



220th Aviation Company

(Surveillance Airplane Light)

(Reconnaissance Airplane)

(Utility Airplane)

"Catkillers" and Family, and all Friends and brothers in Arms, in memory of those who have served.

Company Officer Additional Duties

220th Aviation Company,

by Gene Wilson

Prior to Tet '68 and the move of the 2nd Platoon from Hue to Phu Bai, the 6 officers in the Company Headquarters shared all of the Additional Duties that were required either by Army Regulations or 'common sense practice' by the CO.

After the 'collection' of all platoons at Phu Bai, there was a greater sharing of these duties for a more widespread workload and learning experience among the assigned aviators.

(This listing is all that I can find or recall - to my memory...)

CO – Company Commander

Command Information Program and OIC of everything...

XO – Executive Officer

Records Management Officer

Physical Security Officer

Alternate Top Secret Control Officer

Unit Historical Officer

Unit Voting Officer

Unit Savings Officer

Unit Tax Officer

Unit Education Officer

Primary Censorship Officer

Custodian of Censorship Stamp

Customs Inspection Officer

Custodian of Unit Safe

Postal Officer

Ground Safety Officer

Reenlistment Officer

Unit Financial Advisor

Club Officer

Class "A" Agent to AIK (Indigenous Hires) until 7/1/1966

- Anything else that the CO did not do, or forgot to do....

Operations Officer

- OIC of Unit Operational Actions and Reports
- Maintenance of Aviator Flight Records
- Maintenance of Air Medal Logs
- Headquarters Flight Scheduling
- Liaison with 3rd Mar Div G3 Section
- Other Miscellaneous Duties...

Assistant Operations Officer

- Intelligence & Security Officer (as of 14 Oct 1966)
- Liaison with 3rd Mar Div G2 Section
- Custodian of SOIs and other Classified Materials
- Awards and Decorations Officer + Other Misc...

Aviation Maintenance Officer

- Unit Supply Officer
- Property Book Officer
- Mess Officer
- Motor Officer
- Material Readiness Officer
- Unit Fire Marshall
- Vector Control Officer
- Unit Conservation Officer
- Unit Loading Officer

Aircraft Repair Technician

- Supervisor of Maintenance Hangar Operations
- Aircraft Tech Supply Officer
- OIC of Maintenance Test Flights
- Other...

The CO, 231st Signal Detachment (Avionics) was his own OIC

The CO, 134th Medical Detachment was our Flight Surgeon and also for the 131st Aviation Company (Mohawk) at Phu Bai.

Some Platoon pilots wondered or questioned what the Company 'Staff Cats' did all day and night to earn their keep. Some of us took missions that just seemed to come up out of nowhere, were either otherwise unscheduled or were considered to be tactical emergency (Tac-E) by any supported headquarters or unit within the Phu Bai TAOR. We started taking the 'last light' Phu Bai TAOR flights and night 'emergency' flights about the end of June 1966. The 2nd Platoon had maintained a 'night duty pilot' at Phu Bai until then. Some of us even got out to 'visit' with the platoons every once in a while – and also took every opportunity to see and talk with every pilot who flew in from one of the platoons. The XO often had to 'make' both AM and PM time breaks in his daily routine around the orderly room and the rest of the company area

just to get 'out and about', stretch his legs – and especially to visit the flight line and maintenance hangar to pass some time with the men who worked there day in and day out. The 24-hour (or so it often seemed) operations office often had to double-up and catch-up by going to increased 'night shift' hours when bad weather resulted in delays in communication in getting the daily operations reports in from the platoons – and late breakfast at SSG De Noux' Mess Hall was especially enjoyed after a long and busy night.

The Aviation Maintenance Officer, who was also the Supply Officer, Motor Officer, Mess Officer and PBO, among several other odds and ends jobs, was probably the busiest officer in the Company with his 'cat-o-nine-tails' job. But the Aircraft Repair Tech (Joe Hamm in particular) rarely took a flight without rockets and could turn a test flight into an operational mission without blinking an eye. As I recall, "Doc" Duane Glatz, our Flight Surgeon, maintained a 'clinic/office' in both the 220th and the 131st. He often took a vacant back seat with us or a right seat in a Mohawk on missions with both units in his studying 'combat fatigue', ate with the unit he was with at that time and slept in his 'office' when he finished a long stint at the close of each day.

After about July 1967 I noticed that Ken Trent had been assigned from the 2nd Platoon to Phu Bai as the Supply Officer. Then after Christmas '67 when the 1st Platoon moved from Quang Ngai to Phu Bai and the 2nd Platoon moved from Hue to Phu Bai after Tet '68, then I see the Motor Officer, Mess Officer, Property Book Officer (PBO) and the Unit Historical Officer (a sigh of relief from the XO to the Assistant Operations Officer) positions being shared among all the additional officers and warrant officers scurrying around the flag pole at Company Headquarters.

I am sure that as inherent talents were observed and identified, there were several other 'separations of power' to spread the 'wealth' of things to do throughout the unit. This also gave all OER Raters something else to evaluate in addition to 'Pilot' – separating the men from the boys or the 'working class' from the 'drones'... There were many other opportunities for additional duties as the Company primary 'staff' and Platoon Commanders met their work requirements.

Comments:

One major additional duty accomplishment was setting up the 220th being able to go to the U.S. Naval Air Station Cubi Point and attend the Jungle Environmental Survival Training (JEST) school - (see the error on my copy of Letter Orders - Jungle Evasion & Survival Training - there was no E&E portion of this JEST). The entire thought of this came about after I became the Operations Officer in Oct 1966.

About the same time a flight classmate of mine, Joe Kulmeyer (Flight Class 59-12), had just become the Operations Officer of the 131st Mohawk Company. Don't know all the details - but Joe had already 'survived' punching out 3 times as a VR Mohawk pilot [he was known as Joey 'cool'] - and in talking with him, he could not understand why we, the 220th, were not getting the same Air Force Escape & Evasion Course at Clark AFB that the 131st was getting - especially our pilots flying two ship missions over any part of the A Shau Valley and anywhere along the Laos border. [I used to be able to spend a few late hours with Joe 'sneaking' a look at some of their operations maps and information. Always got asked by Chuck Molinda, his Assistant Operations Officer, "How many cats did you (the 220th) kill

today, Sir?"] We tried to 'tag along' with the 131st, but the AF turned the proposal down - so that's really the reason we turned to the Marines and they supported us all the way! Carl Collins, who flew with us a lot out of Phu Bai, really helped our cause when I seem to remember that he told me that in addition to most Marine AOs stopping by Okinawa for Aerial Observer (AO) school, they were also going to the JEST at Cubi Point before coming in-country to Vietnam. We then went to MAJ Charley Hammel, the USMC Senior AO, who got the go-ahead OK through Headquarters, 3rd Marine Division and III Marine Amphibious Force. We just had to have some kind of an 'official looking' order to board a USMC aircraft bound to Cubi Point. Together we found and arranged transportation by C-130 that took a weekly flight from Chu Lai to Cubi Point every Sunday. Our XO, George Woods, helped us write up the Unit Letter Order for MAJ Dunne's signature. It worked!

I believe we started sending one pilot from each of the platoons to the JEST each week in January 1967. Some who were 'short' did go so that we could send new pilots earlier in their tour. I think that Palmer Haines was one of the last to go from the 2nd Platoon, Lloyd and I were the first to go from Headquarters. Chico insisted that I go first, but he followed me as soon as I returned. It was a good deal and turned out to be almost a mini-R&R.

Another Note:

Our company headquarters had no assigned aircraft and the platoons each had 8 assigned aircraft. At that time the Company had 24 aircraft, until the 4th Platoon came 'home' in March 1967. When we started taking the 'last light' and the night 'Tac-E' missions in late June 1966, for the 'night stand-by' aircraft, the maintenance hangar crew would hustle to have at least one platoon aircraft out of PE and test flown to sit on the 'Hot Spot' that night. Otherwise, we would have to have an aircraft flown in from the 2nd Platoon in Hue after supper. That pilot usually had the night off—but could start his day out of Phu Bai the next morning, if I remember correctly.

We also followed an SOP that we would not (never said never) exceed 10 hours (usually 3-5 hours) before returning an aircraft to its platoon. If we had any other mission requirement (i.e., to Bn HQ for a meeting, or anything else), we would 'schedule' it out of a PE or otherwise 'borrow' an aircraft from one of the platoons. We also shared the 'Log Bird', at that time a U-1, 'Spud 700', with the 131st Mohawk Company and we could often work it into the scheduling. Between Operations and the Maintenance Hangar, we were sometimes kept on our toes, but we made it work pretty well. With the return of the 4th Platoon and original mission at Dong Ha, we had to maintain 4 operational aircraft there at all times, 24/7—but for the first time, we had 4 additional 'float' aircraft. Almost 'Fat City'!

We also flew right seat in a Mohawk, among the cargo without a seat belt in the belly of a C-46 or a Air Vietnam DC-3, Caribou, C-123 or C-130 or helicopter of any service—anything that could get us from point A to point B until we had all 32 aircraft.

Gene Wilson, Executive Officer June-October 1966 to Bill Schmale, Operations Officer October 1966—June 1967 for Bob Dunne and Courtney Smith

DEPARTMENT OF THE ARMY
220TH AVIATION COMPANY
APO 96308

LETTER ORDER
NUMBER 3-2

22 March 1967

SUBJECT: Temporary Duty

TO: Individual Concerned

1. TC 200. You are permitted to pro on TDY. No exp to the gov't will be incurred by rsn of this TDY.

WELSON, DONALD E. 083533 Major 220th Avn Co

MORGAN, LLOYD H. 05419253 Cpt 220th Avn Co

HAINES, PALMER S. 098739 Cpt 220th Avn Co

TDY to: Cubi Point, Phillipines

WP date: 26 March 1967

Pd: Approx 7 days

Purpose: To attend the Jungle Evasion and Survival Training School
(Jest)

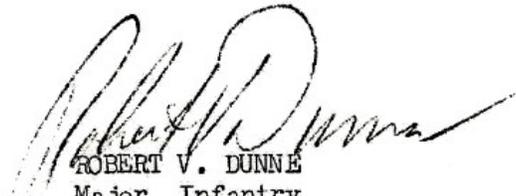
Auth: VOGO

Priority: #2

Sp instr: Tvl by mil acft auth. All mil pes will tvl in aprop. svc. unif and must have at least 15 copies of these orders, up to date immun cert (DD Form 737) and mil ID card in poss. Upon completion of course you are directed to proceed to parent unit by mil acft.

Major Subordinate Command: 223rd Combat Support Aviation Battalion
APO San Francisco 96308

FOR THE COMMANDER:



ROBERT V. DUNNE
Major Infantry
Commanding

DISTRIBUTION

25 - Indiv Conc
10 - 220th Avn Co
10 - AVGD-DP



DEPARTMENT OF THE ARMY
(INSERT UNIT)
(INSERT UNIT ADDRESS)
(INSERT UNIT CITY, ST ZIP CODE)

(Insert Office Symbol)

(Insert Date)

MEMORANDUM FOR (Insert Soldier standard name line IAW AR 600-8-105, para 2-5)

SUBJECT: Additional Duty Appointment

1. You are hereby appointed as the (Insert Additional Duty Title). Additional information is listed below:

- a. The effective date for this duty appointment is (Insert date).
- b. The period of this duty appointment is from (Insert from and through dates).
- c. The purpose of this duty is (Insert purpose of the duty).
- d. The authority for this duty appointment is (Insert appropriate regulation or reference).
- e. (Insert any special instructions if applicable).

2. Point of contact for this action is (Insert POC rank and last name) at (Insert phone number and/or email).

(Insert signature block of appointing
Authority IAW AR 25-50)

Modern day method of appointing additional duties