

ARMY BOARD FOR CORRECTION OF MILITARY RECORDS

RECORD OF PROCEEDINGS

IN THE CASE OF: [REDACTED]

BOARD DATE: 18 February 2025

DOCKET NUMBER: AR20230013062

APPLICANT REQUESTS:

- Award of additional Air Medals
- Award of the Master Aviation Crewmember Badge
- Personal appearance before the Board via video/telephone or in person

APPLICANT'S SUPPORTING DOCUMENT(S) CONSIDERED BY THE BOARD:

- DD Forms 149 (Application for Correction of Military Record)
- Self-Authored Letter
- Special Orders 124 Award of Aircraft Crewmember Badge
- General Orders 3860 Award of Air Medal
- General Orders Number 10115 Award of Air Medal 2nd Award with V Device
- DD Form 214 (Armed Forces of the United States Report of Transfer or Discharge), 4 April 1971
- DA Forms 759 (Individual Flight Record and Flight Certificate - Army
- DD Form 214 (Report of Separation from Active Duty), 28 December 1975
- Permanent Orders 82-8 Award of Senior Aircraft Crewman Badge
- DD Form 214 (Report of Separation from Active Duty), 29 November 1978
- DD Forms 214 (Certificate of Release or Discharge from Active Duty), 1 May 1983 and 30 August 1991
- Completion of Officer Service

FACTS:

1. The applicant did not file within the 3-year time frame provided in Title 10, U.S. Code, section 1552(b); however, the Army Board for Correction of Military Records (ABCMR) conducted a substantive review of this case and determined it is in the interest of justice to excuse the applicant's failure to timely file.

2. The applicant states:

a. He only received one basic Air Medal and one for valor for his service in Vietnam. He has copies of his flight records that are unfortunately minimal. Prior to his discharge,

he tried to get an updated record of combat flight time in Vietnam. He was informed an attack on Vinh Long Airbase destroyed the operations building and all records were lost in a fire.

b. His copy of his DA Form 759, was signed by the operations officer on 30 June 1970. It shows a total amount of 867 combat flight hours, which he assumes is accurate. However, the monthly break out was incorrect as it only showed 216 hours total due to clerks just "filling in the blanks" prior to his departure. If the Board reviews the total time logged in combat, he flew an average of over 95 hours per month.

c. During his tenure in Vietnam the requirement to be awarded the Air Medal changed from the criteria in 1968, which was 25 hours of combat assaults, 50 hours for noncombat flights, and 100 hours for all other flights. In 1968, the Army changed the counting system to categorize them all the same. Every 24 hours of flight hours determined an Air Medal and for each award afterwards.

d. He has enclosed his flight records from Vietnam showing a cumulative of 867 combat hours. Based on the changed criteria, he is eligible for several more additional Air Medals. He enclosed records that show an additional amount of flight time totaling 1346 total hours, which include time flying in Korea in the demilitarized zone, which was annotated a combat zone.

e. He has tried to resolve this issue over 30 years ago, prior to his discharge, and he could not get any assistance or resolution, hence he decided to try again as things have changed and improved in helping Vietnam Veterans for issues in the past.

f. He is also applying for award of the Master Aviation Crewmember Badge based on the criteria published in Department of Defense 578-93 Master Aviation Badge, sub paragraph (a) states "For award of this badge, an individual must either successfully perform 15 years of flight status (physically qualified as Class III) in a principal duty assignment described in Army Regulation 600-106 (Flying Status for Non Rated Aviation Personnel) or serve in Career Management Field (CMF) 67 or 93, including all 58 series military occupational specialties (MOS). Warrant officer MOS 150A and 151A may qualify for the Master Aviation Badge with 17 years experience." Paragraph 578.93(b) states "Warrant officer MOSs 150A and 151A may qualify for this badge after successfully performing 15 years on flight status or 17 years experience in CMF 67 or 93 or MOS 150A and 151A. Prior enlisted CMF 67 time may count with MOS 151A experience to fulfill this requirement."

g. The applicant joined the military in late 1968 and went to Vietnam being awarded the MOS of a 67N (Utility Helicopter Repairer). Throughout his enlisted career he was able to stay in the Army aviation on flight status, even as he progressed in ranks and accumulated well over a thousand hours of documented flight time.

h. Once he received the grade of E-7, his flight time and status was limited. He was awarded both the Basic and Senior Aviation Crewmember Badges throughout that timeframe. As his career expanded, he elected to apply for and received a direct appointment to become an Aviation Warrant Officer in 1983 and was assigned the MOS of 160A (Aviation Maintenance Technician). As this was directly related to his experience in Army Aviation, he was pleased.

i. In late 1983, shortly after he was assessed as this position, his MOS was redesignated to a 151A. He did not think that he had the option to apply for the Master Aviation Crewmember Badge; however, after reviewing the current regulations criteria, it appears that he qualifies.

2. The applicant provides the following documents:

a. Special Orders Number 124, published by Headquarters, 7th Armored Squadron, 1st Air Cavalry, 15 May 1970 awarded him the Aircraft Crewmember Badge.

b. General Orders Number 3860, published by Headquarters, 1st Aviation Brigade, 18 May 1970 awarded him the Air Medal for meritorious achievement while participating in aerial flight.

c. General Orders Number 10115, published by Headquarters, 1st Aviation Brigade, 13 October 1970 awarded him the Air Medal Second Award with V Device for heroism while engaged in aerial flight in connection with military operations against a hostile force.

d. DA Forms 759 (Individual Flight Record and Flight Certificate - Army) show the following flight hours:

- From October 1969 through June 1970, 867 (pilot combat time)
- From July to October 1971, 1072 (pilot combat time)
- From February through August 1972, 910 (crew)
- From November through December 1972 and January through June 1973, 1004 (crew)
- June 1973, 1078 (crewmember)
- From July 1974 through June 1975, 1212 (crew)
- From July 1975 through January 1976, 1280 (crew)
- From February through September 1976, 1340
- From September 1976 through January 1977, 1346

e. Permanent Order 82-8, published by Headquarters, 25th Infantry Division, 2 December 1976 awarded him the Senior Aircraft Crewman Badge.

f. DD Form 214 (Certificate of Release or Discharge from Active Duty) shows he was honorably retired on 30 August 1991. Item 13 (Decorations, Medals, Badges, Citations, and Campaign Ribbons Awarded or Authorized) shows he has two Air Medals with V Device. It is void of the Master Aircraft Crewmember Aviation Badge.

3. The applicant's complete service record is not available for the Board's review. It contains the following documents:

a. DA Form 2-1 (Personnel Qualification Record), which shows in item:

(1) 5 (Overseas Service), from 4 July 1969 through 3 July 1970 Vietnam, from 18 October 1972 through 26 October 1973 Korea, from 16 February 1976 through 15 February 1979 Hawaii, and from 22 September 1982 through 4 May 1983 Korea.

(2) 6 (MOS) he held military occupational specialty 160A (Aviation Maintenance Technician).

(3) 9 (Awards, Decorations and Campaigns) shows he was in four campaigns, while in Vietnam and he was awarded two Air Medals with V Device. It is void of award of the Master Aviation Crewmember Badge.

(4) 35 (Record of Assignment) He had enlisted service from 27 December 1968 through 1 May 1983.

b. His Officer Record Brief, shows his branch code as 151A and his MOS as Aviation Maintenance Technician.

4. The ABCMR may, in its discretion, hold a hearing or request additional evidence or opinions. Applicants do not have a right to a hearing before the ABCMR. The Director or the ABCMR may grant a formal hearing whenever justice requires.

BOARD DISCUSSION:

1. After reviewing the application, all supporting documents, and the evidence found within the military record, the Board found that partial relief was warranted. The Board carefully considered the applicant's record of service, documents submitted in support of the petition, and executed a comprehensive review based on law, policy, and regulation.

2. The Board acknowledges the applicant's extensive service in aviation maintenance roles while holding an enlisted Military Occupational Specialty (MOS) directly related to aviation operations. The applicant's record includes substantial time spent in aviation

environments performing duties that align with criteria outlined in Army Regulation 600-8-22 for aviation crewmember badge eligibility.

3. The Board finds sufficient justification to award the Master Aviation Crewmember Badge. The applicant demonstrated sustained service in designated aviation positions consistent with the award's requirements.

4. However, the Board does not find sufficient evidence to support the request for additional Air Medals. A thorough review of the applicant's records reveals:

- No verified combat or meritorious flight missions documented,
- Absence of DA Form 759s or equivalent records confirming flight hours that meet award criteria,
- No orders or recommendations substantiating prior entitlement to the Air Medal.

Therefore, the Board concludes that the Air Medals request does not meet the threshold for correction and recommends denial of that portion of the petition.

5. The applicant's request for a personal appearance hearing was carefully considered. In this case, the evidence of record was sufficient to render a fair and equitable decision. As a result, a personal appearance hearing is not necessary to serve the interest of equity and justice in this case.

BOARD VOTE:

Mbr 1 Mbr 2 Mbr 3

:	:	:	GRANT FULL RELIEF
:XX	:XX	:XX	GRANT PARTIAL RELIEF
:	:	:	GRANT FORMAL HEARING
:	:	:	DENY APPLICATION

BOARD DETERMINATION/RECOMMENDATION:

1. The Board determined the evidence presented is sufficient to warrant partial relief. As a result, the Board recommends that all Department of the Army records of the individual concerned be corrected by amending the applicant's DD Form 214, for the period ending 30 August 1991 to show award of the Master Aviation Crewmember Badge.

2. The Board further determined that the evidence presented is insufficient to warrant a portion of the requested relief. As a result, the Board recommends denial of so much of the application that pertains to award additional Air Medals.

X //signed//

CHAIRPERSON

I certify that herein is recorded the true and complete record of the proceedings of the Army Board for Correction of Military Records in this case.

REFERENCES:

1. Title 10, U.S. Code, section 1552(b), provides that applications for correction of military records must be filed within 3 years after discovery of the alleged error or injustice. This provision of law also allows the ABCMR to excuse an applicant's failure to timely file within the 3-year statute of limitations if the ABCMR determines it would be in the interest of justice to do so.

2. Army Regulation 15-185 (Army Board for Correction of Military Records) prescribes the policies and procedures for correction of military records by the Secretary of the Army acting through the ABCMR.

a. The ABCMR will decide cases on the evidence of record; it is not an investigative body. The ABCMR begins its consideration of each case with the presumption of administrative regularity. The applicant has the burden of proving an error or injustice by a preponderance of evidence.

b. The ABCMR may, in its discretion, hold a hearing or request additional evidence or opinions. Additionally, it states in paragraph 2-11 that applicants do not have a right to a hearing before the ABCMR. The Director or the ABCMR may grant a formal hearing whenever justice requires.

3. Army Regulation 600-8-22 (Military Awards) prescribes Army policy, criteria, and administrative instructions concerning individual and unit military awards.

a. The Air Medal is awarded in time of war for heroism and for meritorious achievement or service while participating in aerial flight. This award is primarily intended for personnel on flying status but may also be awarded to those personnel whose combat duties require them to fly; for example, personnel in the attack elements of units involved in air-land assaults against an armed enemy. As with all personal decorations, formal recommendations, approval through the chain of command, and announcement in orders are required.

(1) Numerals, starting with 2, will be used to denote second and subsequent awards of the Air Medal.

(2) All Air Medal recommendations that are downgraded will be approved as an Army Commendation Medal.

b. The Army Commendation Medal is awarded to any service member of the Armed Forces of the United States who, while serving in any capacity with the Army after 6 December 1941, distinguishes himself or herself by heroism, meritorious achievement, or meritorious service. Award may be made to a member of the armed

forces of a friendly foreign nation who, after 1 June 1962, distinguishes himself or herself by an act of heroism, extraordinary achievement, or meritorious service, which has been of mutual benefit to a friendly nation and the United States. It may be awarded for combat-related service or achievement after 29 February 1964.

c. To be eligible for award of the Master Aviation Badge, individuals must meet all of the requirements for award of the Senior Aviation Badge, display complete competence in the principal duty or duties performed leading to the award, attain the grade of staff sergeant/E-6 or higher, and be recommended by the unit commander and endorsed by the next higher commander of the unit to which presently assign.

(1) Individuals must meet the criteria above and have 17 years (not necessarily consecutive) of experience in principal duty assignment in an MOS or CMF or 15 years (not necessarily consecutive) on flying status while holding a primary MOS in CMF 15 or AMEDD personnel in a designated flight position.

- CMF 15
- CMF 67 (7 April 1983 through 31 August 2005)
- Aviation MOS 68 series (31 December 1985 through 30 September 2003)
- MOS 93: 93C and 93P (after December 1985); 93B (7 April 1983 through 1 January 1998); 93D (7 April 1983 through 30 September 1986)
- MOS 71P (prior to 30 June 1984)
- MOS 96U (1 April 1993 through 30 September 2007)
- MOS 35K (1 April 2007 through 30 September 2008); MOS 35L, 35Q, and 35W (graduated from CMF 67 prior to 30 September 1996)
- MOS 52D with ASI U2 (1 April through 30 September 2009)
- MOS 33W with ASI U2 (1 April 1991 through 30 September 2010)
- MOS 68W Health Care Specialist, ASI F2 (1 October 2012 to present)
- AOC or MOS (68W ASI F3, 68W ASI W1, 73B ASI N7) and (66H with completion of the Joint Enroute Care Course) within the AMEDD

(2) Time served while performing career progressive assignments such as drill instructor, recruiter, career management NCO, career advisor, instructor or equal opportunity advisor may be used towards the 17-year requirement, not to exceed 36 months.

4. Army Regulation 95-1 (Flight Regulation) provided guidance for aircraft operations, crew requirements, and flight rules. The regulation specifies that each crew member must present his or her individual flight records to the unit of assignment. The flying experience and qualification data for each rated crew member and flight surgeon in

aviation service and each non-rated crew member will be documented on several forms among which are the DA Form 759 and the DA Form 759-1. The "Mission Symbol" column on the DA Form 759-1 lists a single character to identify the type of mission performed. During the Vietnam War, the following mission symbols were used:

Mission Symbol	Service Missions
A	Acceptance Test Flight
F	Maintenance Flight
S	Service Mission
T	Training Flight
X	Experimental Test Flight
C	Combat Mission

5. U.S. Army Vietnam Regulation 672-1 (Decorations and Awards) provided guidelines for award of the Air Medal. It stated that passenger personnel who did not participate in an air assault were not eligible for the award based upon sustained operations. It defined terms and provided guidelines for the award based upon the number and types of missions or hours. Twenty-five category I missions (air assault and equally dangerous missions) and accrual of a minimum of 25 hours of flight time while engaged in category I missions was the standard established for which sustained operations were deemed worthy of recognition by an award of the Air Medal. However, the regulation was clear that these guidelines were considered only a departure point.

a. Combat missions were divided into three categories. A category I mission was defined as a mission performed in an assault role in which a hostile force was engaged and was characterized by delivery of ordnance against the hostile force or delivery of friendly troops or supplies into the immediate combat operations area. A category II mission was characterized by support rendered a friendly force immediately before, during, or immediately following a combat operation. A category III mission was characterized by support of friendly forces not connected with an immediate combat operation, but which must have been accomplished at altitudes which made the aircraft at times vulnerable to small arms fire or under hazardous weather or terrain conditions.

b. To be recommended for award of the Air Medal, an individual must have completed a minimum of 25 category I missions, 50 category II missions, or 100 category III missions. Since various types of missions would have been completed in accumulating flight time toward award of an Air Medal for sustained operations, different computations would have had to be made to combine category I, II, and III flight times and adjust it to a common denominator.

6. U.S. Army Vietnam Regulation 672-1 (Decorations and Awards) provided guidelines for award of the Master Aircraft Crewmember Badge. It stated an individual must:

- a. Be on flying status as a crewmember in the case of crew chiefs and flight engineers or as a non crewmember in the case of observers, medical aidmen, gunners, aircraft maintenance supervisors, or technical inspectors, physically qualified, class III.
- b. Have performed 15 years (not necessarily consecutive) successfully in one or more of the principal duty assignments. Only time involving frequent and regular flights will be counted toward fulfillment of this requirement except that time involved in transit between permanent change of station assignments will also be credited.
- c. Have displayed complete competence in the principal duty or duties performed leading to this award.
- d. Have attained the grade of E6 or higher
- e. Be recommended by the unit commander and indorsed by the next higher commander of the unit to which permanently assigned.

//NOTHING FOLLOWS//