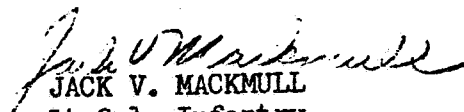


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HISTORY OF THE
13TH AVIATION BATTALION
FORMERLY
DELTA AVIATION BATTALION (PROVISIONAL)
1 January 1964 - 31 December 1964

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SECTION I

GENERAL

1. (U) Organization of 13th Aviation Battalion:

a. Headquarters and Headquarters Detachment, 13th Aviation Battalion was activated by General Order 215, Headquarters, Third United States Army dated 5 August 1964. This order was effective on 5 August 1964 with initial duty station at Fort Bragg, North Carolina. Initially Captain Joseph R. Clelan was acting Commanding Officer and was instrumental in preparing this unit for overseas shipment. The majority of the Battalion Officers did not report into the Unit until about 6 September 1964. In Unit Order Number 1 dated 12 August 1964, Captain Joseph R. Clelan assumed command of Headquarters Detachment, 13th Aviation Battalion. Captain Clelan was followed by Major George E. Derrick as Commander of Headquarters and Headquarters Detachment, 13th Aviation Battalion. Major Derrick remained in command until the unit arrived in the Republic of Vietnam and subsequent replacement by Captain Robert A. Hefford on 16 October 1964.

2. (U) The unit was formed at Fort Bragg, North Carolina for further shipment to the Republic of Vietnam for the purpose of replacing the Provisional Delta Battalion and assuming command and control of the 114th and the 121st Aviation Companies. The advance party for the Battalion Headquarters, consisting of Major Millard Whitten, Captain Robert A. Hefford, SP5 Benjamin F. Singletary and SP5 James H. Poore departed CONUS on 17 September 1964. They were met in Saigon by Lieutenant Colonel J.Y. Hammack, Provisional Battalion Commander. The main body of the Battalion arrived in Saigon on 30 September 1964 and

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SECTION IV

S-3, OPERATIONS

1. (C) During the period from 1 January 1964 thru 31 December 1964, this section functioned as an integral part of the Battalion Headquarters, providing necessary support of subordinate units, IV Corps Headquarters, 7th, 9th, and 21st Divisions and Special Forces in the IV Corps Zone. This support was rendered through the operation of the COC (Combat Operations Center), two (2) ATCO's (Air Transport Coordinating Officer) and three (3) liaison officers, one (1) liaison officer being assigned to each division headquarters. This section operates many activities that are peculiar only to the situation and requirements in Vietnam and are not normally encountered in a state-side operation, such as the preparation and submission of the DAAR (Daily Aviation Activity Report), maintenance of records for the awarding of hostile fire pay and the Air Medal.

FUNCTIONS OF THE COC (COMBAT OPERATIONS CENTER)

The COC is located in the same complex with the IV Corps TOC (Tactical Operation Center) and IV Corps USAF ASOC (Air Support Operation Center). The COC works closely with both of these agencies in the scheduling of all aircraft and other related aviation activities within the IV Corps Zone of responsibility. The COC, for accomplishment of its mission, has direct communications (hot line) with the three supporting aviation companies, Can Tho radio facility, and the Army Aviation Element of AOC (Air Operation Center) MACV in Saigon. The COC is operational on a

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Aviation Company and assumed the duties of safety officer in addition to working in the COC. In September of this year, Captain Ward was designated the Battalion Standardization and Safety Officer as primary duties. In December 1964, Captain Ward was transferred to Soc Trang to assume command of the 6th Airlift Platoon. At this time Captain Robert D. Fitzgerald came to this section from the 121st Aviation Company assuming the duties of Battalion Safety Officer.

5. (C) During the year of 1964, this Battalion and assigned units conducted one hundred fifty two (152) Combat Assault Operations, to include airlanding assault troop lifts and Eagle assault troop lifts both pre-planned and quick reaction, in support of ARVN troops. Statistics supporting the above air-mobile assault operations are as follows:

<u>MONTH</u>	<u>NUMBER OF AIRMOBILE ASSAULT CONDUCTED</u>	<u>HOURS FLOWN</u>	<u>SORTIES FLOWN</u>	<u>TROOPS TRANSPORTED</u>
Jan	9	712	1309	4474
Feb	12	1220	2024	4147
Mar	15	1273	1955	4435
Apr	6	729	1141	2652
May	3	325	633	1180
Jun	11	1378	3202	4672
Jul	11	1095	1956	4062
Aug	11	1261	2373	4347
Sep	18	1932	3411	8149
Oct	21	1904	2732	4212
Nov	18	2515	3221	6520

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<u>MONTH</u>	<u>NUMBER OF AIRMOBILE ASSAULT CONDUCTED</u>	<u>HOURS FLOWN</u>	<u>SORTIES FLOWN</u>	<u>TROOPS TRANSPORTED</u>
Dec	17	2466	3155	5401
TOTAL	152	16,810	27,112	54,251

Above airmobile assault operations were conducted from staging areas as follows:

Bac Lieu: 30	Can Tho: 7	Soc Trang: 16
Ben Tre: 5	Cao Lanh: 10	Tra Vinh: 5
Ca Mau: 19	Rach Gia: 2	Tan Hiep: 5
Cement Plant: 1	Saigon: 3	Vinh Long: 37
		Vi Thanh: 12

6. (C) Statistics as shown below were generated by aircraft flown in support of IV Corps, 7th, 9th, 21st Divisions including Special Forces, USOM and other governmental and military agencies operating in the IV Corps Zone of responsibility during the year of 1964. These statistics represent all phases of aviation support rendered to the above agencies, such as airmobile assault operations, administrative flights, re-supply missions, command and liaison etc.

<u>MONTH</u>	<u>HOURS FLOWN</u>	<u>SORTIES FLOWN</u>	<u>TROOP AND PASSENGERS TRANSPORTED</u>	<u>CARGO (TONS) TRANSPORTED</u>
Jan	4228	8060	17,179	406.8
Feb	4323	8332	17,450	379.2
Mar	5479	10,556	18,097	392.4
Apr	4073	7743	16,283	432.5
May	4270	7532	14,212	431.1
Jun	4790	9755	15,807	395.3

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<u>MONTH</u>	<u>HOURS FLOWN</u>	<u>SORTIES FLOWN</u>	<u>TROOP AND PASSENGERS TRANSPORTED</u>	<u>CARGO (TONS) TRANSPORTED</u>
Jul	4024	7761	14,953	343.4
Aug	4111	7850	15,841	370.1
Sep	5528	11,019	17,781	493.5
Oct	6670	12,039	21,467	528.7
Nov	8088	11,988	24,442	501.5
Dec	4690	8716	17,689	440.8
TOTAL	60,274	111,351	211,203	5115.3

7. (C) Ten (10) UH-1B aircraft from units of this battalion were temporarily based at Da Nang and supported the flood relief operation in the central lowland area of Vietnam (I Corps area) during the period of 10 November to 31 December 1964. These aircraft flew a total of 797.4 hours in support of this operation. Operation involved rescuing of personnel from flood waters, shuttling of relief supplies and airlifting of government troops in support of operations against Viet Cong insurgents fleeing with badly needed flood relief supplies.

8. (C) There were fifty five (55) aviation personnel wounded and seventeen (17) killed in action during support missions. A brief summary of major accidents taking lives of aviation personnel follows:

~~1215T. Avn.a.~~ On ¹⁷20 January 1964, during a combat assault mission in the 9th Division area, approximately seven (7) miles north west of Can Tho, Vietnam, a gunner on a CH-21 Helicopter was hit by hostile fire in the landing zone and

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died moments later.

b. On 9 March 1964, during a combat support escort helicopter mission, a UH-1B (armed) helicopter crashed in a river and sank immediately, killing the crew chief and gunner at Hoa Hao, Vietnam. The aircraft was providing security for Secretary of Defense Robert S. McNamara during his inspection trip in the Delta. P. 228 VOL. 1 VH9A

114TH AVN Co, c. On 15 March 1964, the entire crew of four (4) U.S. personnel and one (1) ARVN Observer were killed instantly during a combat assault mission approximately eighteen (18) miles south west of Bac Lieu, Vietnam when their UH-1B (armed) Helicopter was shot down, crashed and burned escorting troop carriers into the landing zone. P. 229 VOL 1 VH9A

114TH AVN Co d. On 10 April 1964, the entire crew and eight (8) ARVN soldiers were killed during an Eagle assault operation south of Ca Mau, Vietnam. The tail boom separated from their helicopter near the engine compartment, and the aircraft spiraled to the ground from an altitude of two thousand two hundred (2200) feet and burned. The crew chief and pilot were immediately picked up by the Battalion Command and Control Helicopter; the crew chief died enroute to Ca Mau and the pilot died approximately eight (8) days later. As a result of this tragic accident, all UH-1B Helicopters were grounded, pending a modification to the tail boom. P. 230 VOL. 1 VH9A

114TH. e. On 26 ^{JUNE?} January 1964, the pilot, co-pilot and Vietnamese Observer were killed during a combat support escort

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helicopter mission during an operation approximately twenty two (22) miles south east of Vinh Long, Vietnam. Their UH-1B (armed) Helicopter was shot down by enemy ground fire, crashed and burned, pinning the other two (2) critically wounded crew members in the wreckage.

114TH AVN Co. f. On 29 June 1964, all four (4) crew members of a UH-1B Helicopter were killed instantly when their aircraft crashed and burned shortly after lift off, approximately one (1) mile west of Cao Lanh, Vietnam. It was first believed the aircraft crashed due to a mechanical failure; however the accident board upon examination and inspection noted bullet holes in the engine and transmission. 114TH AVN Co. 13TH BN P. 233 VHPA

g. A detailed listing of losses during combat support mission flown in 1964 follows:

<u>MONTH</u>	<u>AIRCRAFT HIT</u>	<u>AIRCRAFT SHOT DOWN</u>	<u>PERSONNEL WOUNDED</u>	<u>PERSONNEL KILLED</u>
Jan	8	1	3	1
Feb	5	1	0	0
Mar	12	1	2	6
Apr	13	0	2	4
May	12	0	2	0
Jun	9	1	9	6
Jul	8	3	6	0
Aug	14	0	3	0
Sep	17	1	2	0
Oct	24	3	1	0
Nov	35	1	4	0

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<u>MONTH</u>	<u>AIRCRAFT HIT</u>	<u>AIRCRAFT SHOT DOWN</u>	<u>PERSONNEL WOUNDED</u>	<u>PERSONNEL KILLED</u>
Dec	56	4	21	0
TOTAL	213	16	55	17

8. (U) The 13th Aviation Battalion Signal Section operates directly under the guidance of the S-3 Section. It's main function is to provide to the Battalion Headquarters the various types of communications required and requested, with emphasis on establishing and operating the air to ground nets for tactical command posts during heliborne operations. The biggest problem confronting the Signal Section is the climate. The moisture gathers on the equipment and causes corrosion. This section consists of one (1) officer and seven (7) enlisted men.

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