TO HELP THEMSELVES

By SSM Clay Lacy
IIFFV IO

Every day but Sunday, more than 100 Vietnamese stream into the Long Binh Area Civilian Personnel Office at sprawling Long Binh Post, 18 miles northeast of Saigon. These 600 people a week do not work at the huge U.S. post, but they want to.

Coming from Saigon, Cholon, Bien Hoa, Di An, Tam Hiep and from hamlets and villages throughout the III Corps area, they are seeking a means of livelihood. Their goal is to fill the more than 500 jobs advertised each month by the U.S. Army in the Vietnamese magazine, "Thong Cam," as well as numerous other media.

Many are refugees, uprooted from their native hamlets and villages by the tide of battle with the nefarious Viet Cong and invaders from North Vietnam. Previous training for most is heavily rooted in agriculture.

The problem facing the U.S. Army in 1965 was how to utilize this potential labor force. The solutions desired had to be of benefit to the U.S. Army, but more importantly was the goal of developing a skilled, knowledgeable labor force that could one day work in the nation-building of its own country.

According to Miss Martha Inwood, a government employee, recruiting is the first step. As the recruiting supervisor, she places advertisements each month, seeking electricians, welders, masons, plumbers, heavy equipment operators, drivers, mechanics, carpenters, telephone operators, radio and typewriter repairmen, medical aid men, plus clerks and clerk-typists.

Initial screening of applicants at Long Binh's civilian personnel office determines the prospective employee's English language aptitude, experience, and draft status for male applicants. Job-seekers who successfully meet this initial screening move into the training phase.

The Central Training Institute, Office of the Civilian Personnel Director, HQ USARV, maintains centralized training facilities in Saigon, Long Binh and Can Tho. Instructors from CTI are also sent on TDY to conduct training courses in surrounding areas such as Cam Ranh, Can Tho, Nha Trang, Pleiku, Qui Nhon and Vung Tau, provided equipment and facilities are available and a sufficient number of trainees require the training to support this effort.

The school's output since its inception in May of 1966 has been impressive. The first fiscal year of training, 1967, the school graduated 4,127. In fiscal year 1968 graduates totaled 3,732, while in the current fiscal year 2,639 have already completed courses.

More than 1,000 students during this same period completed night courses. Emphasis in the Institute's curriculum is on English language training with over half the courses based on proficiency in conversational and written English. The reason for this, a personnel spokesman said is that we don't want just to place a mechanic on the job in an Army motorpool. "He has to be able to communicate, and the English language courses help him to develop that talent." The amount of English taught to a student varies according to the requirements of the job he is pursuing. A secretary, for instance, needs to know more English than a mechanic.

While students are attending school they receive a salary. If they already have jobs, their regular salary continues during the school course. New employees are paid a minimum wage to help cover living costs while attending school.

The Institute is divided into four main divisions. The Skills Division handles hard skill tradesmen such as carpenters, plumbers, electricians, mechanics, and body and fender repairmen. Its main training site is at Long Binh, although skills training is conducted in some of the school's other sites throughout Vietnam.

The second division of the Institute is the English Language Training Branch. The language courses are often taught by Vietnamese who are proficient in English and have the high qualities demanded of an instructor: the art of communication, patience, and a willingness to give the student confidence as he develops his language ability.

The third division is the Clerical Skills Training Branch, where such courses as typing are taught.

The fourth division at the Institute is the Management Division. Here civilian employees slated to move up the promotion ladder into management and supervisory slots are given an opportunity to further develop as supervisors.

At the Long Binh Branch of the Institute, Mr. John H. Shaw directs the training of employees in skills such as auto mechanics, vehicle operation, electronics, typing, forklift operation and medical aid. In the school's surrounding yard at Long Binh, Vietnamese girls and women take turns handling the cumbersome forklifts. Normally a job for men, the women have been trained in these and similar driving jobs due to the critical shortage of men because of increased draft calls in Vietnam.

This shortage is again evident in the automotive mechanics courses at Long Binh. The students look like a high school outing for boys. The institute trains

students from the age of 16 up, but again the lack of draft-age males gives a very youthful air to the mechanic trainees.

But what they may lack in years, they more than make up in youthful zest and eagerness to learn. The students take their training aids, salvaged vehicles, and strip them down to the chassis under the watchful eyes of the instructor. The learning process continues as they discuss each part, its mechanics of operation and how to repair it. The class then rebuilds the vehicle all the way back to the finished product.

Assisting Mr. Shaw at the Long Binh branch of the Institute is a Korean national now working for the Army since 1954. Mr. Won C. Choe has been in Vietnam for a year, and he is a positive spokesman for the Vietnamese people. "The Vietnamese," he says, "are one of the most diligent people in this part of the world. And the tremendous resources of this country have never really been tapped. We are helping now to provide what they are going to need desperately when the war is over—that is trained manpower."

He cites the parallels with his own native land. "Korea was a devastated land following years of occupation by...the Japanese and then the Korean Conflict with its wide destruction throughout the cities and towns. Yet, in less than 20 years Korea has now emerged as a thriving, growing nation of industry, farming, and a way of life that offers something for every citizen."

He adds, "The same progress is possible here in Vietnam. And with the great determination of these people, I'm sure that Vietnam will one day be the pride of Southeast Asia."

In Saigon, the secondary mission of the Institute was emphasized with a bit of a gripe: "It gets frustrating at times when we graduate a man trained as a electrician and then a few months later lose him to some civilian industry. To keep the whole program in perspective includes the realization that this man is now a definite asset to his country as part of the nation-building force." Each trainee, however, is obligated to work three months for U.S. forces for each month of training received.

The Institute is also aiming for more centralized training in the near future to provide a broad base of trained manpower. Eventually, however, it is hoped that the different area civilian personnel offices will be able to conduct their own courses and training, as is done in military installations in the U.S.

Mr.Claude A.Gulliford, Institute director, summarized, "We are building a work force practically from the ground up. But the work we do here now will pay rich dividends not only for the U.S. Army in having trained employees, but also and more importantly, in developing skilled people who can contribute their talents to building their nation." ▲

Vietnamese women attend a class on secretarial skills (above).
Young men learn the mechanics of the gasoline engine (left).

Hong Kong:

Bargain Mart of the Orient

By SFC Stanley S. Johnson
UpTight Staff Writer & Photographer

From the air it looks like all the travel posters—the bright blue of the harbor, the clustered hotels and tall apartment buildings, the freighters, liners and warships riding at anchor, and the Peak you know from such films as "The World of Suzy Wong." This is it: Hong Kong, the fabled British Crown Colony of the Orient.

Generations of world travelers have come here, attracted by the blend of mysterious East and modern West, the restaurants, the night life and what is probably the world's biggest array of luxury goods at bargain prices.

The principal language spoken here is Chinese, but English, the language of world trade, is widely understood in hotels, restaurants and shops. Ninety-nine per cent of the colony's nearly four million people are Chinese; more than a million are refugees from Communist China. A massive construction program is resettling most of the refugees in tall apartment complexes which dominate the fringes of the colony's major population centers.

A diversity of peoples is reflected in the non-Chinese population. There are close to 20,000 British, and smaller communities of East Indians and other Asiatic peoples, all of whom add variety and a cosmopolitan spirit to the colony.

The guy interested in shopping would do best to visit the U.S. Navy-sponsored display rooms of the China Fleet Club in Victoria, the main city of Hong Kong Island. On display are goods from all over the world—optical products, stereo equipment, pearls, perfumes, silks and suits. The merchants represented here have been carefully selected on their reputations for reliability and honesty. Prices are clearly marked, and if they don't have what you want, they'll give you a slip which you can take to their main stores.

It will identify you as a U.S. serviceman, enabling you to get what you want at the most reasonable price.

Naturally, you can shop around for yourself—but steer clear of the touts who may even go so far as to claim they are employees of the R&R center. They will try to strike up a friendship with you, then offer to take you to a shop owned by a "friend" where you can get a real "bargain." Keep in mind that they don't work for nothing. They live off the commissions paid by shops to which they bring tourists—and you pay for their commissions in the form of higher prices.

Like every big city, Hong Kong also has its lawless elements. Watch for pickpockets, and over-eager bar hostesses who specialize in separating soldiers from their money. Avoid any political demonstration which might develop. One last caution: any establishment which has a posted OFF LIMITS sign by order of the British military garrison there is also off limits to U.S. servicemen. U.S. Navy Shore Patrols make their rounds with British Military Police; both have jurisdiction over all U.S. military personnel.

When your shopping is finished, it's time for sightseeing. Tours are available through the R&R center at prices you can't pass up. One of them takes you for the day, lunch included, through the New Territories—so named because they were the last piece of land acquired by the British years ago. This excursion on the mainland will take you back thousands of years as you pass through walled villages. Life here has changed little from ancient times.

Closer to the colony's metropolitan area are the water tours. On the sunset tour of the harbor, you board a motorized replica of the old Chinese junk. It circles the harbor, passing the waterfronts of both Victoria, on the island, and Kowloon, the peninsula crowded with hotels and smart shops. You'll sail through a floating village, crowded with sampans and junks where people live their entire lives. The cruise continues to Aberdeen, a fishing village, where a floating restaurant and a seven-course Chinese dinner awaits you and your tour companions.

Towering over the island is the Peak, Hong Kong's major landmark. A cable car takes you high on the side of the mountain for a magnificent view of the city, the harbor and the Kowloon Peninsula. Bring your camera for some memorable shots.

After a day of shopping, sightseeing—and of watching the girls in their tight-fitting "cheongsams"—you'll have worked up quite an appetite. Few cities in the world can offer a greater variety of restaurants offering menus from all nations. You can choose your meal from an array of cuisines: French, Russian, German, Indonesian, English, American—you name it. Then, of course, the Chinese restaurants offer all the styles of Chinese cooking which vary widely from province to province.

Following a good meal the nightlife beckons along glittering, neon-lighted streets. World famous talent provides Hong Kong's floor shows and music. For a special treat, visit a Chinese opera with dances and costumes dating back through ages of Chinese civilization. But if your tastes are more contemporary, you can swing in the discotheques and jazz clubs on every hand. Then, some men just like to explore the streets and stroll through the late-evening bazaars.

Curio shops and stalls line one of the "ladder-streets" in downtown Victoria (left). Night view of one of the many floating restaurants off of Aberdeen, a fishing village on Hong Kong Island (below). Late evening shoppers browse through a hotel arcade (bottom).

View of Victoria, the colony's commercial center and major city (left). Although dressed in modern clothing, this gentleman uses an age-old method of transportation (below). A young resident of Hong Kong enjoys a cooling drink in an outdoor cafe (bottom).

A sunset glows over Hong Kong Harbor (top). Evening comes and the "water people" prepare for dinner aboard their junks and sampans, where they spend most of their lives (left). The colony's government buildings are surrounded by fountains and flowering trees (above).

My insurance company? SGLI, of course. Why?*

*Servicemen's Group Life Insurance

Combat Art: FACES OF COMBAT

By SP6 Jerry Robertson
MACV Command Operations Center

▲ Rifleman

▼ Resting

▲ Machine Gunner

▼ Waiting

▼ Monsoon

▲ Sergeant

▲ Medic

Brief Bursts– late information affecting you!

ENLISTED LINGUISTS are needed to fill a variety of world-wide positions. Language training quotas are filled by volunteers. Interested personnel should apply for language training regardless of their MOS. Applicants are asked to designate three language preferences and also indicate whether they would accept Vietnamese language training. Procedures for volunteering are outlined in AR 611-82.

A YEAR'S STABILIZED TOUR at CONUS station or overseas area of choice is one of the reenlistment options available to enlisted personnel serving in Vietnam. Medically evacuated personnel also qualify for this option. Reenlistment must be accomplished before return to CONUS, and a vacancy for which the individual is qualified must exist at the station or area of choice.

PERSONNEL TURBULENCE, the movement of personnel in and out of units, is being reduced by the Army's early release policy and tour extensions. Under current regulations, enlisted men returning from short-tour areas with less than 150 days to ETS are separated upon arrival in CONUS. Soldiers in short-tour areas are encouraged to extend their tours to qualify for early release and other benefits. These programs help reduce the number of overseas replacements required by the Army.

PHYSICALLY DISABLED SOLDIERS who incurred their disabilities while on active duty in a combat zone and are no longer capable of being utilized in their primary MOS may still be retained on active duty. These individuals may apply for retention under provisions of AR 635-40. In general, there is a liberal reclassification policy in effect for these soldiers. If there is an MOS in which they may be utilized, to include those which would require re-training, he will be retained on active duty.

EFFECTIVE MARCH 31, 1969, personnel may elect to be processed for retirement at a location of their choice in CONUS. Members who have already submitted a retirement request with effective date of March 31 or later may request a change in location for these proceedings. Previously, soldiers were processed for retirement at CONUS Debarkation Point or at their CONUS duty station.

CIVILIAN CLOTHING is now optional for wear aboard flights to all R & R locations except Hong Kong and Taipei. Military uniform must be worn aboard flights to these locations. This policy became effective Feb. 15, under provisions of MACV Message 041-1233.

HELICOPTERS IN VIETNAM transported over 170,000 patients during the first ten months of 1968, surpassing the 1967 total by 76,000. Since the start of Vietnam hostilities, 350,000 patients have been airlifted. During the entire Korean Conflict, 25 choppers evacuated 20,000 men.

NCO CANDIDATE COURSE GRADUATES received a rating of excellent after a four-month performance evaluation period in Vieanam. The report shows over 80 per cent performing exceptionally well in grades E-5 and E-6, most with less than 15 months service. To date, about 9,000 EM have completed the course and are filling important positions throughout the Army.

WARRANT OFFICERS AND ENLISTED MEN in grades E-5 through E-9 may apply for direct appointment as commissioned officers in the infantry. Applicants must have completed at least six months of honorable active duty in grade E-5 or above and must not have reached their 28th birthday at date of appointment. Details for applying are contained in AR 135-100 and DA Circular 601-24.

Maintenance on the Move

Contributed by Information Offices of the
1st Cov, 4th Transportation & 5th Inf.

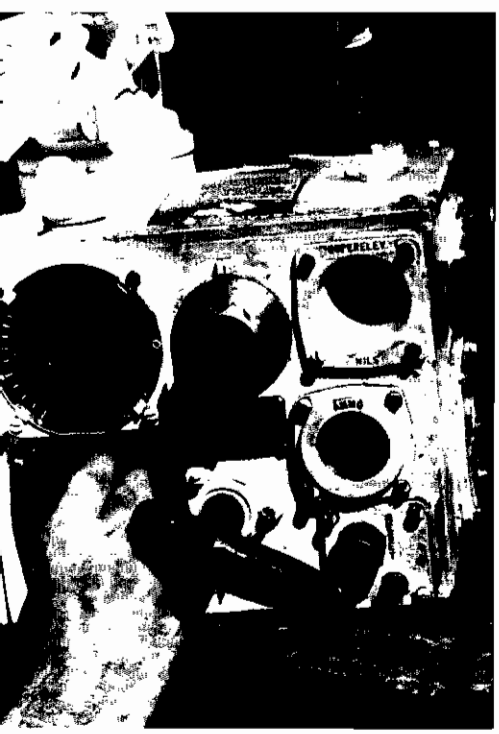
Soldier stands on top of a helicopter while adjusting its rotor (left), while another mobile maintenance man works on a track vehicle (above). Back in the shop, a trooper repairs a ballistic computer (below).

Without those wheels, you just aren't going to move!

So often forgotten in the records of battles are the men behind the scenes who insure our combat soldiers with transportation mobility. Be it in the air or on the ground, in combat or behind the lines, there is always that certain degree of maintenance required to keep our vehicles functioning.

The job of insuring that helicopters are available when they are needed—a desire of every Skytrooper—belongs to the men of the 15th Transportation Battalion, 1st Cavalry Division (Airmobile).

If a ship cannot be flown, it is hauled into a direct support platoon by Chinook or Flying Crane. After the initial inspection, the damaged parts are then sent to the shop platoon. Each shop has its own function, and together they provide all the necessary maintenance for the complete helicopter. For instance, if a tail rotor needs repair, it is removed and sent to the prop and rotor shop. If a radio is damaged, it is sent to the avionics shop. All parts are then brought back to the direct support platoon for installation. Much of the work of the engine shop is caused by foreign object damage. Watches, tools, nuts, and small pieces of wire contribute to the damage being sucked in by the high velocity of air going through the engine.



Repairmen in the sheet metal shop have a tedious and difficult job in replacing the damaged parts of the helicopter's windshield and body.

Although the number of aircraft served by the battalion represents a remarkable achievement, this is not accomplished at the expense of safety. No matter how minor the problem, the ship is given a complete inspection and if other difficulties are found, they are repaired before the ship is released to its unit. In addition, each repaired part is checked three times by a technical inspector and the ship is given a thorough flight check before the job is considered finished.

The effect of the battalion on the lives of others in the division was summed up by one helicopter crew chief. "We sometimes have trouble with the armaments on the ship," he explained, "especially when dust gets into the moving parts. We also once had the rotor bearing go out in two ships in one day and in each case we depended on the 15th Transportation Battalion to take care of it. If we didn't have them to rely on, we'd be in a fix."

Also maintenance-oriented, the 4th Transportation Command (Terminal C) has one of the most diversified inventories of equipment and vehicles, yet the command's operational posture is never found lacking.

The mental attitude is kept high through overall concern and individual attention. But while constant inspections spot the deficiencies, the operators and drivers of the command's vast array of rolling stock are deservingly credited with making repairs and correcting deficiencies. It is the man on the machine, be it a forklift or a jeep, who really gets the job done.

The command also has one of the most complete and varied inventories of material handling equipment. Forklifts, gasoline as well as electric, are more common around the 4th TC area than the wheeled trucks and other vehicles more appropriate to the Transportation Corps. Dock mules, those interesting little warehouse tractors that are most common at large stateside airports, are almost as common at seaports in Vietnam. The total of 658 major items listed by the 4th Transportation Command supply section includes wheeled vehicles and all the material handling equipment such as forklifts, cranes, etc. Regardless of the type of machine or vehicle, all have to be maintained on a regular basis. This is the basis for constant inspections and spotchecks throughout the command.

The 1st Infantry Brigade, 5th Infantry Division also functions as a maintenance outfit, supplying tank units and track recovery vehicles, should any armor equipment become disabled.

For months they have been operating the only mechanized brigade in Vietnam right in VC territory on the DMZ.

"Suspension systems, torsion bars and broken tracks are all in a day's work," commented Lieutenant William Hawk, shop officer at one of the 1st Brigade's maintenance areas at Dong Ha Combat Base. "Most of that type of work is done at the battalion maintenance shops wherever the battalions are stationed. These are what are called organizational maintenance problems."

Armor's number one problem in terms of maintenance is the mud. The second problem is considered to be the land mines. Minesweepers are not able to detect all of the mines, especially the plastic types which the VC have been using in the northernmost sector of South Vietnam. Most mine damage to a tank is easily repaired though.

Track mechanics of the 1st Battalion, 77th Armor, say that if parts are not available, sometimes they can be made out of other items. For example, the unit regularly makes exhaust pipe extensions for tanks by welding two 105 mm howitzer cannisters together.

The repair work is done by about 35 mechanics at brigade maintenance in Dong Ha and an additional 4-12 at each battalion level who work mostly on organizational maintenance.

Combat troops have learned to appreciate the job being performed by maintenance crews. If it were not for them, mobility might now be at a standstill. ▲

SOMEBODY UP THERE LIKES US

By SP4 Frank E. Fee Jr.
UpTight Staff Writer

The tiny Bird Dog wheeled in and out of billowing black smoke rising from the bomb riddled ground. In the front seat of the plane, the Air Force Forward Air Controller (FAC) peered down through his binoculars at the enemy positions.

As the Bird Dog made its way back into the sun, an F-100 Supersabre darted out from the other direction to drop still more bombs on the enemy.

The FAC, Major John K. Leventis, noted the results of the air-strike and ordered a rocket run for the finale. The fighter pilots acknowledge. Within seconds, tiny eruptions and small flashes could be seen on the ground.

This is the Air Force that the soldier knows best; the pudgy FAC plane and its brace of sleek jets attacking the enemy from above. Yet whether it be a trip to Camp Alpha en route to R&R, a medical evacuation to a rear area hospital, a psyops leaflet drop or the latest weather report, the Army knows it can look to the "men in blue" for valuable assistance.

"You try to get some fire power that will take care of the target," an air liason officer had said in explaining some of the responsibilities of his FACs.

Major Leventis had done just that shortly after his arrival over the target area, the southern tip of a long, narrow field that the FACs had nicknamed "Lake Michigan."

This was 1st Cavalry Division territory and a unit of Skytroopers was in contact with the enemy just inside the woodline.

"The airstrike was planned back at the division sometime yesterday morning," Major Leventis said, shortly before take-off from the Quang Loi airstrip.

But the planning that went into this FAC mission involved the coordinates of a suspected enemy area and the likely point of contact for the ground troops.

It was up to Major Leventis to find the specific facts of the tactical situation, assess them and decide how best to use the Supersabres from Bien Hoa Air Force Base.

For this FAC mission, Major Leventis had flown from Quang Loi about 30 minutes before the airstrike was scheduled. En route to the target area, not far from Fire Support Base Rita, he had constantly scanned the ground. Tomorrow's airstrike might be decided on what he saw in this area today.

During this time, he also was in contact with the tactical operations center, getting last minute facts on the coordinates of the target site, making sure that the area would be free of artillery and other aircraft and that friendly forces would be sure to stay out of the strike zone.

Arriving in the target area, Major Leventis now was also in radio contact with the ground commander, informing him of what he saw and getting the ground commander's ideas on the fight that was going on below.

The smoke of a previous airstrike was clearing as Major Leventis piloted the Bird Dog in a series of right circles over the target. He let his feet fly the craft as he peered down through his binoculars or flipped radio switches to put him in contact with the unit commander below, the operations center and finally, with the sudden arrival of the fighters, the airstrike pilots.

In a series of terse transmissions, Major Leventis marshaled his forces and gave the plan of attack. The fighters would dive on the enemy from the southwest, coming out of the late afternoon sun. He gave the pilots a quick briefing on the weather over the target and the best area over which to bail out should a plane get hit. The pilots were warned of possible small arms fire.

Major Leventis also prescribed the ordnance to be used, softening-up bombs and then 500-pounders. The fighter pilots were given all the information they needed to make the mission safe as well as sure.

Then Major Leventis was back in contact with the ground, ordering a smoke grenade to be thrown indicating where the Americans were.

A yellow puff of smoke appeared at the edge of "Lake Michigan." But Leventis had seen the friendlies further in the woods than the smoke grenade indicated. He called for another smoke grenade.

"Sometimes they're in a hurry and aren't too carefull where they put the smoke," he explained over the intercom.

The second yellow cloud was further in the trees, where Leventis knew it should be. The strike was about to begin.

"Marking target," the FAC announced to the fighters.

The Bird Dog, which had been circling the target all the while was now in the southwest quadrant. There was a slight ascension as Leventis aligned the plane on the route the F-100 would fly in the strike.

After a moment's apparent loss of power as the plane reached the peak of its short climb, it seemed that the floor fell through. There was no horizon to be seen through the windscreen, only ground. The Bird Dog was in a sharp dive, its engine roaring.

All of a sudden, Major Leventis fired a marker rocket, one of many carried by the Bird Dog. Almost before the plane had come out of its dive and started to climb for air space, a cloud of white smoke was

Air Force A-37 drops ordnance on a suspected enemy position (bottom), while a forward air controller (below) views the results (left).

billowing from the ground.

The plane was still reaching for observation altitude when Leventis called in the fighters. Seemingly from out of nowhere, the two F-100s, one after the other, roared in on the enemy.

Two or three more passes by each of the F-100s and the airstrike was over.

And for the FAC, the reconnaissance part of his mission began.

Although the ground troops know the FAC best as the man who handles the airstrikes from above, a considerable amount of the FAC's air time on each two to three hour mission is spent in visual reconnaissance—time spent looking for new targets, watching old trails for signs of recent activity or whatever may be of interest to the intelligence people.

Occasionally, while on the visual reconnaissance part of his mission, the FAC may sight enemy troops or an anti-aircraft position. He can then request an airstrike through the tactical air request network, a radio system operated by the Air Force. The request will be processed up through Army and Air Force channels and, if the aircraft are available, fighter pilots will scramble from one of 11 major Air Force bases in Vietnam or else divert from less important missions.

Besides airstrikes, the FAC may also call in aerial rocket artillery, helicopter gunships or ground artillery, depending on what he feels will best meet the tactical needs.

The FACs generally are assigned to one area of operations for a considerable time. They get to know the features of an area—the trails, the trees, hills, rivers and fields like "Lake Michigan."

"Some days you'll see new trees in the area," said Captain Alfred J. McKevitt, another of the FACs assigned to the 1st Cav. "Then you call in an airstrike or artillery and the 'trees' move pretty quickly."

Captain McKevitt added that another "good clue to activity is when you bomb a trail one day and the next day they've got a new trail going around the craters."

Besides working the airstrikes, the FAC is capable of adjusting artillery and often does. Updating intelligence on a certain area also occupies the FAC's air time. As one operations officer put it, "When we think in terms of missions that are performed by the FAC, it would be very difficult to narrow it down because there are so many intangible things that he provides for the ground commanders."

And the same can be said for many other Air Force activities that help to make the Army's mission successful in Vietnam, such as photo reconnaissance, cargo and passenger airlifts, psychological warfare, air evacuation and medical support.

Because of the nature of the Vietnam terrain and the war itself, nearly all troop and cargo movement is by air, largely by Air Force C-130 Hercules transports, C-123 Providers, C-7A Caribous and C-47 Skytrains.

Whether it be unit movement or travel to and from an R&R embarkation point, nearly every soldier in Vietnam has had occasion to fly with the Air Force. It has been estimated that the average infantryman climbs into a Caribou about 15 times during his tour. Indeed, the first stop for every soldier in Vietnam is an Air Force base, either Bien Hoa, Cam Ranh Bay or Tan Son Nhut.

Forward air controller flies an O-2 in search of targets (top). Ground crew pulls maintenance on a tiny Bird Dog (above). Squadron of F-100s races toward a target (right). One of the bombers strikes an enemy location (far right).

Another important phase of the Army-Air Force cooperation is on photo reconnaissance missions. Every day, photo recon pilots are flying over and photographing hundreds of miles of Vietnam, obtaining up-to-date photo intelligence on specific target areas and providing ground commanders with information on their specific areas of operation. Just as the FAC relays information on new enemy movement or emplacements, so too the photo recon pilots give the battle planners a firm idea of what the enemy is up to.

Another factor that goes into making up a successful combat operation is the weather. Here again, the Air Force provides an important assist to the Army ground commander.

There is a two or three-man Air Force weather team for each Army brigade in Vietnam, providing up-to-the-minute weather information for its area of operations.

The weathermen's findings are relayed up to their division levels, so that all areas of the division will know what they can expect from the weather in the next 12 to 24 hours—and plan accordingly.

While the infantryman who fights in sun and rain and everything in between may not feel the weather has much to do with his combat operations, Army commanders will know that if the Air Force weathermen forecast storms, the troops had better not count on airstrikes.

The Vietnam war has brought the traditionally close relation of the Army and the Air Force to an even firmer bond. "Airstrike" is part of just about every infantryman's vocabulary and in the largest base camps and the smallest outposts, soldiers have high praise of American air power in all its many forms. ▲

Air Force C-130 approaching a landing strip (top). Soldiers pile into one of the big transport craft (left). Combat control team directs take-offs and landings in a remote area (above).

NCO Academy Graduates:

How Are They Doing?

Experience in the combat zone is the frosting that tops the school. Ask a couple of "instant NCOs" at Fire Base Anzio in the 101st Airborne Division area of operations.

A year ago the Non-Commissioned Officer Candidate Schools at Forts Benning and Gordon, Ga. started producing enlisted combat leaders for Vietnam. Two alumni are almost ready to end their regular tours.

Discussing the course, they said its training was like a cake—it's good, but incomplete without the experience necessary. They termed battlefield experience as the frosting that made them complete combat soldiers. "The Academy is like any other good school that makes its students think," they said, "the more you learn the more you realize you don't know."

Sergeants Gerald Gregory and Larry Sizemore are graduates of two of the early NCO candidate classes. They've been together from the A Shau Valley to Phu Loc, just north of Da Nang, with the 1st Battalion, 327th Airborne Infantry. Both volunteered for the Army and Vietnam but neither volunteered for the NCO candidate school. Neither regrets having attended.

The course was the personal project of their division commander, Major General Melvin Zais. He is credited with having "sold it to everybody," according to one battalion commander, while he was Army director of individual training in The Pentagon.

Sergeant Gregory was only 18 years old when he found himself in the first wave of Screaming Eagles assaulting into the A Shau last April. He had reported to Charley Company nine days before being given a squad, then sent to become part of the 1st Brigade blocking force for the 1st Cavalry Division in an effort to stop the flow of NVA pouring in from Laos. He celebrated his 19th birthday with a firefight just east of the Laotian border.

Five weeks after Sergeant Gregory reported in, Sergeant Sizemore followed. He saw his baptism of fire shortly thereafter. The bat-

talion was still operating in the A Shau and in heavy contact with Charlie. Sergeant Sizemore remembers his company was being hit hard by rockets and mortars. "We thought they were friendly rounds falling short so we radioed to have artillery stopped. The rounds kept coming. Charlie was firing at us from Laos."

Since then, the two graduates of the NCO Candidate School have been together. Sergeant Gregory is now S-4 Duty NCO. His job is to keep the troops in the field supplied, whatever their tactical needs are. As S-3 Duty NCO, Sergeant Sizemore helps coordinate the battalion's field operations. Both have served in staff positions for roughly the second half of their tour.

Remembering their days on line, they could recall one incident when an NCO candidate pulled through in the pinch. It was last June. Bravo Company pulled forward and was pinned down by heavy small arms and automatic weapons fire. The school graduate, then a team leader, pulled the squad together when the squad leader apparently didn't hear an order from the platoon leader to move the squad forward. Because of the team leader's quick action, the squad pulled out of the situation without any casualties.

All things considered, however, they agreed that experience is the best teacher. The Academy gave us a good notion of what to expect, but practical exercise on the battlefield is really what makes a combat leader, they said.

Artillery adjustment, for instance, is completely different. "We had to learn to do it under pressure. That made it different than a school exercise," Sergeant Sizemore said. "Not only that, I don't remember touching on calling in tactical air strikes and when you're in contact, your life may depend on how fast and how accurate those jets come in."

Map reading and leadership, however, were some of the school's stronger points. "They helped," Sergeant Sizemore said, "quite a bit."

Map reading was a classroom exercise supplemented by practical exercise. Leadership was evaluated by candidates and cadre alike throughout the course. The course itself was 12 weeks of classroom work at Ft. Benning followed by nine weeks of on-the-job training at Ft. Gordon, where candidates rotated in leadership positions of various levels to determine their abilities.

After getting out of school, the two men remembered running into unreceptive NCOs. "I don't blame them," Sergeant Sizemore pointed out. "If I had to earn my rank through time and service I'd be skeptical too about an inexperienced youngster walking in on me and doing my job—or wanting to do it. After proving ourselves, though, we were accepted."

Lieutenant Colonel Raymond C. Smith, battalion commander, said he was satisfied with the quality of individuals produced by the NCOCS. "I've seen good men all over the U.S. Army," he said, "and those two are just as fine as I've seen at their jobs."

His sentiments were echoed down the chain of command. Sergeant Gregory's platoon leader, First Lieutenant Richard N. Scatterfield Jr, said "he (Gregory) knows his job and handles troops well. I couldn't ask for a better NCO." Another first lieutenant, Sherwood Springs, the battalion signal officer, said cooperation was what impressed him most about both men. "In operations, of course, I have to make sure communications are in. Sizemore makes it easy by keeping me informed on operation plans. And when a radio goes out during an operation, it's my job to give Gregory a replacement so he can get it out there. He doesn't waste time."

In the enlisted ranks, Specialist 5 H.J. Ortega, a youthful-looking medic, remembered Sergeant Gregory and two other men separated from their unit by about 50 meters two days after he reported in. "We were in the A Shau and they somehow got separated and they were taking fire from two sides and they were getting it with mortars too. They pulled out okay, but only after cleaning up with Charlie. They didn't even need my services." Speaking of both men, Irish-born Specialist 4 John Flynn called them "damn good sergeants." He said they "both know their jobs and they both do them without getting in anybody's way or on anybody's nerves."

Though assigned now to a staff position, Sergeant Gregory still feels he's pulling his share. "Supplies are important," he said, "I know. I've been out there on the receiving end. I know how to appreciate a chopper coming in with ammo and chow right in the thick of a firefight and now I'm the guy hovering up there under fire to kick out supplies to the guys." He also coordinates evacuation choppers for the wounded. "If the wound is serious I can usually get a bird in there in 10 minutes, and it seems

Opportunity:

Interested in becoming a chopper pilot? A drill instructor? An Army recruiter? Or a disc jockey?

These are just a few job specialties in which you may be qualified to receive training. There are more than 500 Army schools and training programs in a variety of fields, ranging from such leadership training programs as the Noncommissioned Officers' Candidate Course to training in technical skills, such as helicopter maintenance and repair. Among the many training programs for which qualified personnel may be selected to attend are the following:

- **RANGER TRAINING is offered at the Ranger Division of the Infantry School at Ft. Benning, Ga. This is an eight-week course designed to develop leadership abilities and teach Ranger tactics and techniques and the principles of Ranger operations on all types of terrain.**
- **DRILL INSTRUCTOR PROGRAMS are offered at almost all Army training centers. The program is a reenlistment option for qualified soldiers in grades E-4 through E-7. Upon successful completion of the course, graduates are guaranteed an 18-month stabilized tour of duty. Provisions of AR 601-280 apply.**

Army Schools Offer Valuable Training

• AVIATION is a field of critical importance to the Army, and there are a number of MOS-producing schools offering training in every aspect of the field. One such course, taught at Ft. Eustis, Va., trains soldiers in the repair and maintenance of the CH-47 helicopter. Other courses give valuable instruction in such aviation-related fields as radar operation and flight scheduling.

• MEDICINE is another critically important field, and there are a multitude of opportunities here. One of the 'entry' courses to this field is the course in Basic Preventive Medicine. This eight-week course, offered at Ft. Sam Houston, Texas, imparts general knowledge of Medical Service organization, an introduction to laboratory procedures, and instruction in preventive medicine methods. Graduates of the course are awarded the MOS 91S, a stepping stone to further advancement—positions such as laboratory technician, corpsman and radiology specialist.

• RECRUITING AND CAREER COUNSELING is one of the most challenging and rewarding fields. A four-week course is offered at Ft. Benjamin Harrison, Ind., as a reenlistment option to qualified soldiers in grades E-5 and above. The course includes training in recruiting and reenlistment procedures, principles of interviewing, and effective speaking.

• OFFICERS' CANDIDATE SCHOOLS in all of the combat arms are open to qualified enlisted personnel. Soldiers with a baccalaureate degree or higher from an approved institution may apply for admission to OCS at any time during their careers, provided they meet all other entrance requirements. DA Pam 601-1 has all the information about OCS.

• THE WARRANT OFFICERS' FLIGHT TRAINING PROGRAM offers qualified enlisted personnel the opportunity to become helicopter and/or light aircraft pilots. Successful graduates of the course are appointed to the rank of Warrant Officer WO-1. Appointments to WO-1 are also available to qualified enlisted personnel in fields such as meteorology, field artillery radar operation, map reproduction, inteligence, criminal investigation and several more. More information is contained in AR 135-100 and Army Circular 601-13.

• JOURNALISM is taught in several courses at the Defense Information School at Ft. Benjamin Harrison, Ind. The basic course offers training in Army Information policy as well is in applied and photo-journalism. The eight-week course is open to qualified E-5s and below. Advanced courses, such as the Newspaper Editors' Course are offered for senior NCOs. Broadcasting courses train soldiers in all phases of radio and television broadcasting, from writing news copy to shooting motion picture film to directing a television program.

• UNITED STATES MILITARY ACADEMY PREPARATORY SCHOOL is a time-tested avenue for enlisted men to West Point. Each August, more than 275 men undergo 10 months of rigorous academic, physical and military training in competition for 170 appointments to West Point. USMAPS is located at Ft. Belvoir, Va. Details are contained in AR 350-55.

Army opportunities for technical training and schools for development of leadership qualities are almost endlessly varied. Some are open only as reenlistment options. Application for admission to others may be made at any time. A complete listing of Army MOS-producing schools, with descriptions and requirements, may be found in DA Pam 350-10, "School Catalog."

like the hotter the area, the more anxious the chopper pilots seem to get in and get the casualty out. Ordinarily though, it will take about 15 minutes to Medevac a man."

Grinning, he added, "You know, I'll bet you a man in the combat zone has a better chance of survival after being wounded than a man on the street back in the world."

Sergeant Gregory has earned two Air Medals and Sizemore claims two Bronze Stars. One of the Air Medals was for the first assault into the A Shau, the other was for a time when a chopper in front of his got shot down. "We hovered above it under fire to check the results," he remembered. His craft took two .50 caliber slugs before pulling out. The next day, a platoon from Delta Company was sent to secure the area and free the trapped victims. "They cleared a landing zone and we came in to put them on the chopper for medevac. It was last November just north of Da Nang."

Speaking of one of his Bronze Stars, Sergeant Sizemore said his unit got hit by artillery last August. He was senior radio-telephone operator (RTO) and a round hit in the midst of a group of paratroopers. There was no medic around so he patched them up as best he could until the medevac chopper arrived.

The two have been through much of the same in their Army careers, but their plans differ. Sergeant Gregory hopes to return to the NCO school as cadre. "As a graduate of one of its earlier classes who's seen combat," he said, "I feel I can really help the men scheduled to come here."

Sergeant Sizemore plans to extend his current tour for six months. "Vietnam is my home right now," he said. "You know Sergeant First Class (Vernon) Sizemore, the commo sergeant over at the second battalion? He's my father. I don't HAVE to be here. But I like it. It's home." ▲

Nevah Hoppen!

Only in the strange world of the combat soldier can humor come from sources that one would think "Nevah Hoppen!" If you have some ideas for funny captions for this picture, send them to "Nevah Hoppen," USARV-IO, APO 96375. If we use your idea in the follow-up to this issue's picture, you'll receive personal copies of the next six issues of UpTight (sent to you anywhere in the world). Some of our gaglines for this picture:

- They still taste like ham and limos.
- You say it's your fifth extension?
- Since when have they had C-ration canned rice?

Maria Kords, clad in a gold bikini and gold paint, relaxes between takes during the filming of "For Singles Only," a Columbia picture starring John Saxon and Mary Ann Mobely.

LAST ISSUE'S WINNERS

"Wait till you see B Company—they're riding tricycles!"
—SSG Ray A. Bows, 4th Trans Command

"I knew there was a catch when the CO said he was going to cycle us out of the combat zone."
—SP4 Steven C. Funston, 101st Abn Div

"That's right, we act like we're tourists and ride right into the village."
—MAJ Alan B. Solisbury, 1st Sig Bde