

TROOP A  
1ST SQUADRON 9TH CAVALRY  
1ST AIR CAVALRY DIVISION  
APO San Francisco 96490

1 September 1969

SUBJECT: Operational Report - August 1969

TO: Commanding Officer  
1st Squadron 9th Cavalry  
ATTN: S-3  
1st Air Cavalry Division  
APO San Francisco 96490

I. Significant Organization and Unit Activities:

a. Principle Operations:

On 9 August 1969 at grid coordinates XT 432 882, Apache 12 with Apache 27, received intense .30 caliber and automatic weapons fire. The aircraft was shot down and totally destroyed with three (3) crewmembers MIA. The Blues were inserted in a green LZ but upon proceeding toward the downed aircraft received intense .30 caliber and AK fire from an unknown size enemy element. The Blues returned fire with organics resulting in twenty-one (21) NVA KIA's and one (1) .30 caliber machine gun position destroyed. Blues had one (1) KIA and eight (8) WIA.

On 12 August 1969 at grid coordinates XT 371 830 Apache 26 and Apache 14 spotted twenty (20) NVA along a trail. They engaged with 2.75 inch and 7.62 fire resulting in eight (8) NVA KHL.

On 14 August 1969 at grid coordinates XT 234 776 Apache 18 received an unknown amount and type fire and was shot down with two (2) line two's and one (1) line one. Pony Teams Charlie 2/7 was inserted to secure the area. Two wounded were medevaced. The line one (1) was brought out by Pony Teams.

b. Base Defenses:

Base defense has received a top priority rating on the activities of Alpha Troop, 1st Squadron 9th Cavalry, in the last month. There was much to be done on the green line maintenance, lower echelon standing operating procedures, standardizing of guard procedures and sub-unit cooperation in the accomplishment of the above goals. It can be said that corrective steps have been taken in all of these areas and an improvement of about eighty (80) per cent has been achieved.

No incoming rounds have impacted in "A" Troop area during the month of August.

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DATE: 8 Apr 87  
DAIM-FAR-RR # 19  
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SUBJECT: Operational Report - August 1969 (cont'd)

c. Base Improvements:

(1) Efforts were directed toward improving the unit's portion of the green line. Specific comments are made under the Base Defense portion of this report.

(2) Trash can racks have been built for most barrels. More are under construction.

(3) The mess hall porch was completely screened in and the kitchen of the mess hall was lined with tin to aid in fire prevention.

(4) All latrines in the area are being repaired and fly-proofed.

d. Training and Organization:

On 6 August 1969 through 8 August 1969 Apache Blues received training in patrolling, ambush techniques, weapons test firing, and the use of explosives.

On 6 August 1969 Sting Ray 2 and 2/19th Field Artillery Brigade LNO gave classes on intelligence and artillery adjustment. On 17 August 1969 Sting Ray 2 gave an additional briefing.

On 16 August 1969, the Blues had extensive McGuire rig and rappelling training.

Other subjects of training during the month of August were classes in aviation fire safety, safety concerning external loads, ground safety, and starting procedures for CH-6A and the UH-1H type aircrafts.

e. Administration and Logistics:

1. Troop Strengths

Authorized			Assigned			Present for Duty		
OFF	WO	EM	OFF	WO	EM	OFF	WO	EM
18	30	110	19	28	147	18	28	134

2. Organization for Combat:

CO	MAJ Hardin
XO	CPT Funk
Opns Off	CPT Anderson
Wpns Plt Ldr	CPT Rowe
Scout Plt Ldr	1LT Pruette
Lift Sec Ldr	1LT Alexander
Maint Plt Off	CPT Stiver
Rifle Plt Ldr	1LT Bludworth (1 Aug 69 - 15 Aug 69)
	1LT Qualley (15 Aug 69 - 31 Aug 69)

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3. Awards and Decorations:

1 Bronze Star  
 1 Air Medals "V"  
 2 Air Medals  
 4 Purple Hearts  
 1 Good Conduct Medal

1 Army Commendation Medal with "V"  
 2 Army Commendation Medals  
 1 Purple Heart with Oak Leaf Cluster  
 1 Distinguished Flying Cross

4. Losses:

Programmed  
 OFF WO EM  
 2 2 12

Unprogrammed  
 OFF WO EM  
 0 2 12

5. Promotions:

1 2nd Lt to 1Lt  
 4 WO1 to CW2  
 3 SP4 to SGT

21 PFC to SP4  
 5 E2 to PFC

6. R & R

3 In-country  
 11 Out-of-country

7. Replacements:

OFF WO EM  
 2 6 44

8. Logistics:

a. Class I -- Class A -- 11,895  
 Class B -- 6,045  
 Class C -- 195

b. Class II -- Trousers (combat) -- 50  
 Jackets (combat) -- 50  
 Boots (combat) -- 20  
 Socks -- 200  
 Shorts -- 60  
 T-shirts -- 50

c. Class III -- JP-4 -- 89,200  
 MCGAS -- 2,600 (9 vehicles plus generators)  
 DIESEL -- 2,900 (1 POL truck: generators)

d. Class IV -- None

e. Class V	- 5.56	- 53,260	.45	- 4,000
	7.62	- 1,440	WP Gren	- 896
	40mm Link	- 5,455	Incen Gren	- 202
	40mm M-79	- 676	60mm	- 0
	2.75"	- 2,905	81mm	- 0
	.38	- 400	90mm	- 0
	Smoke	- 741	106mm	- 0

IDENTITY

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 DAIM-FAR-RR # 19  
 DATE: 8 Apr 87

1 September 1969

## 2. Losses:

a. Enemy	Month
NVA KIA	73
VC KIA	1
Detainees	0
NVA Captured	0
VC Captured	0
Indiv Wpns Captured	0
C/S Wpns Captured	0
Ammo	0
Packs	0
Rice	0
Salt	0
Documents	0

b. Friendly	Month
US KIA	2
US WIA	10
US MIA	3
A/C Firing	20
A/C Hit	6
A/C Hit (Fly)	2
A/C Hit (No Fly)	4
A/C Dest (Combat)	3
A/C Dest (No Combat)	0
C/S Wpns Lost	1
Indiv Wpns Lost	10
Vehicles Dest (Combat)	0
Vehicles Dest (No Combat)	0
Vehicles Turned in	0

## 3. Commanders Comments:

- A significant drainage problem exists in the unit area.
- The issue of aircraft to replace those destroyed by battle damage seems to have slowed considerably. To date, Troop A is short three (3) OH-6A's, one (1) UH-1H, one (1) AH-1G, and one (1) UH-1C.
- Fire extinguishers have been provided by S-4, but there is no rapid system for re-charging extinguishers.
- The Troop fuel truck has been deadlined for twenty-three (23) days for an exhaust pipe. The item has been placed on a Red Ball requisition. On an average day about 01:45 hours of blade time are lost by aircraft having to refuel at Tay Ninh POL.

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DAIM-FAR-RR # 19

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e. This unit is experiencing a critical shortage of drive cables for XM-28 systems. We have two cables at this time. Requisitions have not been filled.

4. Recommendations:

a. That the fire station at Tay Ninh be provided with the facilities to charge fire extinguishers.

b. That more attention be given to drainage problems on Tay Ninh Base Camp. Perhaps, supervised Vietnamese nationals could accomplish part of the work.

c. That all roads in the vicinity of this unit's LOH (OH-6A) flight line (and any other flight line) be heavily oiled or surfaced. Dust from the heavy vehicle traffic is definitely detrimental to the aircraft.

FOR THE COMMANDER:

*Eldon Anderson*

ELDON ANDERSON  
CPT, INF  
Operations Officer

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