturating the beleagured camp. The helicopter crew landed, and remaining under fire all the while, picked up their brave fellow crewmen and all of the seriously wounded in the garrison. The heavily overloaded helicopter successfully took off and evacuated all of the personnel on board."

($) Squadron crews encountered plenty enemy opposition during the period of OPERATION DOUBLE EAGLE. On 15 January, while carrying howitzers by external cargo sling, two CH-3Cs came under intense hostile fire while relocating the weapons to a forward position. Although the lead helicopter received a hit in one rotor blade, the crew delivered the weapon which was pressed immediately into operation.

87 History, 20HS 1 Jan-30 Jun 66, p 5. On file 14ACW OI. (S)
88 Ltr: Det C-1, SSFGp, 1SF, subj: Ltr of Appreciation, 2 Jun 66; & 1st Ind, CG 1st Mar Wg, FMF, Pacific, 13 Jun 66. Ex 41. (U)

(S) At the conclusion of DOUBLE EAGLE, six aircraft and the major portion of the personnel at Da Nang were transferred to Nha Trang. Purpose of the move was to support U. S. Army and 2d Air Division operational requirements in the area, and the helicopters would be used on a deployed basis.[91]

(S) During the last half of March, the big helicopters were used extensively in supporting U. S. Army Field Forces Vietnam (FFV), primarily in OPERATION FILLMORE. The versatility of the aircraft and the competence of the crews again proved equal to the task. The squadron accomplished the following in support of FFV:

SORTIES	FLYING HOURS	PASSENGERS CARRIED	CARGO TRANSPORTED
397	150:45	1247	488,700 lbs

(U) During OPERATION FILLMORE, the squadron had an unusual mission. This was the transport of recaptured rice. Army troops located a cache of stolen rice in the foothills west of the Tuy Hoa Valley. CH-3C crews moved 40 tons of rice from the edge of the jungle to a safe area for storage.

(U) Another rescue mission was the movement of two U.S. Army helicopters (HU-1s) which had been downed by enemy fire. Although the crew and CH-3C came under heavy fire during the external sling operation, the double extraction was completed successfully.[92]

(S) During February, the squadron first became part of a highly sensitive out-country operation. On 2 February, two aircraft, six officers and three airmen were moved to Nakom Phanom AB, Thailand.

91 Msg, DOPR-OA 05624, 2AD to 14ACW, "Helicopter Support for USA," 12 Mar 66. Ex 42. (S)

92 History, 20HS 1 Jan-30 June 66. On file 14ACW OI. (S)



Rice haul by 20th Helicopter Squadron. Squadron CH-3Cs have recaptured rice which the Viet Cong had taken from farmers in the Tuy Hoa Valley to a safer spot near the edge of the jungle. This haul consisted of 40 tons of rice.

[redacted]

($) D Flight went first to Udorn AB, Thailand where personnel were briefed on the primary mission before final deployment to Nakom Phanom Royal Thai Air Force Base 7 February.

Secondary mission for the squadron was support of TACAN Sites 72 and 79, located in Laos, plus any additional mission as levied by TACC, Udorn Thailand.

($) D Flight operated with the orginal cadre until 22 April when three pilots and another aircraft were added.

($) Extraction of a team who position had been compromised were run on an emergency basis. Teams would frequently be on the move with wounded men after fire fights with People's Army of Vietnam (PAVN) troops guarding the trail. Positive identification of teams before committing for a pick-up was accomplished by ground panels and radio contact. Normally, by judicious planning, team extractions could be made without exposure to enemy ground fire, but on one occasion it was necessary to evacuate a team with enemy forces firing only a few hundred yards away.

($) On two occasions D Flight put a road destruction team near an interdiction point on the trail. The team remained overnight to destroy trucks and to mine the road segment before D Flight picked them up.

($) All these operations required repeated flights into the same areas which were defended by 37mm and 57mm anti-aircraft and automatic weapons. But a total of 388 friendly troops were flown in or out of Central and South Laos, and information which has aided in slowing Communist supply movements was obtained.

($) Other missions flown in Laos included support for TACAN sites 72 and 79 during February and March. The squadron also evacuated 70 persons from a village less than 10 miles from North Vietnam when the village was threatened by PAVN and PL forces.

($) The squadron also recovered two O-1F spotter aircraft belonging to the 23TASS. One of these had landed on a sandbar in the Mekong River; the other was lifted from dense jungle 30 miles inside the Laotian border. Another task for D Flight was back-up aircraft for the HH3C "Jolly Green Giants" of the 38th Aerospace Rescue and Recovery Squadron. Two missions were flown into North Vietnam as high cover for rescue pick-up.

(S) On 26 June, D Flight was moved from Nakom Phanom to join B and C Flights at Udorn AB, Thailand and participated in civic action and counter-insurgency operations within Thailand.

(S) During the five months at Nakom Phanom, D Flight accomplished the following:

MONTH	SORTIES FLOWN	HOURS FLOWN	PASSENGERS CARRIED	CARGO CARRIED (Lbs)
February	72	77:25	174	24,760
March	137	116:25	286	49,150
April	160	101:40	579	35,710
May	262	154:05	1039	39,115
June	132	119:55	394	21,480
TOTAL	763	569:30	2,472	170,215

(S) The 20th Helicopter Squadron had another important mission in Thailand, the repression of Communist terrorist activity in Northern Thailand. The country, sparsely settled and distant from the central seat of government, had conditions similar to those in South Vietnam during the early 1960s. Terrorist activity was increasing and theThai Government needed aid and rapid response. The big helicopters of the 20th Helicopter were ideal for the job.

(S) At the request of the Government of Thailand and United States Ambassador to Thailand, the detachment of aircraft and personnel at Nha Trang was slated to move to Udon Royal Tha Air Force Base (known to U.S. Air Force personnel as Udorn AB). The deployment was made April 2.[93] Six aircraft, 10 officers and 15 enlisted personnel made the move to Udorn.

93 Msg, DOPR-OA, 7AF to 14ACW, no subj, 1 Apr 66. Ex 43. (S)

(S) The Deputy Commander Thirteenth/Seventh Air Force Headquarters exercised operational control over squadron operations. These operations began immediately as the squadron provided airlift for Thai Border Police teams, Thai regular Army troops and civic-action medical aid teams to isolated villages in Northern Thailand. The squadron also flew support missions into Laos.

(S) On two occasions, two helicopters landed near San Nuia, Laos with rice and troops for a friendly outpost on top of a 5,000-foot mountain. Two other crews extracted a disabled Air America Helicourier from a river bed in Laos using an external sling. Teams of mercenary soldiers were also airlifted into Laos.

(S) One mission, an attempt to evacuate 650 Laotian dependents from a mountain top in the North was not successful. The original refugee drop-off point was changed after the mission began. Fuel was not available to permit additional sorties and only 210 persons were evacuated.

(S) In May, the remainder of personnel from Da Nang and two aircraft were moved to Udorn and counter-terrorist activities expanded. D Flight also contributed to themission at Udorn, and helicopters were dispatched to other trouble spots.

(S) Several trips were made to Chaing Mai in Northeast Thailand for training and coordination exercises. A flight of four helicopters went to Southern Thailand to ferry 100 Army troops in a large-scale suppression move near the city of Trang.

(S) In another remarkable evacuation, one crew moved an entire village of 129 persons and 20,485 pounds of personal belongings from an isolated mountain top to safety following a terrorist attack.

(S) This mission took 10 flying hours and 33 sorties to complete.

(S) Another program in which the squadron participated was the Strategic Air Command's Radar Bomb System (RBS). This program, which has been expanded to include other aircraft than SAC bombers, was called "Sky Spot." The squadron flew to place observation posts on top of local water towers, to locate reference bench marks and for final calibration of the RBS radar sets. The successful completion of "Sky Spot" has made possible all-weather bombing in adjacent areas of Laos and North Vietnam.

(U) All squadron operations were not fraught with danger. Many missions supported the base at Udorn, still building and reorganizing. One example was the installation of the first weather radar tower in Thailand. One HC-3C expertly placed the 2,500-pound radar dish antenna atop a 75-foot high steel frame tower, then the crew delicately positioned the red and white dome cover over it.

(U) The squadron also carried Distinguished Visitors (DVs, or better known as VIPs) on flights. In Vietnam, the Prime Minister, Air Vice-Marshal Nguyen-Cao-Ky was a passenger;[94] while in Thailand Vice President Hubert H. Humphrey and Deputy Secretary of Defense Vance rode with 20th Helicopter Squadron crews. D Flight also assisted in providing security for their Majesties the King and Queen of Thailand and the Prime Minister Field Marshal Thanom, flying the Commanding General of the Royal Thai Army when the royal couple attended an inaugural ceremony at Ubolrat Dam at Khon Kaen.[95]

94 Ltr, PM, RVN to A Flt Cmdr 20HS, no subj, 9 May 66. Ex 44. (U)

95 Ltr, CG, H2 2dRTAF to Cmdr D Flt, 20HS, subj: Letter of Appreciation, 17 Mar 66. Ex 45. (U)

[redacted]

(U) D Flight also carried the Deputy Commander of the Royal Thai Air Force on an inspection tour near Sakhon Nakorn.

(U) The squadron performed a number of emergency medical evacuations. Four patients were flown out of the Royal Australian Air Force field, Crown, during night weather conditions and three emergency evacuations were flown from the Viking radar site, both in Thailand. Neither had more than limited medical capabilities. One Thai soldier, wounded by terrorists, was flown to Bangkok. American and Thai medical teams have been flown into villages during epidemics and medical supplies airlifted to them.

(U) On one unusual mission, the squadron went to sea. A Vietnamese Air Force A-1H crashed into the South China Sea during a practice bombing run, near Nha Trang. The squadron was asked to locate the aircraft and position two divers over the site. The divers would then attempt to find the aircraft in 60 feet of water and extract the pilot's body. Darkness and the depth of water prevented recovery. The roughness of the sea would not allow the helicopter to land in the ocean. The hoist operator performed a difficult job in bringing up the diver on the hoist after sunset.

(U) During June, the squadron headquarters moved from Tan Son Nhut to Nha Trang Air Base.[96] The squadron commander requested that the move not be made, since the headquarters would be one step more removed from operations. There were no aircraft at Nha Trang and none scheduled so relocating the headquarters would merely add one more level in reporting. But the move was made, "as a measure to help reduce the crowded conditions of the Saigon/Cholon area."[97] Nine persons were affected.

96 Movement Order #8, PACAF, 8 Jun 66. Ex 46. (U)
97 Interview, Historian, with Lt.Col. L. Cummings, 20HS, Cmdr, 22 Jul 66

Operating Location	Month	Incl Dates	No. of Acft +	Time	PAX	Cargo	Sorties
CRB	Jan	1 - 9	8	58:00	150	87,111	72
DAG		1 - 31	8	252:15	1264	655,680	452
TSN		1 - 31	4	214:20	1238	262,112	191
DAG	Feb	1 - 28	8	325:35	1891	824,065	625
NKP		3 - 28	2	77:25	174	24,760	72
TSN		1 - 28	3	177:15	1506	342,686	448
DAG	Mar	1 - 31	2	208:55	1486	446,548	367
NKP		1- 31	2	116:25	286	49,150	137
NHA		15 - 31	6	150:45	1247	488,700	397
TSN		1 - 31	3	259:30	2426	494,883	586
DAG	Apr	1 - 30	2	151:05	447	316:331	247
NKP		1 - 30	3	101:40	579	35,710	160
UDN		1 - 30	4*	294:15	2300	102,055	478
TSN		1 - 30	3**	231:10	2271	519,631	552
DAG	May	1 - 16	***	21:40	103	55,465	35
NKP		1 - 31	3	154:05	1039	39,115	262
UDN		1 - 31	6	295:30	2418	62,705	501
TSN		1 - 31	3	237:25	2277	592,176	592
NKP	Jun	1 - 27		119:55	394	21,480	132
UDN		1 - 30	2	416:25	4227	156,155	743
TSN		1 - 30	3	175:30	1422	431,752	447
TOTAL				4038:20	28138	5,967,401	7376

\+ As of last day of month

* One CH-3C damaged during emergency landing. Estimated repair time: 6 months

** One CH-3C damaged in mortar attack on Tan Son Nhut. Estimated repair time: 2 months

*** Aircraft on TDY to Tan Son Nhut, 6 - 16 May. All flying accomplishments for that period reported by unit at TSN.

Figure 7

Summary of Accomplishments
20th Helicopter Squadron
1 January - 30 June 1966

STRENGTH OF PERSONNEL/EQUIPMENT

AS OF	LOCATION	OFFICERS	AIRMEN	AIRCRAFT INITIAL POS	GAIN	LOSS	TOT POSS
31 JAN	DA NANG	23	15	2	6	0	8
	TSN	23	16	4	0	0	4
28 FEB	DA NANG	21	15	8	0	0	8
	NAKHON PHANON	6	3	0	2	0	2
	TSN	19	12	3	0	0	3
31 MAR	DA NANG	6	5	8	0	6	2
	NAKHON PHANON	6	3	2	0	0	2
	NHA TRANG	18	11	0	6	0	6
	TSN	16	11	3	0	0	3
30 APR	DA NANG	6	4	2	0	0	2
	NAKHON PHANON	9	4	2	1	0	3
	UDORN	15	10	0	6	2*	4
	TSN	15	12	3	0	0	3
31 MAY	NAKHON PHANON	9	4	3	0	0	3
	UDORN	20	13	4	2	0	6
	TSN	16	13	3	0	0	3
30 JUN	UDORN	33	18	6	3	0	9
	TSN	8	7	3	0	0	3
	NHA TRANG	4	5	0	0	0	0

* 1 CH-3C transferred to Nakhon Phanon.

1 CH-3C received extensive damage from forced landing

Est repair 6 mos.

FIGURE 8
Resources, Aircraft and Personnel
(By Operating Locations) 20th
Helicopter Squadron
17 -- 30 Jun 66

(U) Despite the successes of the squadron, all was not rosy during the six-month period. The most severe problem which affected the outfit was the separation of maintenance and support personnel from the squadron and their transfer into a consolidated maintenance organization. This was directed during the last months of 1965 and the squadron acted quickly to protest the move.

(U) The squadron commander pointed out that to accomplish the mission, it was necessary for him to have full control of all personnel. The maintenance personnel would be divided among the Chiefs of Maintenance at three primary operating locations, restricting inter-transfer of qualified personnel where needed most. Cross training and upgrading would suffer because the squadron UMD was adequate for conducting training at one location only. The squadron would have no flexibility in coping with maintenance problems. His final argument was that the manual which set up the consolidated maintenance program authorized assignment of personnel to the squadrons so long as they were controlled functionally by the Chief of Maintenance.[98]

(C) 2d Air Division agreed with the squadron commander and planned to organize the 20th Helicopter Squadron on a "test basis" and move the maintenance and operating support personnel back to the squadron. The Division based its action on the squadron's justification.[99] PACAF did not approve and the consolidation program became a reality.

(U) The squadron commander's predictions also became realities.

98 Ltr, Cmdr 20HS to BC, 2AD, no subj, 10 Dec 65. Ex 47. (U)
99 Msg, OMO/DM 66132, 2AD to PACAF, "Reorgn of 20HS," 5 Mar 66. Ex 47. (C)

(U) Morale dropped in the group reassigned to the maintenance organization. The transfer plus the succession of moves served to keep people off balance. The squadron also lost the flexibility the commander wanted. These factors contributed to the problems the squadron had in maintaining [redacted] As of 30 June, morale had improved somewhat.[100]

(U) Two other problems, visualized in the original plans for the squadron, developed. One was in supply. Dispersing aircraft to three operating locations extended the supply lines and threatened the OR rate whenever a helicopter was grounded for parts.

(U) The other problem was FOD. This was particularly bad during OPERATION DOUBLE EAGLE. During the first week, seven engines were changed as a result of sand ingestion and subsequent power deterioration. Even though mounted high above the CH-3C (10 feet above ground level) the engines were susceptible to great amounts of loose sail sand and debris when a landing was made to an unprepared area.

(U) The problem was helped by equipping two helicopters with ice shields which were beneficial in prolonging engine life. More shields arrived during DOUBLE EAGLE. Although some power was lost, the negative effect was more than offset by extended engine life and reliability.

(¢) This one major problem area accounted significantly for the low utilization rate during the 1 January - 30 June period. Fifty-five engines were removed and replaced. Of this number, 35 were changed during the first four months of the year.

100 Interview, Historian, with Capt. J. Dorsey, B Flt 20HS, Sq Historian, 22 Jun 66.

(U) After moving to Thailand, and with all engines equipped with ice shields, the squadron has operated primarily from turf-covered areas (school yards) and runways. The engine reliability has improved.

(U) Supply has improved too. With the bulk of the aircraft inventory at Udorn and a more nearly permanent location, supply has improved for the squadron. The base had a stable stock of parts anyway, due to the presence for several months of similar aircraft of the 38thAARS. Even so, cannibalizations occurred in order to attain the OR rate.

(C) In April, one CH-3C was damaged in completing a double-engine flameout landing at an isolated jungle village. The subsequent surface transport of the aircraft by truck over unimproved roads so increased the damage that restoration was scheduled at six months.[101]

(U) But the squadron surmounted the difficulties and performed the missions as directed, overt or covert, in-country or out-country. In numbers of passengers and tons of cargo, the record was impressive and in the gratitude of those rescued, squadron members could be proud of their unique "Pony Express" service.

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101 History, 20HS, 1 Jan-30 Jun 66. On file 14ACW OI. (S)


JACK PAD
UNDER
MOORING
POINT
UNDER

Lieutenant Colonel Lawrence Cummings, Commander, 20th Helicopter Squadron.

CLASSIFICATION [redacted] DECLASSIFIED
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO YEAR
INTERVALS DECLASSIFIED ON DECEMBER
31, 1974

K-SQ-HELICOPTER-20-HI
JAN-JUN 1966

HISTORICAL REPORT, 20TH HELICOPTER SQUADRON

1 January - 30 June 1966

P.R.C.

1. Commander: Lawrence R. Cummings, Lt Colonel., FR32617

2. Mission: To support various Air Force and Army combat units such as the communications sites, Tactical Air Control System, Air Liaison Officers, airfield construction, aeromedical evacuations, counter-insurgency operations, and to support/augment search and rescue forces in SEA. A secondary mission is to be responsive to the priority requirements of MACV. (Reference: 7th AF OPLAN 426-66).

3. On January 1, 1966, the 20th Helicopter Squadron was operating out of 3 separate locations: Tan Son Nhut AB, DaNang AB and Cam Rahn Bay AB.

a. Operations: On 1 January 1966, the Squadron Headquarters was located at Tan Son Nhut AB, RVN, consisting of the Command Section, Administrative Section, Operations Section and "A" Flight. "A" Flight consisted of three aircraft and four crews assigned. "A" Flight at Tan Son Nhut AB accomplished the following: Passengers flown during this period were 11,069, cargo airlifted was 2,625,239 pounds, and total flying time was 1245 hours and 55 minutes. Of the many VIP flights flown, of particular interest is the support given to the Republic of Vietnam's Prime Minister, Nguyen Cao Ky. Prime Minister Ky and party were provided with helicopter support on 15 March, 29 April and 21 May. Attached is a letter of appreciation from Prime Minister Ky for one of those flights. (Attachment 1). The Cam Rahn Bay unit was transferred to DaNang AB to join the unit already there in support of the United States Marine Corps (USMC) operations in I Corps. USMC requested eight Air Force CH-3C helicopters on 1 Jan 66 to aid in the forthcoming "Operational Double Eagle". This request was approved by Commanding General MACV. "Double Eagle" involved the largest

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USMC invasion of hostile shores since Inchon Korea. The main CH-3C task during "Double Eagle" was airlift of marine 105mm howitzers as a single unit to forward positions at the direction of USMC Commander in I Corps. Other heavy loads of supplies, equipment, and personnel were transported for the USMC in support of both beachhead and isolated locations often under hostile fire. In addition, CH-3C crews flew support logistic missions for 6252th Combat Support Group and 15th Aerial Port Squadron both located at DaNang AB, RVN.

3. On 3 Feb 66 three crews and two CH-3C AIRCRAFT were reassigned from Tan Son Nhut to Nakhon Phanom AB, Thailand to support special highly classified insurgency operations. This flight came under the operational control of Deputy Commander 13thAF/2AD Udorn AB, Thailand. On 12 Mar 66, USAF support of "Double Eagle" terminated. The 20th Helicopter Squadron had successfully completed its support of USMC operations in an outstanding manner which resulted in many letters of favorable communication delivered to the squadron. (ATCH 2 and 3) On 15 Mar 66 six CH-3Cs and nine crews were transfered to Nha Trang AB, RVN to support US Army operations in II Corps. (ATCH 4) Two CH-3C aircraft and 3 crews remained at DaNang to support 2AD requirements, 15th Aerial Port Squadron, 6252 Combat Support Group, and USMC missions as needed. The newly established squadron unit at Nha Trang supported US Army Field Forces Vietnam (FFV) concentrating their main efforts in "Operation Fillmore." The crews again demonstrated the capabilities of the CH-3C to haul disabled Army helicopters, 105mm howitzer cannons, troops and supplies in the field. Further, US Army Special Forces camps and isolated outpost were supplied in a superb manner. Continued work with FFV was anticipated since the 20th Helicopter Squadron was expected to be transfered to 14th Air Commando Wing then being formed 1 Apr 66 at Nha Trang. ~~This hope was short lived however~~. Some of these incidents are described under Part b. "Specific Achievements."

On 1 April 66, squadron personnel at Nha Trang were reassigned en mass to Deputy 13th/7th AF Headquarters, Udorn AB, Thailand. (Atch #5). Four aircraft and 5 crews arrived Udorn 2 Apr 66. They were joined by two more aircraft and four crews by 6 Apr 66. Later in April, one CH-3C, three pilots, and one flight engineer were transferred from Udorn to Nakhon Phanom. Squadron operations at DaNang closed 15 May 66. Two CH-3Cs and three crews arrived Udorn 17 May 66. The enlarged counter-terrorist operations conducted by the Government of Thailand caused the request for added crews. The large helicopters have considerably improved the Thai military/border police ability to respond to communist inspired insurgency activities. Northeast Thailand is especially vulnerable to communist terrorist moves because of its close proximity to Laos, and the undeveloped sparcely settled nature of the region. The Squadron Headquarters was transferred PCS to Nha Trang on 15 June 66. (Atch #6). 4 Officers and 5 Airmen physically made the transfer. Other personnel remained at their duty locations.

At the end of June, crews and aircraft at Nakhon Phanom were transferred to Udorn. By far the greater strength of 20th Helicopter Squadron personnel and equipment were now located in Thailand.

~~SECRET~~

b SPECIFIC ACHIEVEMENTS:

~~Operations:~~ a unique mission was flown in January near Nha Trang RVN. It involved the search for a Vietnamese Air Force A-1H aircraft which had crashed into the South China Sea while on a practice bombing run. An Air Force CH-3C crew was asked to locate the aircraft and position two vietnamese scuba divers over the crash locale. The divers would then attempt to find the A-1H in sixty feet of water and extract the pilot's body. Unfortunately darkness and the depth of the water prevented recovery. The roughness of the sea would not allow the helicopter to land in the ocean. The hoist operator performed a superior job in bringing the Scuba up on the hoist in the twilight after sun set.

At the request of USMC Commander in I Corps the Commanding General, MACV, on 7 Jan directed eight CH-3C and eleven crews to be in place at DaNang for USMC use. Detailed plans and operating procedures were immediately formulated, tested and promulgated by liaison officers of 20th Helicopter Squadron and USMC. The spirit of cooperation was readily apparent as both services diligently devised and coordinated modes of operation in preparation for "Operation Double Eagle". Air Force helicopters had never before supported the USMC in a hostile environment. Many details had to be worked out and implemented in a minimum of time. On 9 Jan all AF crews and aircraft were in position. The first missions were flown 10 Jan. A 105 howitzer battery with 87 personnel, 1000 rounds of ammo and three days rations were flown from Cha Lai, RVN to Dato, RVN, a distance of 50 miles in 40 hours flying time using six CH-3Cs.

On 15 Jan a flight of two CH-3Cs each carrying a 105 howitzer by external cargo sling came under intense hostile fire while relocating the howitzers to a forward position. The lead helicopter received a hit in one rotor blade. Because of the CH-3C's capabilities and the immense professionalism of the crews these weapons arrived intact and were immediately pressed into operation. Another large scale movement of a Marine 105 battery was

successfully accomplished from An Hoa to Hill 327. In a 20 hour period 213 troops and 109, 958 pounds of cargo and ammo were moved by 3 aircraft. Enroute to a forward staging area one CH-3C pilot was hit in the hand by hostile ground fire. Pilot was evacuated for further medical treatment and therapy. Another crew took a hit near Phu Bai (RVN). The alert flight engineer saw the sniper shoot. Without hesitation the flight engineer squeezed off two shots from his M-16 rifle knocking the sniper ten feet backwards. A sure kill. A unique coaxcal cable laying task was performed for the radar site near DaNang. One end of a 700' cable was attached to the CH-3C cargo hook. Then the cable was gradually unwound from its great spool by the near-vertical flight of the helicopter. The cable then connected the radar site operation area on the top of Monkey Mountain.to the base camp. Operation Double Eagle was cancluded 12 Mar. In both phases the CH-3Cs performed the following.

Flying Time	Sorties	Passengers	Tons Cargo
184:55	395	1238	194:25
79:55	194	710	149.25
264:50	589	1948	344.05

A summary of cargo transported for the USMC included 105 howitzer cannons, ammo, radio, jeeps and H-34 Marine helicopter engines and spare parts, Marine H-34 ~~fusaloges~~ fuselages, HU-1 helicopters and engines, mail, electric generators, (some weighing in excess of 5000#), rations, concertina wire, fuel bladders(rolligons) fuel barrels, medical evacuation of patients to the hospital ship Repose and a host of other general cargo and perishable food stuffs.

The most dramatic flight occured on 9 Mar when a CH-3C crew braved intense hostile fire in evacuating 26 critically wounded troops from the besiged Army Special Forces camp at As Hau RVN. Located near the Laotian border this camp came under a large scale attack by battalion size Viet Cong and PAVAN troops

on the morning of 9 Mar. By the late afternoon the defense of the camp had become desperate. Because of the adverse weather situation air strikes were extremely limited, and the camp was subsequently overrun by the enemy. 35 wounded personnel were evacuated despite heavy ground fire. (ATCH #)
At the conslusion of "Double Eagle" the major portion of squadron personnel at DaNang were transferred with six CH-3Cs to Nha Trang. Here the big helicopters were used extensively in supporting US Army Field Forces Vietnam (FFV) and US Army Special Forces outposts in the II Corps area. The versatility of the CH-3C and the professional competance of all crew members again proved equal to the task. In the final 15 days of March the following was accomplished for FFV

Time	Sorties	Pax	Cargo
150:45	397	1247	488,700 lbs

On one day of this operation two crews in 61 sorties and 10:10 flying time transported 222 passengers and 83,180 pounds of cargo.

The most unusual mission during "Operation Fillmore" was the transport of re-captured rice. US Army Troops located a cashe of stolen rice in the foot hills west of the Tuy Hoa Valley. CH-3C crews moved 80,000 # of rice from the edge of the jungle to a safe area. Another crew extracted by external sling loads two US Army HU-1 helicopters which had been downed by intensive hostile fire. The CH-3C experienced enemy fire but the double extraction was completely sucessful.

At the joint request of the Government of Thailand and the United States Ambassador to Thailand, the Detachment of AF CH-3C helicopters at Nha Trang was relocated at Udorn RTAFB, Thailand. (ATCH #) Operations were begun immediately to provide airlift of Thai Border Police teams, Thai regular army troops and civic action-medical aid teams to isolated villages in Northern Thailand. The outgrowth of communist led terrorist activity had notiably ~~increased~~ increased in this region. The condition of the country side and its relationship to the government in

this sparcely settled land is likened to the conditions found in South Vietnam in the early 60s. Hence, rapid Thai Government aid and response to the increasing terrorist activities was needed. The big helicopter provided that service. In addition to supporting the Thai Border Police/ Army movements, pilots of the Udorn element have flown support missions into Laos. On two occasions, two helicopters landed near San Nuia, Laos with rice and troops for a friendly outpost on top of a 5000' mountain. Two other crews by external sling load extracted a disabled Air America Heli currion from a river bed in Laos.

An attempt to evacuate 650 Laotian dependents from a mountain top in north-east Laos was not successful. After the mission had begun, the original refugee drop off point was changed. JP-4 fuel was not available to permit additional sorties. Only 210 persons were successfully evacuated. Teams of mercinary soldiers have been airlifted into Laos.

Towards the end of May the flight at DaNang was transferred to Udorn. Counter terrorist activities were expanded. Helicopters were dispatched to other trouble spots in Thailand. Several trips were made to Chaing Mai in Northwest Thailand for training and coordination exercises. A flight of 4 helicopters was sent to Southern Thailand to ferry 100 army troops in a large scale terrorist suppression move near the city of Trang. Near Ubon, Thailand one helicopter crew evacuated an entire isolated mountain's village which had come under extreme terrorist attack. In 33 sorties and ~~10 and~~ 10 flying hours, this crew transported 129 persons and 20,485 pounds of their personnel belongings to a safe area.

Many missions in support of the Udorn air base were flown. One example was the installation of the first weather radar tower in Thailand. One CH-3C even expertly placed the 2500 pound radar dish antenna onto a 75' high steel frame tower. Then they delicately positioned the red and white dome cover

over the antenna.

The covert operations at Nakhon Phanom are so vastly different from the normal squadron support role in Thailand that their chronicles is treated separately as follows:

On 3 February 1966, the personnel who were to compose D Flt 20th Helicopter Squadron departed from Tan Son Nhut with 5 pilots and 2 aircrafts. One more pilot, the commander of D Flt, Major Maurras, joined the deployment at DaNang. The flight arrived at Udorn, Thailand on 4 February and was briefed on its primary mission before final deployment to Nakhon Phanom RTAFB on 7 February. The mission of D Flight as briefed on 5 February was to provide aircraft and crews to support CAS (Controlled American Sources) operations in Laos. This included insertion of friendly "road-watch teams" from forward landing zones near selected segments of the Ho Chi Minh trail. The teams were to be extracted from the other areas near this trail if they were compromised by enemy forces. Secondary missions were assigned as support of TACAN sites 72 and 79, located in Laos, and any additional mission as levied by TACC, Udorn Thailand. D Flt operated with 6 pilots and two aircraft from 7 February to 22 April, when three pilots and one additional aircraft were added to the flight. Average monthly utilization during the period 7 February to 27 June was 47 hours 50 minutes. During this time period, D Flt carried 170,215 lbs of cargo and 2,472 passengers in 763 sorties

~~Breakdown of data per month is contained in an appendix.~~ Twenty-seven operations in support of CAS activities were flown during this period. Included in this were ten extractions of teams which had had their positions compromised. These extractions were run on an emergency basis, as the teams would frequently be on the move with wounded men after fire flights with PAVN and PL troops guarding the trail. Normally by judicious planning it was possible to extract the teams without exposure to enemy ground fire, however, on one mission, it was necessary to evacuate a team with enemy forces firing only a few hundred yards away. Positive identification of teams before committing for a pickup was accomplished by ground panels and radio contact.

Teams were placed near the Ho Chi Minh trail at points all the way from Mu Gia Pass to the Cambodian border. Several missions were flown in the areas near the heavily defended TChepone airfield in central Laos. On 6 April, in a three ship mission, D Flt inserted a 47 man team into an unlighted, unmarked rice paddy between two branches of the trail in an unprecedented night mass move. According to liason officers this was the first movement of its type since during the Korean war. This same team was extracted from the same area approximately a month later after they had gathered much valuable intelligence. Two operations were flown by D Flt which placed a road destruction team near an interdiction point on the trail. The team was left over night to destroy any trucks spotted, and to mine the road segment. They were picked up in the morning near Pathet Lao villages which they raided. These operations required repeated flights into the same areas which were as usual, defended by 37 and 57 mm AA and automatic weapons.

Altogether a total of 388 friendly troops were flown in or out of Central and South Laos from areas which were highly defended by AA and ground forces. Valuable information which has aided in slowing communist supply lines was gathered due to the success of these highly dangerous missions. Other missions were flown in Laos. During February and March, missions were flown in support of TACAN sites 72 and 79 in Southern and North Central Laos respectively. Approximately 70 persons were evacuated from a village less than 10 miles from North Viet Nam when the village was threatened by advancing PAVN and PL forces. Two O-1F spotter aircraft of the 23 TASS were recovered from Laos. One of these had landed on a sandbar in the Mekong River. The other was lifted out of dense jungle 30 miles inside the Laotian border. D Flt was also used during this time as backup aircraft for the HH3C "Jolly Green's of the 38th ARRS. Two missions were flown into North Vietnam as high cover for a rescue pickup. D Flight operated with B and C Flights, 20th Helicopter Squadron at Udorn in support of Royal Thai Army movements into areas of communist terrorist activities. These quick notice movements are having a noticeable effect in holding this terrorism in check.

D Flt had responsibility for several VIP flights of officials in the North Eastern Thailand area. These have included Vice President Humphrey and Deputy Secretary of Defense Vance of the United States, as well as Major General Stillwell, USA MACTHAI. During the dedication of a power damat Khon Kain, Lt General Sangkavanich, Commanding General, 2nd Thai Army area was flown as D Flight provided rescue and security cover for his Majesty the King of Thailand. (ATCH 8) The Deputy Commander of the Royal Thai Air Force was carried on an inspection tour near Sakhon Nakorn.

During the establishment of the "Viking" GCI site at Mukdahan, Thailand, much of the delicate radar equipment was airlifted by D Flight. Since that time the site has been supported with food and personnel.

Several missions were flown in support of the GCC Radar Bomb System (RBS) code name "Sky Spot". Missions were flown to place observation towers on top of local water towers, to locate reference bench marks, and for final calibration of the RBS radar sets. The successful completion of Operation "Sky Spot" has made possible precision all weather bombing in adjacent areas of Laos and North Vietnam.

D Flight was always on standby for emergency medical evacuations. Three med evacs were flown out of the R. F field "Crown" during night weather conditions for two men with inflamed appendixes and one with a broken back. Three emergency evacuations were flown from the "Viking" radar site. Neither of these two sites has more than a limited medical capability on their field. One Thai soldier who had been wounded by terrorists was flown to Bangkok for treatment. Thai medical teams and American AID medical teams have been flown into many small Thai villages during times of epidemics. Medical supplies have been airlifted to support these teams.

D Flight missions have varied from landing of armed forces to missions of medical aid and mercy. All have been done well and all have contributed to the mission of the 20th Helicopter Squadron and the United States Air Force in Southeast Asia.

MONTHLY PERFORMANCE OF D FLT

Feb	24,760	174	72	77+25	38+45
March	49,150	286	137	116+25	58+15
April	35,710	579	160	101+40	50+50
May	39,115	1039	262	154+05	51+20
June	21,480	394	132	119+55	40+00
Total	170,215	2472	763	569+30	47+50
	Cargo	Pax	Sorties	Acft Hrs	Av Acft hrs

PROBLEMS

The most severe problem which initially hampered the 20th Helicopter Squadron's operations and effectiveness was the divorce of the maintenance and support functions from the control of the Squadron Commander. The Higher Headquarters' decision separating Maintenance and Supply from Operations was quickly contested by the Squadron to no avail. The unique talents and special skills of the dedicated maintenance specialists were smothered in the MAZE of consolidated maintenance squadrons. Flexibility of maintenance was greatly hampered. Morale also suffered.

Additionally, the dispersement of aircraft to three operating locations further extended the supply lines and severely taxed the aircraft Operational Ready status whenever a helicopter was grounded for parts. Foreign object damage to helicopter turbine engines played havoc with the CH-3C especially during the beach head phase of "Operation Double Eagle". In the first week of this operation, seven T-58-1 engines were changed as a result of sand injestion and subsequent power deterioration. Even though mounted high above the CH-3C, ~~the maximum area~~, 10 feet above ground level, the engines are susceptible to great amounts of loose sail sand and debris whenever a landing is made to an unprepared area. During "Double Eagle", two helicopters were equipped with engine ice shields. These were extremely beneficial toward prolonging engine life. More shields arrived at the conclusion of "Double Eagle". Although some loss of power is experienced with the ice shields installed, this negative effect is more than off set by extended engine life and reliability. In

the 1 Jan - 30 June period, fifty-five engines were changed and replaced. This one major problem area significantly accounted for the low utilization rate for the first half of 1966. Between 1 Jan - 30 Apr, approximately 35 engines were changed.

The frequent relocation of crews and equipment to new operating locations thwarted the chain of supplies into the hands of maintenance personnel. After moving to Thailand with all aircraft now equipped with ice shield covers, and operating from principally turf covered areas (school yards) and fixed runways, the engine reliability standard has considerably improved. The problem of inadequate parts supply has also decreased to a degree. Two reasons account for this; (a) increased permanency (continuous since 2 April) of operation at Udorn, and (b) the fact that a fairly stable line of parts supply had been established at this base by the presence, since Oct 65, of Det 5, 38th AERSq who operate a similar type aircraft.

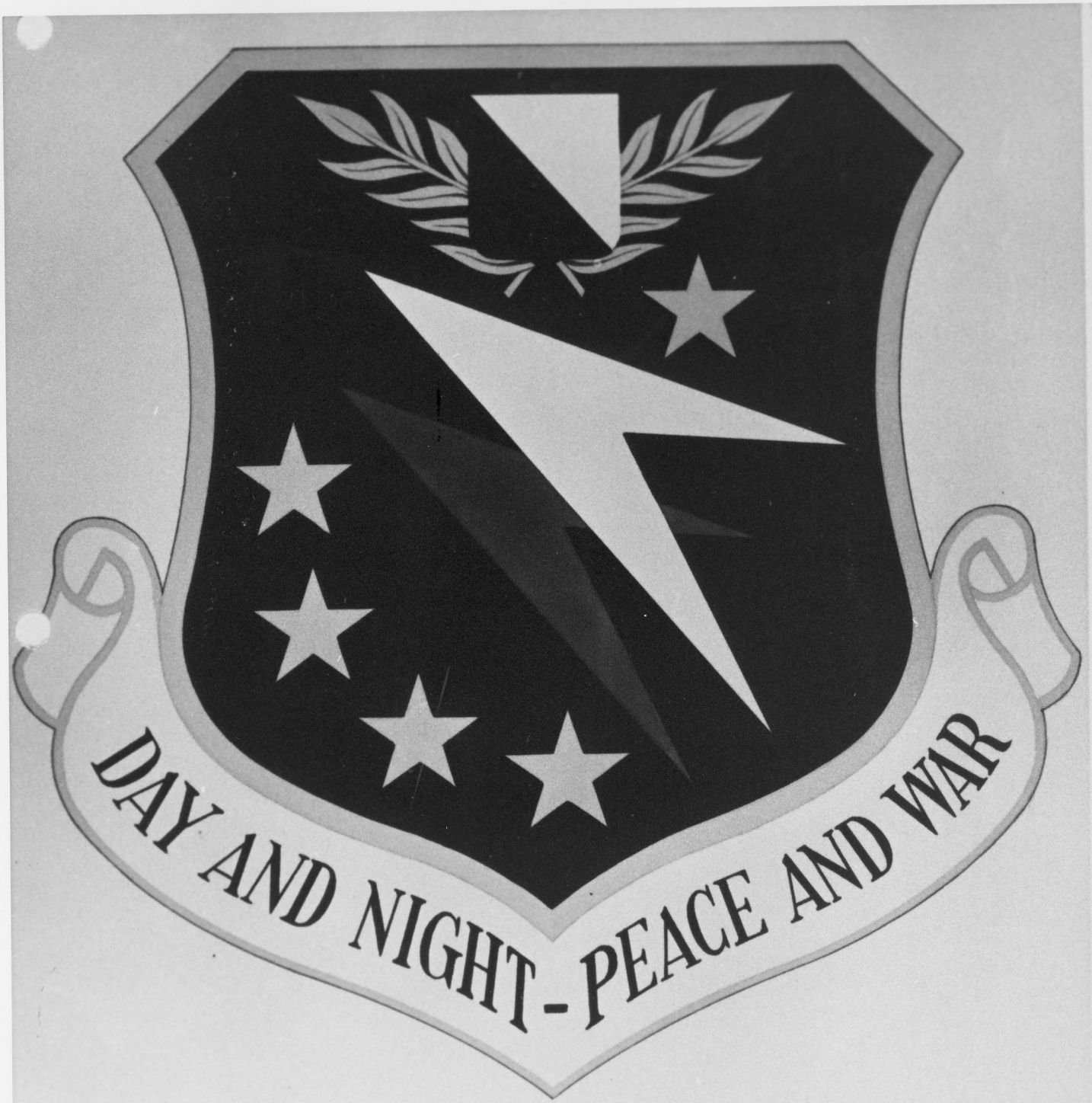
Even with the recent consolidation of aircraft at Udorn, the OR rate of 80% is still difficult to attain. In many instances, the one or two aircraft out of commission for parts are occasionally Cannibalized for its good parts in order to keep other aircraft in commission.

In April, one CH-3C was damaged in completing a double engine flameout landing at an isolated jungle village. The subsequent surface transport of the aircraft by truck over unimproved roads so significantly increased the overall damage that the restoration will take approximately six months.

SUMMARY OF ACCOMPLISHMENTS

Operating Location	Month	Inclu Dates	A/C possessed end of month	Time	PAX	Cargo	Sorties
CRB	JAN	1 - 9	8	58:00	150	87,111	72
DAG	"	1 - 31	8	242:15	1264	655,680	452
TSN	"	1 - 31	4	214:20	1238	262,112	191
DAG	FEB	1 - 28	8	325:35	1801	824,065	625
NKP	"	3 - 28	2	77:25	174	24,760	72
TSN	"	1 - 28	3	177:15	1506	342,686	448
DAG	MAR	1 - 31	2	208:55	1486	446,548	367
NKP	"	1 - 31	2	116:25	286	49,150	137
NHA	"	15 - 31	6	150:45	1247	488,700	397
TSN	"	1 - 31	3	259:30	2426	494,883	586
DAG	APR	1 - 30	2	151:05	447	316:331	247
NKP	"	1 - 30	3	101:40	579	35,710	160
UDN	"	1 - 30	4*	294:15	2300	102,055	478
TSN	"	1 - 30	3**	231:10	2271	519,631	552
DAG	MAY	1 - 16	***	21:40	103	55,465	35
NKP	"	1 - 31	3	154:05	1039	39,115	262
UDN	"	1 - 31	6	295:30	2418	62,705	501
TSN	"	1 - 31	3	237:25	2277	592,176	592
NKP	JUN	1 - 27		119:55	394	21,480	132
UDN	"	1 - 30	9	416:25	4227	156,155	743
TSN	"	1 - 30	3	175:30	1422	431,752	447
TOTALS FOR 6 MONTHS				4838:20	28138	5967,401	7376

* One CH-3C damaged during emergency landing. Est repair time: 6 mos
** One CH-3C damaged in mortar attack on TSN. Est repair time: 2 mos
***From 6-16 May, aircraft on TDY to TSN. All flying accomplishments for that period reported by unit at TSN.



14TH AIR COMMANDO WING

OPERATIONS PLAN

REFERENCES: (U)

PACAF Special Order G-168, dated 8 Oct 65

TASK ORGANIZATIONS: (U)

377 CSG
46 Tactical Reconnaissance Wg
35 TFW
14 Air Commando Wing
315 Air Commando Wing
3rd ARRG
8 Aerial Port Sq
14 Aerial Port Sq
15 Aerial Port Sq
20th Helicopter Squadron
TACC

1. SITUATION: (S)

The requirement for air transportation in SEA has increased steadily during the past several months. In order to accommodate the airlift requirements which are necessary to sustain Air Force Operations, an in house capability is required to augment the resources available to AF units. The availability of supplemental helicopter force is desirable in view of its ability to operate into airfields or areas that are not readily accessible to fixed wing transport aircraft. This force will be operated primarily in support of Air Force requirements; however it may be responsive by command agreement to specific requirements of other services.

a. Enemy forces. Enemy units of division size and an undetermined force of insurgents are known to be operating in RVN. These units are well equipped and are known to have a limited ground defensive capability against aircraft.

b. Assumptions (S)

(1) That airlift requirements of the USAF exce the existing SEA airlift capability.

(2) That the force will provide rapid response to emergency and priority requirements of Air Force units.

(3) That the force will be used to provide base support when not committed to priority missions.

2. MISSION: (S)

To support various Air Force combat activities, such as the communications sites, Tactical Air Control System, air liaison officers, airfield construction, aeromedical evacuations, counter-insurgency operations, and to support/augment search and rescue forces in SEA if required. The unit will also be responsive to priority requirements of MACV.

3. EXECUTION: (S)

a. 14th Air Commando Wing will exercise operational control, supervision and reporting of the 20th Helicopter Squadron and detachments.

b. 35th Tactical Fighter Wing will provide administrative and logistical support to elements of the 20th Helicopter Squadron positioned at Da Nang AB.

c. 377th Combat Support Group will provide administrative and logistical support to elements of the 20th Helicopter Squadron positioned at Tan Son Nhut AB.

d. The 460th Tactical Reconnaissance Wing will provide support through the TUOC as required.

e. 20th Helicopter Squadron will:

(1) Remain at Tan Son Nhut AB until such time as directed to move to Nha Trang AB.

(2) Provide airframes and aircrews as required to execute assigned missions.

(3) Positio
OPLAN and other compe

(4) Be responsible for fulfilling one time and recurring requirements as directed.

f. 315 ACW will insure that the 8, 14, and 15 Aerial Port Squadrons render assistance as required.

g. TACC will:

(1) Be responsive to requests for fighter escort when it is determined that a mission involves unusual risk to personnel or aircraft.

(2) Receive and retain daily operational reports for record purposes.

h. 3rd Air Rescue and Recovery Group will provide SAR required.

x. General Instructions:

(1) Request for helicopter airlift from USAF activities will be submitted to the Transportation Management Office (TMO) of the nearest base supporting an element of the 20th Helicopter Squadron. The request will be processed, assigned a priority and forwarded to the 20th Helicopter Squadron/element for approval and scheduling of aircraft.

(2) Priority requirements originating at 7th Air Force level will be forwarded to DMT where the request will be processed and passed to the appropriate helicopter element for action. Deputy for Operations, 7th Air Force has authority to divert or direct missions as required.

(3) Helicopters operating in support of base requirements may be rerouted, or diverted, by 7th Air Force in support of higher priorities.

(4) All airlift requirements/requests will be processed on a priority basis. The following priorities are assigned to missions in support of:

(a) Tactical Air Control System - Priority 1
(b) FAC Operating Bases - Priority 2
(c) Mobile Maintenance Teams - Priority 3
(d) Base Activation Programs - Priority 4

(e) Base Support - Priority 5

(5) If requested, helicopters and aircrews of the 20th Helicopter Squadron may be used to augment existing resources for Search and Rescue (SAR) without regard to priorities. Requests will be directed to the Commander of the appropriate element of the Helicopter Squadron.

4. LOGISTICAL AND PERSONNEL MATTERS: (U)

See Annex F

5. COMMAND AND SIGNAL:

a. The 20th Helicopter Squadron is assigned to and under the operational control of the 14th Air Commando Wing. Commanders of elements at Da Nang and Tan Son Nhut have authority to approve airlift.

OFFICIAL:

J. H. MOORE, Lt Gen, USAF
Commander

ARTHUR D. THOMAS, Col, USAF
Director, Plans and Requirements

ANNEXES:

ANNEX A - Forces
ANNEX B - Concept of Operations
ANNEX F - Logistics - Personnel
ANNEX Z - Distribution

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APO San Francisco 96553

SPECIAL ORDER
G-168

5 October 1965

1. The 20th Helicopter Squadron, having been activated by the Department of the Air Force AFOMO letter 454n, dated 24 September 1965, is organized at Tan Son Nhut Airfield, Vietnam effective 8 October 1965, with assignment to 2nd Air Division.

a. Unit is organized under an appropriate Unit Manning Document with personnel authorizations as contained therein.

b. Unit will be equipped in accordance with Volume IV, Air Force Manual 67-1.

c. Personnel will be furnished from USAF resources. Personnel manning will be phased in accordance with the unit's capability to utilize the personnel effectively.

d. Processing code S9PM46 is assigned this unit.

e. Upon organization, the 20th Helicopter Squadron is entitled to the history and to any honors and approved emblem belonging to the 20th Helicopter Squadron, inactivated 8 March 1960, Historical data, including information on any honors and approved emblem, will be forwarded automatically to Pacific Air Forces by the USAF Historical Division, Air University. Any flag or streamers authorized for the 20th Helicopter Squadron may be requisitioned in accordance with current directives.

f. Air Force Organizational Status Change Report (RCS: AF-01) will be submitted in accordance with Air Force Regulation 20-49.

g. Authority: Air Force Manual 26-2 and Department of the Air Force AFOMO letter 454n, 24 September 1965.

FOR THE COMMANDER IN CHIEF

/s/Robert H. Richey/s/
ROBERT H. RICHEY, Lt Col, USAF
Deputy Director
Directorate of Administrative Services

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STANLEY F. JENSEN, Capt, USAF
Director of Information

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5 - ARRC (ASCS)
1 - AU (AUL)
1 - File

UPON ORGANIZATION OF THE ABOVE UNIT, THIS ORDER WILL BE DOWNGRADED TO FOR OFFICIAL USE ONLY

~~CONFIDENTIAL~~

~~FOR OFFICIAL USE ONLY~~

HEADQUARTERS
12th Marines
3d Marine Division (Rein), FMF
APO San Francisco, 96601

3/JES/jws
1650
15 Jan 1966

From: Commanding Officer
To: Commanding Officer, 20th Helicopter Squadron, 6252nd Tactical Fighter Wing, Da Nang
Via: (1) Commanding General, 3d Marine Division (Rein), FMF
(2) Commanding General, III Marine Amphibious Force, FMF

Subj: Appreciation for Support Rendered

1. On 11 January 1966 the 20th Helicopter Squadron airlifted Battery H, 3d Battalion, 12th Marines from CHU LAI to BA TO utilizing CH-3C helicopters.

2. The professional competence and skill exhibited by the crews of the helicopters were the key to a successful occupation of the firing position within a minimum time and with no difficulties.

3. I would like to extend my deepest thanks and sincere appreciation for the support rendered and job well done.

JAMES M. GALLENDER

Atch # 2

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
Headquarters, 6252d Tactical Fighter Wing
APO San Francisco 96337

REPLY TO
ATTN OF: C

19 January 1966

SUBJECT: Operations With III MAP Forces

TO: Officer-in-Charge
Det 1, 20th Helicopter Squadron
APO US Forces 96337

1. Reference attached letter, III MAF, 16 Jan 66, Operations with III MAF Forces.

2. I wish to add my appreciation and sincere thanks to that of General Walt for the outstanding andprofessional manner in which your organization performed the cited airlift operation. It is always a pleasure to receive correspondence of this nature.

3. This letter becomes unclassified upon removal of the classified attachment.

FRANKLIN H. SCOTT, Colonel, USAF
Commander

1 Atch
Ltr, III MAF, 16 Jan 66

A TRUE COPY.

GARY K. WOLF, 1STLT, USAF
Deputy Director of Information

~~CONFIDENTIAL~~

7: DAC: llc
1650

11 Apr 1966

From: Commanding General
To: Commanding General, 7th Air Force, Pacific Air Forces, United States Air Force
Via: Commanding General, III Marine Amphibious Force

Subj: Letter of Appreciation

1. The Commanding General, 1st Marine Aircraft Wing, Fleet Marine Force, Facific takes pleasure in acknowledging the support provided to units of this Command by the 20th Helicopter Squadron during Operation "Double Eagle".

2. The squadron provided heavy lift capabilities which were not otherwise available to Task Force Delta. Most noteworthy was the positioning of 105 Howitzers deep into the tactical area of responsibility, thereby extending the overall capability of supporting arms. This ehabled the infantry battalions to operate in an area of approximately 500 square miles of most difficult terrain and to remain under artillery support at all times. If the services of the 20th Helicopter Squadron had not been available, this would not have been possible without time consuming dismantling and its resulting loss of combat effectiveness. The pilots displayed exceptional airmanship by handling any assignment in a combat environment in an outstanding manner. Additionally, while traveling between Da Nang and the operating area, the pilots willingly performed most valuable services by carrying personnel and cargo essential to the operation, thereby returning many UH-34 operating hours to the Task Force which would have otherwise been lost performing the service. The Commanding Officer and personnel of the 20th Helicopter Squadron can be justly proud of an outstanding accomplishment as evidenced by the squadron's contributions to Operation "Double Eagle".

3. Please convey my personal gratitude for a job well done.

KEITH B, MC CUTCHEON

VC

Letter of Appreciation

Commander
20th Helicopter Squadron
APO US Forces 96307

Please add our own appreciation, in addition to that expressed in the attached correspondence to the personnel of the 20th Helicopter Squadron for their commendable contribution during the Operation "Double Eagle". This professionalism and cooperation reflects great credit upon the airmen and officers concerned, as well as the United States Air Force.

GILBERT L. MEYERS, Major General, USAF
Vice Commander

1 Atch
Ltr. subj as above
Hq 1 MAW, 11 Apr 1966

7:DAC: jel
1650

13 Jun 1966

FIRST ENDORSEMENT on CO, Detachment C-1, 5th Special Forces Group (Airborne) ltr of 2 Jun 1966

From: Commanding General, 1st Marine Aircraft Wing, FMF, Pacific
To: Commanding Officer, 20th Helicopter Squadron, APO US Forces 96307
Via: (1) Commanding General, III Marine Amphibious Force
(2) Commanding General, 7th Air Force

Subj: Letter of Appreciation

1. Readdressed and forwarded with my compliments for the outstanding performance of duty on the part of the officers and men who participated in the evacuation operations at Cam Ahhau.

L. B. ROBERTHSHAW

DETACHMENT C-1
5TH SPECIAL FORCES GROUP (AIRBORNE), 1ST SPECIAL FORCES
APO US FORCES 96337

2 June 1966

SUBJECT: Letter of Appreciation

THRU: Commanding General
1st Marine Air Wing
APO US Forces 96337

TO: Commanding Officer
20th, Helicopter Squadron
APO US Forces 96307

1. On 9 - 10 March 1966, Special Forces Camp Ashau, Republic of Vietnam, was subjected to a determined attack by an estimated two (2) North Vietnamese regiments. The enemy initiated his attack at 0350 hours, 9 March, with a devastating and accurate mortar bombardment that killed several and wounded many of the garrison's defenders. The enemy possessed numerous anti-aircraft weapons, which he positioned all around the beseiged Camp Ashau. The adverse weather conditions during the period favored the enemy in that a low cloud ceiling made air support for Camp Ashau extremely hazardous and difficult.

2. The Camp Ashau garrison requested a medical evacuation on 9 March for approximately thirty-five (35) wounded personnel. Despite the adverse weather conditions, the numerous anti-aircraft weapons and the proximity of the enemy to the camp, two helicopter crews from your organization gallantly flew their helicopters in to evacuate our wounded on the early afternoon of 9 March.

3. The first helicopter to come into Camp Ashau was a CH-34. The pilot brought it into the camp through a hail of anti-aircraft, machinegun and s small arms fire. The aircraft was struck several times by enemy projectiles; and as the pilot settled it in the camp to take on wounded, a round hit a vital part of the helicopter and grounded it.

SUBJECT: Letter of Appreciation dtd 2 June 66 (Con'd)

4. The second helicopter was an HC-3. Having observed the first helicopter shot down, and himself receiving intense enemy fire, the pilot of the aircraft would have been perfectly justified in refusing to come in and pick up the wounded. However, the pilot and his crew did not hesitate. Courageously they flew into the voluminous machine-gun and small arms fire saturating the beleaguered camp. The helicopter crew landed, and remaining under fire all the while, picked up their brave fellow crewmen and all of the many seriously wounded in the garrison. The heavily overloaded helicopter successfully took off and evacuated all of the personnel on board.

5. On behalf of Special Forces Detachment A-102, elements of Special Forces Detachment A-503, and our Vietnamese allies who fought at Camp Ashau we thank you for the courageous and humanitarian support you rendered us at great risk to the helicopter crewmen and their aircraft. The valor of the men who flew into Ashau and evacuated our wounded shall never be forgetten by the men who fought there. The actions of your helicopter crews were in the highest traditions of the United States Armed Forces and reflect great credit upon themselves and your organization.

KENNETH B. FACEY
Lt. Col, Infantry
Commanding

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: ~~SECRET~~

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PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION IMMEDIATE	BOOK	MULTI	SINGLE			
INFO						

FROM: 2ND AIR DIV TAN SON NHUT AB RVN

SPECIAL INSTRUCTIONS

TO: 6252 TFW DANANG AB RVN

14ACW NHA TRANG AB RVN (COURIER)

6250 CSG TAN SON NHUT AB RVN (COURIER)

20TH HELICOPTER SQ TAN SON NHUT AB RVN ZEN

DET 1 20TH HELICOPTER SQ DANANG AB RVN

INFO: COMUSMACV (COURIER)

CG F FORCE V NO 1 NHA TRANG AB RVN

SECRET DOPR-OA 05624 MAR 66.

SUBJ: (U) HELICOPTER SUPPORT FOR USA. MY (S) DOPR-OA 05443 MAR 66 AND DOPR-OA 05235 FEB 66. COMUSMACV (C) MACCOC4 06331 271303Z FEB AND (C) MAJO2 03584 0406152 FEB 66.

1. TAKE ACTION TO POSITION SIX CH-3 HELICOPTERS, OPERATIONAL PERSONNEL, MAINTENANCE AND SUPPLY SUPPORT, AT NHA TRANG AB FOR PURPOSE OF SUPPORTING US ARMY AND 2AD OPERATIONAL REQUIREMENTS. FORCE SHOULD CLOSE AT NHA TRANG NO LATER THAN 1600 HRS 15 MAR 66 AND SHOULD BE MADE AVAILABLE FOR DEPLOYMENT 17 MAR66

DATE	TIME
12	
MONTH: MAR	YEAR: 66

WRIT

SYMBOL: DOPR-OA/JJ

TYPED NAME AND TITLE (Signature, if required): MAJOR HERRELL

PHONE | PAGE NR. | NR. OF PAGES

SECURITY CLASSIFICATION: ~~SECRET~~

RELEASER

SIGNATURE

JOHN O MC FALLS JR, COLONEL, USAF
DIRECTOR, PLANS AND Requirements

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~

2. OPERATIONAL CONTROL OF THE CH-3C'S WILL REMAIN WITH THE 14TH AIR COMMANDO WING AND MISSIONS IN SUPPORT OF US ARMY FORCES WILL NOT BE FLOWN WITHOUT SPECIFIC OF THE 14TH AIR COMMANDO WING. USAF HELICOPTERS WILL STAGE FROM NHA TRANG IN THE PERFORMANCE OF THEIR MISSIONS AND WILL RETURN TO NHA TRANG EACH NIGHT FOR NECESSARY MAINTENANCE AND SERVICING, EXCEPTIONS WILL BE CONSIDERED BY THIS HEADQUARTERS ON AN INDIVIDUAL BASIS.

3. SUPPORT RENDERED TO THE US ARMY BY USAF CH-3C HELICOPTERS SHOULD BE LIMITED TO THE DISPLACEMENT AND RESUPPLY OF ARTILLERY AND SUPPORTING ELEMENTS; THOSE LOADS WHICH ARE BEYOND THE LIFT CAPABILITY OF AVAILIABLE US ARMY HELICOPTERS; AND THE TRANSPORT OF HEAVY RESUPPLY ITEMS SUCH AS AMMUNITION, RATIONS, AND WATER TO COMBAT SUPPORT AREAS.

GP-4

A TRUE COPY.

Gary K Wolf

GARY K WOLF, 1stLT, USAF
Deputy Director of Information

~~SECRET~~

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: ~~SECRET~~

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	BOOK	MULTI	SINGLE			
ACTION: IMMEDIATE						
INFO:						

FROM:

7 AF TAN SON NHUT AB RVN

SPECIAL INSTRUCTIONS

TO:

14 AC WG NHA TRANG AB RVN

20 HELI SQ TAN SON NHUT AB RVN (ZEN)

20 HELI DET NHA TRANG AB RVN

6250 CMBT SPT GP TAN SON NHUT AB RVN (ZEN)

460 TAC RECON WG TAN SON NHUT AB RVN (ZEN)

INFO: DEP CMDR 7AF/13AF THAI UDORN AB THAI

PACAF

MACV

13AF CLARK AB PI

SECRET DOPR-OA 06113 APR 66.

TAKE ACTION TO DEPLOY SIX (6) CH-3C HELICOPTERS AND NECESSARY SUPPORT TO UDORN AB THAI ON 2 APR 66. HELICOPTERS WILL TRAVEL IN FLIGHTS OF TWO OR MORE AND WILL REPORT ARRIVAL TO 7AF DOCO-O (COMMAND POST). NON O/R ACFT WILL BE DEPLOYED ASAP. DEPLOY WITH SUPPORT MSK AND TO INCLUDE PECULIAR AGE AND SPECIAL TOOLS TO SUPPORT SIX HELICOPTERS. COMMON AGE AND SUPPORT EQUIPMENT TO BE FURNISHED BY TDY

DATE	TIME
1	
MONTH: APR	YEAR: 66

WRIT

SYMBOL

TYPED NAME AND TITLE (Signature, if required)
Maj Merrell/w s

PHONE 3145 | PAGE NR. | NR. OF PAGES

SECURITY CLASSIFICATION: ~~SECRET~~

RELEASER

SIGNATURE

TYPED (or stamped) NAME AND TITLE
WILLIAM P. JACOBS
Colonel, USAF
Plans and Rwquirements Directorate

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~

BASE. AIRLIFT REQUIREMENTS WILL BE SUBMITTED TO THE MACV TRASNPORTATION MANAGEMENT AGENCY A SAP. DEPLOYING CH-3C'S SHOULD BE USED TO AIRLIFT SUPPORT EQUIPMENT, PERSONNEL AND SUPPLIES TO THE EXTENT POSSIBIE. MOVE HAS BEEN COORDINATED WITH DEP CMDR 7/13AF THAI.

FOR 20TH HELI DET: CONTINUE TO SUBMIT WEEKLY CH-3C ACTIVITY REPORT PER PREVIOUS INSTRUCTIONS.

GP-4

A TRUE COPY.

Gary K Wolf

GARY K WOLF, 1STLT, USAF
Deputy Director of Information

~~SECRET~~

Republic of Vietnam

THE PRIME MINISTER

571 - HP -CVP-4

Saigon, 9 1966

Major Richard F. BURDETT
20th Helicopter Squadron
14th Air Commando Wing
(By the courtesy of MAC-V)
Saigon.

Dear Major BURDETT:

It was really a pleasure for me to have you in charge of our fly to SADEC on April 29, 1966.

On behalf of the party, I sincerely thank you for the good ride and the fine service you have reserved us during the trip. Please extend my warmest thanks and congratulations to:

- Captain Robert S. ADAMS
- Airman 1st Class Richard F. CONRAD.

Sincerely.

Air Vice-Marshal NGUYEN-CAO-KY

Atch 1

HEADQUARTERS 2D ROYAL THAI ARMY
OFFICE OF THE COMMANDING GENERAL
FORT SURANARI, KORAT, THAILAND

17 March 1966

SUBJECT: Letter of Appreciation

THRU: Deputy Commander
Hqs 2D Air Division
APO US Forces, 96237

TO: Major D.B. Maurras
Hqs 20th Helicopter Squadron
APO US FOrces, 96237

1. On behalf of the Security Committee for their Majesties the King and Queen of Thailand and our Prime Minister, Field Marshal Thanom, I want to express our sincere thanks and appreciation to you for the close coordination and magnificent support rendered during the recent inaugural ceremony of Ubolrat Dam at Khon Kaen.

2. The vital mission of surveillance and standby air sea rescue was performed in an outstanding professional manner and left little or nothing to be desited.

3. Of special significance to us, was the water landing capability of the CH-3C helicopter. You and your crew displayed outstanding flying ability, precision timing, and cheerful courtesy. The water landing demonstration was particularly effective and appreciated by all concerned.

4. Once again many thanks to you, we here in Northeast Thailand look forward to continued close cooperation.

/S/
DHONGCHERM SANGKHAVANICH
Lt General, Royal Thai Army
Commanding General

Atch 8

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC AIR FORCES
APO SAN FRANCISCO 96553

MOVEMENT ORDER
NUMBER 8

8 June 1966

TO: Seventh Air Force

1. Necessary action will be taken to move the 20th Helicopter Squadron from Tan Son Nhut Airfield, Vietnam to Nha Trang Airport, Vietnam on or about 15 June 1966.

2. Move will be a permanent change of station.

3. Unit will move with an approximate strength of forty-six (46) officers and thirty-one (31) airmen.

4. Secretarial waiver to permit second PCS in a fiscal year will be obtained prior to movement of individuals concerned, if applicable.

5. Personnel and equipment will move in accordance with applicable provisions of AFR 55-104 and AFM's 75-1, 75-2, and 75-4.

6. All costs involved will be piad from funds available to Seventh Air Force.

7. Air Force Organization Status Change Report (RCS: AF-01) will be submitted in accordance with Air Force Regulations 20-49 and 55-104.

8. Authority: AFR 55-104 and Hq USAF message AFOAPDB 94265, 7 June 1966.

FOR THE COMMANDER IN CHIEF

Robert W Elliott

ROBERT W ELLIOTT, Colonel, USAF
Director of Administrative Services

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1 - File

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UPON CLOSURE OF UNIT AT OVERSEAS BASE, THIS ORDER WILL BE DOWNGRADED TO FOR OFFICIAL USE ONLY

10 December 65

TO: Colonel Budway (BC)

1. To accomplish the mission of the 20th Helicopter Sq it is necessary for the Squadron Commander to have full control of all personnel. This unit will have aircraft and personnel deployed to two additional locations, many miles apart. In addition to this the location of the unit on the home base is a considerable distance from the Chief of Maintenance complex. The necessity of having this control by the 20th Helicopter Sq Commander and the resulting flexibility is further justified below:

a. The maintenance personnel would be divided between the Chiefs of Maintenance at three locations, thereby restricting the inter-transfer of qualified personnel.

b. Cross training and upgrading of personnel would be impossible under this situation. The number of personnel by UMD for the unit is only adequate for one location to accomplish the training. Separating the personnel to various squadrons would require increasing the UMD in certain skill levels at some of these locations.

c. There would be no flexibility to cope with maintenance problems requiring certain specialties at other locations due to illness or lack of skills. This could be rapidly accomplished with control of personnel in one central location.

2. PACAFM 66-12 dated 1 Oct 65 clearly outlines the responsibilities for a Chief of Maintenance on a Combat Support Base. Throughout the Manual it refers to the relationship between the Chief of Maintenance and the Maintenance Officers of the units deployed at this base. There is no reference to the personnel of these deployed units being assigned to the Chief of Maintenance. Portions of the Manual are quoted below clearly stipulating the functions of these units:

a. Par 1-4a, page 1-12. The maintenance officer of the various deployed units will be used by the Chief of Maintenance to supervise maintenance within the unit to which they are assigned. Personnel, shops, equipment and functions will be consolidated where feasible and as necessary to facilitiate maintenance.

b. Par 1-12, page 1-14. Specific maintenance responsibilities for Combat Support Base. Maximum base maintenance self sufficiency will be achieved as soon as possible. Maintenance in each unit will be limited only by available personnel, equipment and facilities. Aircraft and equipment will be maintained in accordance with the following concept.

c. Par 11-1, page 11-1. Flight line maintenance activities at Combat Support Bases may be assigned to the Tactical Squadrons or to the Organizational Maintenance Branch of the Consolidated Aircraft Maintenance Sq. In either case, flight line maintenance will be functionally controlled by the Chief of Maintenance.

3. In view of the above paragraphs it is requested that the maintenance personnel assigned to the 20th Helicopter Sq remain in the squadron. The Maintenance Officer assigned to this squadron will through coordination with the Chief of Maintenance insure that the intent of 66-12 be accomplished and activities within the 20th Helicopter Squadron be consolidated with the Chief of Maintenance where feasible to insure that there is not a duplication of effort.

LAWRENCE R. CUMMING, Lt Col, USAF
Commander, 20th Helicopter Sq, Tan Son Nhut

A TRUE COPY

Gary K. Wolf
GARY K. WOLF, 1st Lt, USAF
Deputy Director of Information

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: ~~CONFIDENTIAL~~

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FROM: HQ 2AD TAN SON NHUT AB RVN

TO: PACAF

INFO: 20 HELI SQ TAN SON NHUT AB RVN (COURIER)

6250 CMBT SPT GP TAN SON NHUT AB RVN (COURIER)

SPECIAL INSTRUCTIONS

CONFIDENTIAL/OMO/DM 66132 /MAR 66. FOR:DPLM. Subj: Reorganization of 20th Helicopter Sq.

1. Ref conversation of 5 Mar 66 between Major McLain, your hq, and Capt. Lamb, OMO, this Hq.

2. The command plans to reorganize the 20th Helicopter Sq on a "test basis" effective 15 Mar 66, as follows:

a. Physically transfer associated A/C maintenance and Base Operation Support personnel back to Sq on an integrated basis, and:

b. Personnel will remain charged to present UMD positions, by organization.

3. Justification is as follows:

a. 20th Helicopter Sq has aircraft and personnel dispatched to several operating locations which are subject

DATE	TIME
5	
MONTH: MAR	YEAR: 66

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SIGNATURE

TYPED (or stamped) NAME AND TITLE

H. S. LAMB, CAPT, USAF

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

to change.

b. Diversity of operation demands that total personnel be under direct command andcon rol of Commander, 20th Helicopter Sq.

c. Placement of aircraft maintenance and Base Operating Support authorizations on 6250th COS GP UMD's precludes required flexibility.

4. In view of the above, and command interest attached to this subject, request your concurrence by return priority message. Gp 4.

A TRUE COPY.

STANLEY F JENSEN, CAPT, USAF
Director of Information

20th Helicopter Squadron

(U) The wing's 20th Helicopter Squadron, "Pony Express," continued its unique contribution to Air Force Successes in Southeast Asia. Still less than a year old, the airlift organization had achieved a record which many an older unit might envy.

(S) Squadron mission was to:[67]

> "Support various Air Force combat activities, such as communications sites, Tacticall Air Control System, air evacuations, counterinsurgency operations, and to support/augment search and rescue forces in SEA if required. The unit will also be responsive to priority requirements of MACV."

(U) During the period 1 July - 30 September, the squadron maintaned the organizational structure established in June. Squadron headquarters was located at Nha Trang AB, RVN and one detachment was based at Tan Son Nhut AB, RVN. The second detachment was based at Udorn, Thailand. Squadron equipment remained the same with eight CH-3Cs at Udorn and four at Tan Son Nhut.[68]

(S) The larger portion of squadron effort was directed toward counterinsurgency actions through movement of friendly forces military personnel or police [redacted] Since the larger number of aircraft were based at Udorn, activities were heavier there.

67 7AF Oplan 426-66, "Pony Express," 15 Apr 66. Ex 37, Hist 14ACW 1 Jan-30 Jun 66. (S)
68 Hist 20 HS 1 Jul-30 Sep 66, pp 1,2. Ex 53. (S)

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[redacted]

(S) A typical operation for the squadron based at Udorn was support of a Thailand Civil Provincial Military (CPM) mission at Mukdahan. The squadron began an alert program to support the operation, following a request from the CPM, (17 July). On 31 July, the squadron completed a massive airlift, moving 400 Thai soldiers from Makon Si Thammarat in Southern Thailand to Trang in the North. As a result of this action, 165 suspected Communist terrorists were retained on the first day of operations, which the squadron carried to Mukdaham from the field.

(S) Following the intial action, squadron aircraft continued supply and replacement for Thai troops which built to a program covering eight locations (1 August). On that day, the squadron carried 97 passengers and 5,350 pounds of cargo in 23 sorties. The following day squadron crews resupplied and replaced troops in 17 locations. For the next five days this was the pattern with the number locations resupplied varying. On 8 August, the squadron returned to an alert status for Mukdahan.

(S) During the operation, the squadron evacuated an entire villgge in eight hours, 10 minutes flying time, flying 26 sorties. Three hundred, sixty-nine passengers and 8,300 pounds of cargo were airlifted.

(S) During the Mukdaham operation, the squadron accomplished:[69]

Number of sorties	- 135
Flying Hours	- 146:10
Passengers	- 622
Cargo	- 33,650

69 Narrative details and statistics for the Mukdaham operation and other 20HS activities were extracted from daily reports submitted to Sq Hq from the deployed detachments. For activities at Udorn, the reports were submitted in Messages 20HS 07-21, 1 Jul 66 through 20HS 09-52 2 Oct 66. All reports on file 20HS Hq (S). SECRET

(S) The Royal Thai Army received assistance from Pony Express in training programs. During the period, Udorn crews made several flights for local Army personnel in counterinsurgency tactics training. On one occasion, the Army Chief of Staff accompanied the flights (17 July).

(S) For the Thai Border Police, the squadron deployed personnel from Udorn to provincial locations on 16 August.

(S) From 30 August until mid-September, the Udorn detachment was involved primarily in flood relief actions. At the end of the monsoon season, flood waters rose to record levels forcing thousands to flee their homes. The squadron flew mercy missions in the areas of Ching Mai and Nong Khai, Thailand.

[redacted]

(U) At the end of the two week, the squadron accomplished:

Numbers of sorties	186
Flying hours	91:35
Passengers	637
Cargo	183,110

(S) The squadron also supported American forces in Tailand. A friendly pilot was evacuatied from hostile territory after he ejected from his disabledaircraft.

(S) On 5 August, the squadron joined the search for a downed F-105. When the aircraft was found, the squadron airlifted an EOD team and guards to the site near the Laotian border; then returned the following day to recover useable parts of the aircraft. On 15 August, the squadron carried a team to the site of an A-1E crash.

(U) But not all the squadron efforts in Thailand were war-like. On 4 July, a squadron loadmaster gave a parachute jump demonstration from the CH-3C before Udorn government officials at a joint-Thai-American Independence day celebration. And on 9 August, the squadron carried Arthur Godfrey to outlying camps.

(U) The squadron continued to airlift high-ranking Thai government officials including the Prime Minister and the Army Chief of Staff. The governors of Nong Kai, Ubon and Sakhon Nakom provinces made several trips by helicopter.

(S) At Tan Son Nhut, the squadronhad less activity in total statistics, but were kept busy. [redacted]

[redacted]

(U) During the latter part of September, when the Mekong River flooded the delta areas, the squadron flew several missions to carry Prime Minister, Air Vice Marshal Nhuyen-Cao-Ky, in inspection trips over the flooded country. Premier Ky made several flights landing at Chu Doc, Cao Lanh and Ling Cuyen. The squadron made several flights to assist in evacuation of flood victims and to drop supplies to others.[70] As of 30 September, the operation was still going on.

(U) Squadron accomplishments for the quarter:

MONTH	SORTIES	HOURS FLOWN	NUMBER OF PASSENGERS	CARGO (POUNDS)
Udorn				
July	638	398.6	3,190	129,530
August	587	343.8	2,449	147,361
September	425	278.0	1,110	100,000
Tan Son Nhut				
July	467	183.0	1,863	420,633
August	350	150.0	1,431	324,200
September	358	189.0	1,035	409,044

(U) The squadron had one problem which became quite serious during the quarter - shortage of replacement parts. This item had been forecast for several month;[71] but even pre-knowledge did not prevent its becoming a problem.

70 Rlse 66-136, 7AF DOI, 26 Sep 66, On file 14ACW OI. (U)
71 14ACW Hist, 1 Jan-30Jun 66, pp 101, 102. (S)

(U) In April, the squadron commander visited the detachment at Udorn where he found maintenance quality slipping. The parts situation had become acute and aircraft were flying near the margin of safety. The squadron commander felt that operations, maintenance, supply and the squadron were all responsible in part for the situation. In addition to the parts problem, maintenance personnel needed closer supervision but there was no maintenance officer assigned. In May the squadron commander replaced the detachment commander and discussed the problems with the Base Chief Of Maintenance. Maintenance improved but the parts problem remained.[72]

(U) In July, during his monthly visit to the detachments, the squadron commander met the Chief Of Maintenance again, and the Chief of Supply. He discovered that the Udorn Chief Of Maintenance did not exercise full control over helicopter projects and was not responsible for reporting conditions. The squadron commander then briefed maintenance personnel and established a better method of reporting.[73]

(U) Adding to the problem was morale among the maintenance personnel. Originally assigned to the helicopter squadron, these men had been reassigned to maintenance squadron upon arrival in Vietnam, then sent TDY to Thailand. Since their problems were not his responsibility by assignment, the squadron commander attempted to coordinate some of the more pressing items with headquarters concerned. He directed his detachment commanders to assist in any way possible but they were not to supervise maintenance or supply personnel in performance of duties.[74]

72 Ltr, 20HS to 14ACW DCO, subj: Supv of Maint Activities," 7 Sep 66 On file 20HS. (U)

73 Ltr, 20HS to 14ACW DCO, subj: How Goes It Report, 5 Aug 66. On file 20HS. (U)

74 Ltr, 20HS to 14ACW DCO/DCM, subj: Admin Control, 20HS Support Personnel, 25 Sep 66. On file 20HS. (U)

(U) Due to the supply problem, the detachment at Udorn had an excessively high rate of grounded aircraft for parts (NORS-G) and several missions were cancelled. The squadron commander discussed the problem with supply personnel at Seventh Air Force. The problem was one of excessive lead time on some items and inadequate planning for parts procurement at a higher level.[75]

(U) The wing commander visited the squadron at Udorn an evauated the situation. His diagnosis:[76]

> "The big problem with the choppers is that there are no spare parts available. Spares were not laid on when the program was set up. Now that the squadron has been operational long enough that the need for spares is the greatest, there aren't any."

(U) As of 30 September the parts problem had improved very little. The squadron OR rate was still discouraging.

(U) Another problem for the squadron was maintenance and supply personnel. After being separated from the squadron and reassigned in Vietnam, these specialists were further deployed on a TDY status to Thailand. Authorizations continued to appear on the UMD for the 20th Helicopter Squadron. This was another of the personnel items the August UMD would, hopefully, straighten out.[77]

(C) The squadron's future was a matter of discussion at wing level. Its presence in Thailand was the result of negotiations at diplomatic levels and its disposition no less removed from wing influences. In June the wing supplied a report on utilization of choppers in Thailand and heard unofficially that all the choppers might be moved out of Vietnam.

75 Ltr, 20HS to 14ACW DCO, subj: How Goes It, 13 Sep 66 On file 20HS. (U)
76 Statement, Col. G.F. bradburn, 14ACW Cmdr, Stand-up, 9 Sep 66.
77 (These problems and a general discussion of 20HS activities 1 Nov 65 30 Sep 66 "End of Tour Report," Lt Col L. Cummings, 20HS Cmdr Ex 54. (U)

(¢) Later on through the same unofficial channels, the wing had information that the choppers would be removed from Thailand by 31 January 1967.[78]

(¢) Another factor with bearing on the squadron was one of the conditions upon which the unit's deployment to Southeast Asia had been approved. The Deputy Secretary of Defense had interpreted the squadron mission as being compatible with that of the Army and gave his approval subject to further clarification of the matter or eventual transfer to the Army within a reasonable time, within 12 months.[79]

(¢) At the time the Army transfer of CV-2 support to the Air Force, RED LEAF, conjecture was strong that Pony Express would go to the Army. But, with the 12 months deadline approaching and the sucess of the squadron in wide variety of roles so evident, no further work along these lines was forthcoming.[80]

(U) Everyone connected with Pony Express activities, from heads of state to low ranking soldiers, was loud in praise of the 20th Helicopter Squadron and its CH-3Cs. Its continued assignment to the 14th Air Commande Wing was another reason for cheering.

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78 Staff meeting minutes
79 Memo, Extract from Special File, 7AF, no subj, undated. Ex 55. (C)
80 Staff meeting minutes

PROJECT CORONA HARVEST
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No 01000657

FROM: 20th Helicopter Squadron (PACAF) APO 96240 3 October 1966

SUBJECT: Debriefing Report (Lt Colonel Lawrence R. Cummings)

TO: HQ 7AF (DP)

1. In accordance with 7AFR 35-5, the following debriefing report is submitted for the period 1 November 1965 to 30 September 1966 during which I was assigned as Commander.

2. General: The 20th Helicopter Squadron was formed at Eglin Air Force Base on 1 November 65. The squadron was organized by HQ TAC Programming Plan 180-65 authorizing 237 operations, command, administrative, maintenance and supply personnel and was programmed to be a self contained unit capable of rapid deployment with limited base support. An accelerated flight training program was accomplished to train the inexperienced pilots and flight mechanics prior to deployment. Ground school training was accomplished for maintenance personnel as well as flight crews. The crews, aircraft and supplies were processed and transported to SEA by air. The majority of the aircraft and personnel had arrived at Tan Son Nhut by 6 December 1965. The squadron was immediately reorganized under a PACAF UMD dated November 1965 which removed the maintenance and supply personnel from the squadron. As the aircraft were assembled, they were deployed as indicated in the following section on deployment. The squadron has experienced many deployments and operational obstacles such as an excessive NOMI-G rate. We have had several aircraft receive battle damage and one pilot was wounded. In addition to this, one aircraft was severely damaged by mortar and another was involved in an aircraft accident. In spite of the shortage of incommission aircraft, this squadron has compiled an enviable record and has received numerous congratulatory correspondence on performance of its mission.

3. Deployment. The squadron has deployed several times; however, since June 66 it has remained in a permanent status.

Location	Date Arrived	Date Departed	No. A/C
Cam Rahn Bay	19 December 65	8 January 66	2
DaNang	21 December 65	20 May 66	2
DaNang	8 January 66	15 March 66	2
DaNang	9 January 66	15 March 66	4
Nakhon Phanom	3 February 66	15 June 66	2
Nha Trang	15 March 66	2 April 66	6
Udorn	15 March 66		6
Udorn	20 May 66		2
Udorn	15 June 66		2

During the period of this report, the aircraft at Tan Son Nhut have fluctuated. This is because the aircraft were assembled here and Tan Son Nhut used as base of deployment. The number of aircraft assigned to this location has been three except during these periods of fluctuation.

4. Accomplishments: The squadron has played a vital role in support of the war effort in SEA. They have supported the Marines in Operation "Double Eagle", performed rescue missions, transported wounded personnel and evacuated an overrun Special Forces Camp. They have hauled tons of rice to

prevent capture of this important item by the enemy. Battle damaged aircraft have been transported by sling to airfield for repairs. Forward Air Controllers have been supported by airlift of vehicles, food, munitions and supplies. Flood victims have been supported in Thailand. The squadron is supporting an extensive COIN operation as well as a Top Secret mission. In support of these varied missions, the squadron has accomplished the following through 30 Sep 66.

Hours Flown	Sorties	Lbs Cargo	PAX
6,029	10,423	7,965,491	39,371

5. Problem areas. This squadron has encountered numerous problems which have effected the performance of its mission. Some of these problems have been resolved, however there are some that need correcting. In addition, there are many personal type problems that effect the morale of the personnel and as a result, effect our mission.

a. Upon arrival at Tan Son Nhut, there was very little preplanning for our requirements. There was no ramp space available and the aircraft were parked alongside the active runway on temporary pads constructed by the 20th Helicopter Squadron. Office space and work area was entirely inadequate consisting of one room 20 ft by 30 ft to accommodate command section, administration, operations, crew room and maintenance. This was corrected in due time by erecting a tent and obtaining additional buildings. Telephone communications were entirely inadequate consisting of one line for the entire organization. In summation, there was not adequate preplanning by the gaining organization to insure operation capability of the unit. This is quite common in this theater and certainly reduces the effectiveness of a unit.

b. There was no preplanning prior to deployment of the aircraft and personnel. The aircraft were deployed to bases with little or no advance notice resulting in no provisions to accommodate aircraft or personnel. In addition to this, the reason for deployment and the mission of the unit was not defined. Operational control of the aircraft was vested in the Commander of the gaining unit but there were no guidelines from higher headquarters as to the mission of the aircraft.

c. Supply support has been entirely unsatisfactory as evidenced by the excessive NORS-G rate. The entire system should be reevaluated to improve the procurement of adequate parts support. One area of accepted supply procedure that should be corrected is the policy of no central MOB for supply. The system now in effect is termed limited MOB and certainly has not been effective. In brief, this system means that whenever our aircraft are deployed, the base supply at that location must establish supply procedures to order parts from the depot in the United States. This has not worked because our helicopters in the past have not been at some of the locations long enough to have these supply lines established. One base in point is DaNang. An adequate flow of parts was arriving at this base when the aircraft were redeployed. These parts were then utilized by like aircraft that arrived upon our departure. A complete new supply system had to be reestablished at our new base of operation and as of this date, this has not been adequate.

d. The major problem area has been in the maintenance and supply area as pertains to the manpower. This unit was formed to be entirely self sustaining with our own maintenance and supply personnel. This would result in the capability to deploy on short notice. The 20th Helicopter Squadron possesses the only CH-3C helicopter in this theater with the exception of a limited number of rescue HH-3C helicopters and SAC CH-3C helicopters. The maintenance required is extremely specialized and must be performed by helicopter trained personnel including the specialists. Upon arrival in this theater, the squadron immediately reverted to a new UMD and lost control of the maintenance and supply personnel. Immediately, problems arose due to this change of concept. The personnel were assigned to the Chief of Maintenance and further reassigned to the respective squadrons depending on their AFSC. The supply personnel were reassigned to the Director of Material and further assigned to the supply squadrons. This resulted in confusion, unnecessary personnel hardship and general loss of effectiveness of support.

(1) The squadron had two maintenance officers assigned. Upon reorganization, one officer was completely removed from association with the squadron. The remaining officer was assigned to one of the deployed locations and remained there for three months. At this time, he was returned to the United States and no replacement was provided. During the next 5 months there was no maintenance officer assigned to supervise the personnel which were deployed to three separate operating locations.

(2) The general airframe mechanics were assigned to the respective squadron at the operating location. The supervisory personnel originally assigned to the 20th Helicopter Squadron, often were placed in charge of sections of maintenance not associated with the helicopters. This was due to their rank. This resulted in the lower ranking, and inexperienced personnel, performing maintenance on these aircraft without proper supervision.

(3) The specialists were also reassigned to the respective squadrons at the various operating sites. This resulted in loss of the majority of the specialists that had received special training on this type of aircraft. This was especially critical in the engine and auto pilot career field. The aircraft were down for excessive periods of time due to lack of support in this area.

(4) The supply officer and eleven airmen that were to maintain the mobility kits were reassigned to the supply squadron at Tan Son Nhut. The supply officer never has been associated with supporting this squadron since arrival in this theater. Of the eleven airmen, six were deployed with the unit to maintain the mobility kits. The remaining five were assigned to various units on the base such as the billeting office, base personal equipment and the base priority section. The amount of support they rendered the squadron is doubtful because over 75% of the unit was deployed. The remaining six supply personnel became men without a unit. As of this date, these men have numerous personal problems such as, no unit of assignment, no TDY orders despite the fact they have been TDY most of their tour, personnel records have been lost, no record of forecast and no record of being considered for promotion. Their effectiveness to this squadron has been seriously hampered by these personal problems, as evidenced by the fact that the mobility kits maintained by them are only 40% complete.

(5) The supervision of the maintenance and supply personnel has been nonexistent until August 66. The base the unit was deployed to did not supervise these personnel or provide administrative support. This lack of support and control has generated numerous I.G. complaints and pending investigations. These are in the area of improper orders, pay problems, promotions, and no leave or R&R program. This was generated prior to assignment to the 14th Air Commando Wing and is now being corrected.

e. Personnel support at a higher level is entirely inadequate. This unit was deployed during the first portion of December resulting in everyone possessing a DEROS within a 7 day period. Numerous efforts have been made by the squadron commander to alleviate this situation. A proposal was submitted recommending an orderly flow of replacements commencing three months prior to the normal DEROS of the aircrew personnel. Pilots were programmed in as requested, but the request to curtail tours of a critically short AFSC were ignored. This has resulted in a considerable over manning in the 1025Z career field. The request to provide an orderly flow of flight mechanic replacements was completely ignored. Two mechanics were provided as replacement for two early returnees. Seven of the replacements will not arrive until 7 days prior to DEROS of our personnel and an additional fourteen will arrive approximately 21 days after the DEROS. This will require forced retention for at least nine flight mechanics until these replacements are in the field and operationally qualified. The reason for requiring a total of twelve flight mechanics is because this is the very minimum necessary to perform the mission. Not only are these replacements arriving in this theater late, but they are also providing two flight mechanics over the authorized UMD.

6. Recommendations.

a. The UMD that originally formed the 20th Helicopter Squadron should be compared with the UMD transferring these personnel to the 14th Air Commando Wing. This wing now has the responsibility of the 20th Helicopter Squadron, however all of the spaces to support this unit were not transferred to the Wing.

b. Reorganize the 20th Helicopter Squadron under the original UMD that formed the squadron. It is imperative that this squadron regain administrative control of all support personnel. This is necessary due to the frequent deployments of the unit and specialized training necessary for all personnel. Past experience has proven that the present system is not functioning properly. The maintenance and supply personnel would be under the 20th Helicopter Squadron for administrative control only which is in accordance with PACAF Manual 66-12.

c. Relocate squadron headquarters to the location possessing the majority of the aircraft. The present system of having squadron headquarters at its present location, with no aircraft, is not satisfactory. The span of control is too far spread and the present manning document does not authorize sufficient personnel to establish a squadron type function at each location.

d. Establish a maintenance and supply MOB at Nha Trang. The units could then operate from mobility kits as previously planned. Requisitions to resupply these kits would be sent to the MOB and a better control of parts would be established. The present system is not functioning as evidenced by the low in commission rates and high NORS-G rate. All major phases and major maintenance such as time changes on transmissions, rotor heads and other high value items would be accomplished at one location. This would eliminate stock piling high value items and reduce the turn around time on these items.

7. Conclusion: The accomplishments of this squadron have been impressive despite the associated personnel and supply problems. This unit has proven that there is a requirement for Air Force helicopters in this theater. They are supporting forward air controllers and other Air Force units in an outstanding manner. Their participation in Counter Insurgency Operations and other out of country missions have not been mentioned due to their Top Secret classification. Performance in this area has been outstanding and without this unit, it would have been impossible to perform this mission in the manner it is now being accomplished.

8. My duty telephone number is 3285. My DEROS is 4 December 66. I desire to debrief at Seventh Air Force on or about 1 December 66, at PACAF on or about 3 December 66, and at Headquarters USAF on or about 7 December 66.

Lawrence R. Cummings

LAWRENCE R. CUMMINGS, Lt Colonel, USAF
Commander

20th Helicopter Squadron

(U) During October, the 20th Helicopter Squadron continued operations in civic, humanitarian, ferry and unusual services. The unit made no major changes in equipment or location. Headquarters remained at Nha Trang with operations conducted from two locations - Tan Son Nhut AB, RVN and Udorn, Thailand.

(U) These two operations differed in more than location. At Tan Son Nhut, three of the CH-3Cs belonging to the squadron ferried pass and cargo in the Mekong Delta region and provided airlift for Gevent Air Force staff personnel.

[redacted]

(S) Another unusual project for the squadron was assisting the United States Overseas Mission (USOM) distribute and install Very High Frequency (VHF) radios in isolated villages in northeast Thailand. These were for use in advising Thai police of Communist activity.

35 Extracted from "Daily Activity Reports," submitted by 20HS OL at Udorn, Thailand to 20HS Hq, Nha Trang, RVN. Reports made by messages, 09-47, 1 Oct 66 thru 10-137, 31 Oct 66. Similar reports were made by OL at NKP. Hereafter referred to as "Activity Rpt," with location. On file 20HS Hq. (S)

(S) Distribution was made within a 60-nautical mile radius of Long Kai, 14-19 October. UBOK teams visited the villages the first day, then returned with radios which were installed. Instruction for use and check-out completed the project.

(S) The squadron also airlifted medical and communications teams into villages in the Nong Khai area and further relocated teams after their immediate projects were finished. The squadron flew seven missions with several sorties in support of this program.

(S) Thai Army personnel used squadron helicopters several times during the month. These missions included moving troops from Korat, assisting in the survey of proposed army sites, cargo hauling and Distinguished Visitor (DV) flights.

(S) Thai police, security personnel and Border Police Patrol(BPP) movement accounted for five squadron missions, one in which 60 police transferred from one location to another.

(U) The squadron did not neglect American forces in Thailand. A mission 1 October recovered items from a crashed Jolly Green Giant. Similar trips were made to Pakse, to a crashed C-47, to carry an Explosive Ordnance Disposal (EOD), legal and medical teams and to recover bodies. Teams were carried to an ordnance drop area to evaluate damages on another occasion. The squadron also moved an emergency generator to a remote site and assisted in a radar evaluation at another. A remote TACAC supply flight was made late in October.

(U) DV flights included one for Lt.Gen. Dongcheim, Thai Army, to Nong Kai Province and support for the visit of their Majesties, the King and Queen to Udorn. One helicopter moved to Bangkok to assist with the visit of the President of the United States to Thailand.

(C) Squadron accomplishments at Udorn were:[36]

Hours flown	448:20
Sorties flown	697
Passengers carried	2,179
Cargo carried	190,430 pounds

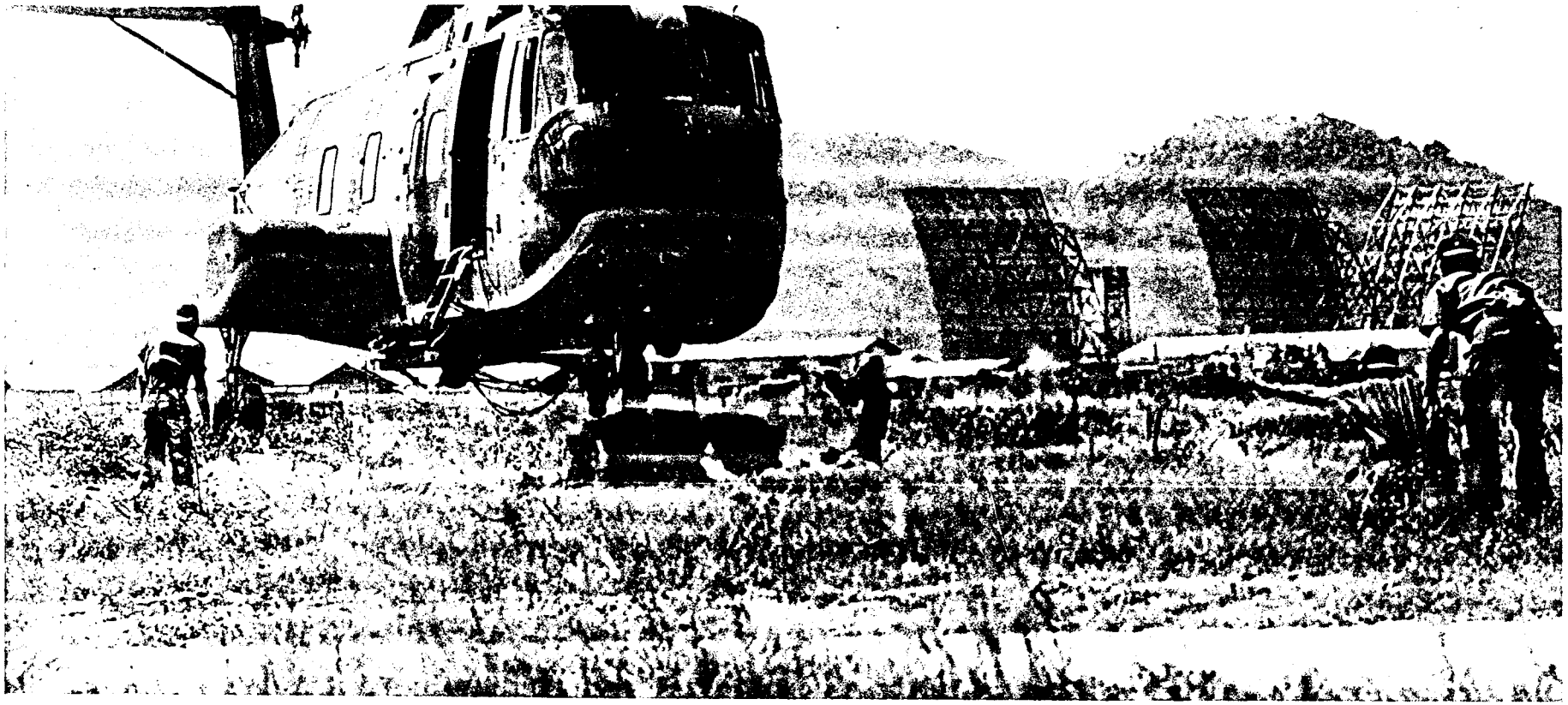
(U) The wing commander visited the squadron at Udorn and flew on one of the [redacted] missions. He evaluated the squadron's performance:[37]

> "This is a bunch of fine guys doing some hard jobs. I went along on one of their missions out in the boonies. It was pretty hairy. There they are, sitting up there with no armor and no self-sealing tanks, and they are exposed to some tricky situations.
>
> "I don't see the Thai-based choppers coming back here to South Vietnam. Their job's a big one. In fact, I think we'll be needing more of them in that area."

(C) The squadron element at Tan Son Nhut performed capably, although they operated with fewer aircraft (four assigned/three operational) than the Udorn outfit:

Hours flown	193:50
Sorties flown	366
Passengers carried	1,162
Cargo carried	395,502 pounds

36 IBID.
37 Bfg, 14AC/ Cmdr, Stand-Up, 1 Nov 66. Historian attended bfg.



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QUICK THINKING SAVES HELICOPTER

Nha Trang (7AF) -- STRAIGHT DOWN -- "You're over the platform. Let it down slowly," signals Lt. Col. Lawrence R. Cummings, commander of the 14th Helicopter Squadron, to Capt. Gary R. Westcott, pilot of the disabled CH-3C. Westcott landed the two-legged helicopter without incident setting his left sponson directly atop a hastily constructed landing platform at Nha Trang Saturday afternoon.



NHA TRANG AIR BASE, RVN -- 20th Helicopter Squadron CH-3C # 692 which flew 1,000 hours during less than 10 months in Vietnam. The helicopter was assembled at Tan Son Nhut Air Base in late January. Before the end of October the aircraft carried 2, 122, 966 pounds of cargo and 8,566 passengers in 2,247 sorties.

(U) Tan Son Nhut achieved one remarkable feat during October. Helicopter 692 completed 1,000 flying hours. This was done during the short time, 10 months, the squadron has been in Southeast Asia. The helicopter carried 8,566 passengers and 2,122,966 pounds of cargo in what the squadron believes may be a first in helicopter history.

(U) The squadron flew a humanitarian mission 30 October, when it carried serum from Tan Son Nhut to Dalat to treat a Vietnamese civilian. Another, less dramatic but no less important, emergency flight moved an "A" Frame from Tan Son Nhit to Dan Hieng, also on 30 October. Destination was a special forces camp where a disabled C-130 needed an engine change. The squadron received credit for saving the aircraft by timely action which enabled the crew to change the engine and remove the aircraft from an insecure location.[38]

(U) An ordinary ferry flight turned into an emergency situation at Nha Trang. Capt. Gary R. Westcott was ferrying oil drums from Nha Trang and Cam Ranh Bay to an Air Force radar site under construction on Hon Tre Island in the Bay of Nha Trang. Shortly after lunch the captain left the island for Nha Trang. When he arrived over the base, he couldn't lower the left main landing gear. The control tower notified the squadron commander, Lt.Col. Lawrence R. Cummings, of the emergency.

(U) Colonel Cummings, who had dealt with similar emergencies, requested assistance to provide a safe landing platform for the chopper. Maintenance squadrons provided manpower; the Air Police provided sandbags and billeting provided mattresses.

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38 Hist 20HS 1-31 Oct 66. Ex 12. (S)

(U) The wing commander directed construction of a platform of sandbags covered with mattresses. Colonel Cummings assumed flight director's position forward of the helicopter's course, with two other squadron members assisting. Captain Westcott eased the huge helicopter to a successful landing with the hung landing gear sponson resting squarely atop the platform. There was no damage to the aircraft.[39]

(U) Squadron personnel problems eased slightly as inputs arrived in Southeast Asia. Three flight engineers at Udorn voluntarily extended their tours of duty to help ease the situation.[40]

(U) Supply difficulties continued to plague the squadron. Operationally Ready (OR) rates remained low throughout the month, falling below desired standards (to 45 per cent at one time). Despite wing and Seventh Air Force efforts, replacement parts were not available. Adding to the problem was a similar replacement program for 38th Aerospace Recovery and Rescue Squadron helicopters which involved many of the same parts.

(U) Supply caused concern world-wide. Two members of the wing attended a CH-3C/HH-3E Weapons Phasing Conference at Sikorsky Aircraft, 11-27 October. Conferees recommended methods for preventing future problems but had little to offer in the immediate situation. The general agreement was that inadequate inventories and provisioning was the cause of supply difficulties. Solutions and relief still depended on action at a headquarters level higher than any presently in Southeast Asia.[41]

40 Interview, historian with Capt. R. Dorsey, 20HS, Udorn, 21 Nov 66.
41 Ltr, 20HS(Capt. W.F. Scott) to 7AF DAS, subj: Trip Rpt, CH-3 Wpns Phasing Conference, 14 Oct 66. On file 14ACW DCM.(U)
39 Misc Oct 66-118, 7AF DMI, 17 Oct 66. On file 14ACW OI. (U)

(U) Conferees also discussed future roles for helicopters in Southeast Asia. Recommendations included: stabilizing assignments of CH-3Cs; establishment of a fixed mission for the 20th Helicopter Squadron; and rigid control of all phases of processing and shipping of high value reparables. Returning the squadron to the original organization with command, administrative, operations, maintenance and support functions assigned to the squadron was another recommendation.[42]

(U) The immediate future concerned the wing and squadron more. The wing received no further word on recommendations made prior to squadron organization. Several unofficial items and conjectures were discussed but definite information was lacking. The wing commander commented on the matter following a visit to Tan Son Nhut:[43]

> "I visited the Joint Personnel Recovery Center (JPRC) while I was there. I wanted to check on one person and I wanted to get a feel for the future role of our choppers. Seventh Air Force still isn't sure what will happen to the 20th Helicopter Squadron. Will they come back in-country? TCS to Seventh Air Force/ Thirteenth Air Force? No one knows! The CH-3C is the best thing we've got over here for the Unconventional Warfare role. JPRC doesn't think the wing has any Unconventional Warfare mission. I say it's a part of the commando mission and belongs here!"

42 IBID.
43 Bfg, 14ACW Cmdr, Stand-Up, 5 Nov 66. Historian attended bfg.

20th Helicopter Squadron (20HS)

(U) The 20th Helicopter Squadron continued operations in civic, humanitarian, ferry and unusual services. The unit made no changes in equipment or location. Headquarters remained at Nha Trang with operations conducted from two locations - Tan Son Nhut AB, RVN and Udorn, Thailand.

(U) These operations differed in more than location. At Tan Son Nhut, CH-3Cs belonging to the squadron ferried passengers and cargo in South Vietnam and provided airlift for Seventh Air Force staff personnel.[65]

(S) At Udorn, squadron efforts were directed toward counter-insurgency activities, moving friendly forces, military and police personnel to outlying locations and positioning and recovering [redacted] personnel.

(S) The Udorn flights in support of Thai counter-insurgency activities, normally go directly to and the United States Overseas Mission (USOM).

(S) On a mission to support United States forces, on 6 November, two CH-3Cs were to be used for airlift of several barrels of diesel fuel to a Tactical Control of Air Navigation (TACAN) site in the politically sensitive area of northern Laos.

(S) One of the helicopters assigned to the mission broke down at the staging base which necessitated the use of the other to carry on the mission alone.

65 Hist, 14ACW 1-31 Oct 66. (S)

(S) The loss of this helicopter extended the time interval beyond the originally scheduled time for the operation which resulted in the absence of MIG cover for the first few sorties.

(S) Despite the fact there were MIGs within 60 miles of the TACAN site and that the second CH-3C had lost its own airborne TACAN and directional gyro compass, the mission was completed successfully just before sunset, insuring the continued operation of this vital TACAN site. The helicopter carried a total of 32,000 pounds of diesel fuel.[66]

(S) In support of USOM, the squadron airlifted passengers and cargo for the purpose of installing small Very High Frequency (VHF) radios in several isolated villages in Northeast Thailand. These radios were to be used by the village chiefs for advising the Thai police of Communist attacks and activity.

(S) USOM mission accomplishments were:[67]

Sorties flown	113
Hours flown	35:35
Cargo	17,510 pounds
Passengers	553

(S) The squadron flew another most unusual mission 3-4 December. A Forward Air Controller, team leader, working in conjunction with the [redacted] had been assassinated. The team leader, code name "Tall Man," had been noted for his pinpoint accuracy and courageous acts while located in Northern Laos.

66 Hist 20thS 1 Nov-31 Dec 68. On file TAACM CI. (S)
67 IBID.

(S) According to Lao custom, the body of Tall Man had to be returned to his birthplace within three days after his death. The squadron was called upon to perform this service. On the first attempt, the weather was bad and two CH-3Cs were forced to turn back. However, on the second attempt they got through and returned the body along with that of the assassin to the proper Lao authorities. The act greatly enhanced the United States position with the friendly Laotians.[68]

(S) The squadron also flew in support of Aerospace and Rescue and Recovery Service (ARRS) during this reporting period, backing up the rescue detachment at Udorn, better known as "Jolly Green Giants." The rescue detachment had a shortage of HH-3Es which necessitated calling upon the 20RS flight in Thailand. The squadron's "Big Charlies" flew 17 sorties with 25 hours and 20 minutes flying during this search and rescue effort.[69]

(S) On another mission late in December, five CH-3Cs worked in conjunction with nine HU-1Fs and several, small fixed-wing aircraft in an operation to airlift units of the Thai Army to an area southeast of Sakon Nakon, Thailand. The operation was called in an effort to entrap a group of Communist terrorists in the area. The assault was highly successful resulting the capture of several terrorists and the death of 14. A total of 74 troops and 38,500 pounds of cargo were transported in 11 sorties, flying 25 hours and 10 minutes.[70]

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68 IBID.
69 IBID.
70 IBID.

(S) Still another mission involved a group of Thai government officials conducting a survey in the Chaing Rai area. The purpose of this survey was to determine the effectiveness of the Thai government services in that remote area. One CH-3C was used to fly the officials to district centers where they conducted interviews with district village chiefs. During this mission, a total of 119 passengers were carried in 13 sorties, flying 11 hours and 20 minutes.

(S) [redacted] mission accomplishments were:[71]

Sorties flown	306
Hours flown	365:00
Cargo	44,961 pounds
Passengers	637

(S) Squadron headquarters remained at Nha Trang, but the major share of operations moved to Udorn during this period. It was the decision of the wing and squadron commanders to promote closer working relationships between squadron administration and flight operations. The move was completed in mid-November.[72]

(S) The squadron had two changes in command during this two-month period. Lt.Col. Lawrence K. Cummings rotated back to the United States and Lt.Col. Charles O. Smith became commander. Shortly after being assigned, Colonel Smith was on his way to Udorn with Colonel Bradburn in an A1E when the aircraft sustained a hit from enemy ground fire forcing the crew to bail out over unfriendly territory. In the ensuing rescue, Colonel Smith was seriously injured and was evacuated to the United States.[73] (This incident covered in detail later in this chapter).

71 Hist 20HS 1 Nov-31 Dec 66. On file 14ACW OI. (S)
72 Interview, historian with Col. C. Bradburn, 14ACW Cmdr, 24 Jan 67.
73 Hist 20HS 1 Nov-31 Dec 66. On file 14ACW OI. (S)

(U) Lt.Col. Jonnny T. Williams was assigned to replace Colonel Smith as squadron commander.[74] Colonel Williams, formerly a wing operations staff officer, had previously commanded an AC-47 detachment in RVN.

(U) The Udorn flight was not without problems. During this reporting period, the unit had nine aircraft assigned and one at Bangkok undergoing repair for damage incurred during an emergency landing in April.

(C) Supply difficulties continued, hampering unit capability.[75] Inexperienced maintenance personnel also contributed to the squadron's low in-commission rate of 52 percent.

(U) Squadron accomplishments at Udorn were:[76]

Sorties flown	997
Hours flown	833:00
Cargo	259,365 pounds
Passengers	2,669

(U) The squadron flight detachment continued in its role of ferrying passengers and cargo from Udorn to Nha Trang providing airlift for Seventh Air Force personnel.

(C) Of great significance during the two-month period was the mortar attack on Tan Son Nhut 4 December. In this attack, all the squadron CH-3Cs on the flight line were damaged. But by 24 December, three of the four aircraft were back in commission for the first time since the last mortar attack on the same base in April 1966.[77]

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74 Special Order G-1, Hq 20HS, 25 Nov 66. On file 20HS. (U)
75 Hist 14ACW: 1 Jul-30 Sep 66; 1-31 Oct 66. (S)
76 Hist 20HS 1 Nov-31 Dec 66. On file 14ACW OI. (S)
77 1BIL.

(U) Aircraft damages at Tan Son Nhut were:[78]

ACFT #	DAMAGE
692	Fuel cell damage and extensive damage to skin and sponson
695	Bullet hole in tail cone; one stringer cut
690	Bullet through tail rotor pylon
579	Extensive damage station 242 and main drive shaft. *

* This aircraft has not been repaired since the attack on the base in April 1968 due to supply problems. As of 31 December, no estimated time in-commission (ETIC).

(U) The flight at Tan Son Nhut had a 90 per cent turnover in personnel during the period 1 November - 31 December. As of 31 December, the personnel situation was stabilized at 12 pilots assigned.

(U) Mission accomplishments at Tan Son Nhut were:[79]

Sorties flown	706
Hours flown	331:45
Cargo	605,159 pounds
Passengers	1,862

(U) In summarizing the squadron's activities in Southeast Asia it could only be said that, during this year it has proved the use of a force such as the 20th in the air commando role. This was highlighted in December when the squadron received the Air Force Outstanding Unit Award.[80]

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78 From big note for justification of requirement prepared at HAC&V Headquarters, 5 Dec 68.
79 Hist 20th, 1 Nov-31 Dec 68. Ch VIII, HAC&V Ch. ( )
80 Special Order G-27, HQ USAF, 12 Dec 68. Doc 1. (U)

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MEMORANDUM FOR DOCUMENTS MANAGER

SUBJECT: Record of Review Today's Date 29 Aug 91

Section I. IAW OSD 5200.1-4, AFR 205-5 Department of the Air Force Review of Southeast Asia (SEA) Records Implementation Plan dated 1 Jan 89. Pursuant to direction of the Secretary of the Air Force as the Original Classification Authority (OCA), this office has reviewed this document(s) and has determined the following disposition:

_____ Not USAF originated document/or not SEA document (STOP).

__X__ Entire folder/document declassified effective 29 Aug 91

_____ Document downgraded/upgraded to _____

_____ No change, document retained at _____

(USAF items noted below prevent declassification of the entire document: _____

Section II. Review by the following Agencies is also required prior to final classification review of this folder/document:

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The indicated Agencies and pages are not intended to be all inclusive. This office is responsible only for USAF originated documents. Appropriate security classification determinations represent the best professional judgment of the Air Force. Individual signing this form is declassifying document IAW instructions and training provided by SAF/AAZD.

Pages Reviewed 195 Pages Declassified 195

ADDITIONAL REFERENCES MAY BE LISTED ON REVERSE

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Col Winston R. Davis, USAFR
SEA War Records Review

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HISTORY

14TH AIR COMMANDO WING

1 JULY - 30 SEPTEMBER 1966

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Director
Aerospace Studies Inst
Air University
Maxwell AFB, Alabama
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HISTORY

14TH AIR COMMANDO WING

1 JULY - 30 SEPTEMBER 1966

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History
14th Air Commando Wg
(formerly 6253d CSG)
1 Jan - 30 Jun 66

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HISTORY

14th Air Commando Wing

1 November - 31 December 1966

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