

5 JUNE

1. General situation:

A. There was no significant activity reported in the MR Today. KTRM did not receive any major attacks and friendly elements are still trying to eject the enemy from the NE Quadrant. Binh Binh was relatively quiet today, however, C Troop lost two MC in the vicinity of LZ crystal. The wx, once again, has not cooperated and we were not able to work in KTRM or ~~the~~ Plicker.

B. PKU AD. received 9X122 mm rocket this afternoon. There was no damage or injuries reported. Last night a small counterattack by enemy forces in the NE Quadrant pushed some friendly units back to the airfield. Close-in bunkers to bunker fighting continues on the North side of the water towers. It is believed it was a regimental CP because of the radios and equipment found. There are increasing reports of bunkers being found with enemy weapons left in them. There were sporadic ABF's against KTRM city with no reports of serious damage. C130's dropped 11 loads today and all were recovered. The airfield is still not open to traffic.

C. TF21 continued moving slowly to the NE. They advanced about

3-4 KM without making significant contact. Operations in the pass continue at a standstill. It is becoming obvious that any plans to move wheeled vehicles to KTM by way of Plei Mroong are out of the question.

The road becomes non-existent about 4 KM NE of Plei Mroong and the rain has made what roads there are to the south barely usable.

D. LZ Crystal received light ABF's this morning, however, there were no enemy ground attacks. CTroop working for Binh Dinh province had an LCH shot down VIC BR 930755. The C+U4-14 having recovered the downed crew was also shot down.

2. Synopsis of ops: 39/16/8
West 14/8/5

CH-47 sorties Pax Tons hours.
EAST with.

West (No fly vx)

3. Air car operations: The car Troops were not able to work in the PHU/KTM area due to poor wx and high winds. TADP departed for AN, SON about 1530. They will work for Binh Dinh Prov - until the situation changes.

4. Vulnerability Data:

A. AN OH-6 (049) belonging to H/10 was shot down in the VIC of LZ Crystal while conducting a VR. The A/C

was hit by a B40 rocket. The pilot 1LT Beall, was not seriously injured however his observer SP4 Hanson had a collapsed lung from a puncture in his back. The crew was picked up by the CXC A/C.

B. The H/HO CXC, a UH-1H (485) was shot down after picking up the LOH crew. The A/C rolled on impact. The crew received bruises and lacerations. Another A/C, a UH-1H from the 129th AHC piloted by the CO, Maj Jones, rescued the crews of both downed A/C. His A/C also received hits from SA fire but was able to return the injured personnel to Qui Nhon.

5. Tow STATUS No ops flights

6. Misc:

A. The wx was even worse (if that is possible) today in the PKU/KTM area than it has been for the past two days. Rain, fog, low clouds, and extremely high winds made aviation operations almost impossible in the area. We managed to get Yellow scarf (CTroop) off headed for the coast late this afternoon and they low-levelled it all the way going via the valley south of an MHe. They all closed at HX son without incident and once they got through the AoMHe Pass wx was no factor.

In this area we only had two birds get to WTM. MR VANN and I went up and back this afternoon and agreed to keep each other company since there were not any other A/C flying. I had an engine chip detector light come on half way to WTM and had to turn back and pick up another A/C. MR VANN proceeded on in his OH-58 and then I followed him back out of WTM to PCU about 1715 Hrs.

B. I went into the 23rd TOC and talked with Rhotenberg and Brucher first. As previously mentioned they encountered some problems in clearing the NE penetrations last night and the tactical situation at the airfield was not as they had estimated yesterday it would be. I took the ATC team with me and we went over to the airfield by jeep and inspected the facilities on foot. The tower and its equipment are a total loss but the POC point can easily be made operable by replacing the hoses which have been punctured by shrapnel. The BCA bunker took several hits and near misses and is a complete loss although we may be able to salvage some parts and components. The tactical

situation will have to improve somewhat (hopefully tomorrow) before we can get in and set up the tower / GCA and before any type operations will be feasible from the airfield. Sharp ground fighting was occurring in the old military compound approx 400 meters North of the GCA bunker and we took about 6-8 rounds of 105 mm arty fire while we were checking the airfield facilities. The enemy obviously has direct observation of the airfield from the higher ground and buildings he is occupying to the North.

C. The GCA equipment and people arrived at 2100 hrs this evening and were met by a crew from the 17th CAB. We will load the equipment to 4PM tomorrow (or as soon as the WX and tactical situation will permit) and get it set up and operating. We will move the tower equipment up as soon as it arrives. MR VAN N, Gen Hill and all here were most impressed by the swift USARV / Bgde response to our request for assistance. Thanks.

P. Gen Toan indicated a couple of days ago that he wanted to recognize U.S. personnel involved there for in the Battle of KTM with appropriate

awards and decided that lists be submitted ASAP. From the recommendations submitted, Bill Waser picked sixty personnel (stipulated by Gen. Tom as 25 percent officers and 75 percent EM) who will be presented awards at a ceremony at 1630 Hrs. tomorrow. Gen. Tom will make the presentations and MA. Vanna and Gen. Hull will attend.

E. The action vic. U2 crystal today mentioned previously, apparently involved quite a bit of heroism. Bill Giese called this evening several times on our unworkable telephone system but we were only able to get bits and pieces of the action. He sent us a message and as soon as I have a chance to look at it over at SAAO first thing in the morning I will call you with appropriate impact award recommendations.

F. The hits on MA. Vanna's A/C as reported yesterday were slightly in error. The correct number should have been 13 instead of 3 as stated. The aircraft is much sicker than I reported but amazingly is still all right for a one time flight to the 604th. We used the Army's universal fixer (green tape) to cover the hole.

and we will get the flying sieve
down to Camp Ranch tomorrow.

Obviously Mrs VANN's luck
continues to hold.