

## ROAD TRIP

SC07-12 (30,JUN66P5)

I posed for this photo after I had donned a flak vest prior to joining a battalion convoy of trucks to Saigon. We were probably low on beer, pretzels and soft drinks and had to make a run to Saigon to replenish the supply before the men became restless! (A low supply of beer and soft drinks was the only true "crisis" at Phu Loi). This photo was taken when I was still a PFC and had been at Phu Loi less than two months. It was during those two months that I did no flying and, instead, performed what GIs call "shit details" of filling sand bags, "burning off" the latrine and, at one point, pulling KP when B Company was in Tay Ninh Province. This is the opposite end of the tent in photo SC02-05 where I lived with five other men from April to November 1966.



Whenever we made trips in ground vehicles, we were required to wear a steel helmet (also known as a steel "pot"), a flak jacket, and carry a weapon. Though photo SC07-12 was taken in June 1966 and SC07-13 was taken in Dec 1967 and most of the other photos that follow were taken in October 1967, I placed these photos here to begin a progression of photos taken during a trip to Bien Hoa to obtain liquid nitrogen for use in the IR sensors. The Air Force had the only equipment in that area of Vietnam to make that substance. The weapon I had in the June 1966 was a 45-calibre pistol and in Dec 1966 I had an M-16 rifle.

SC07-13 (1,DEC67P8)

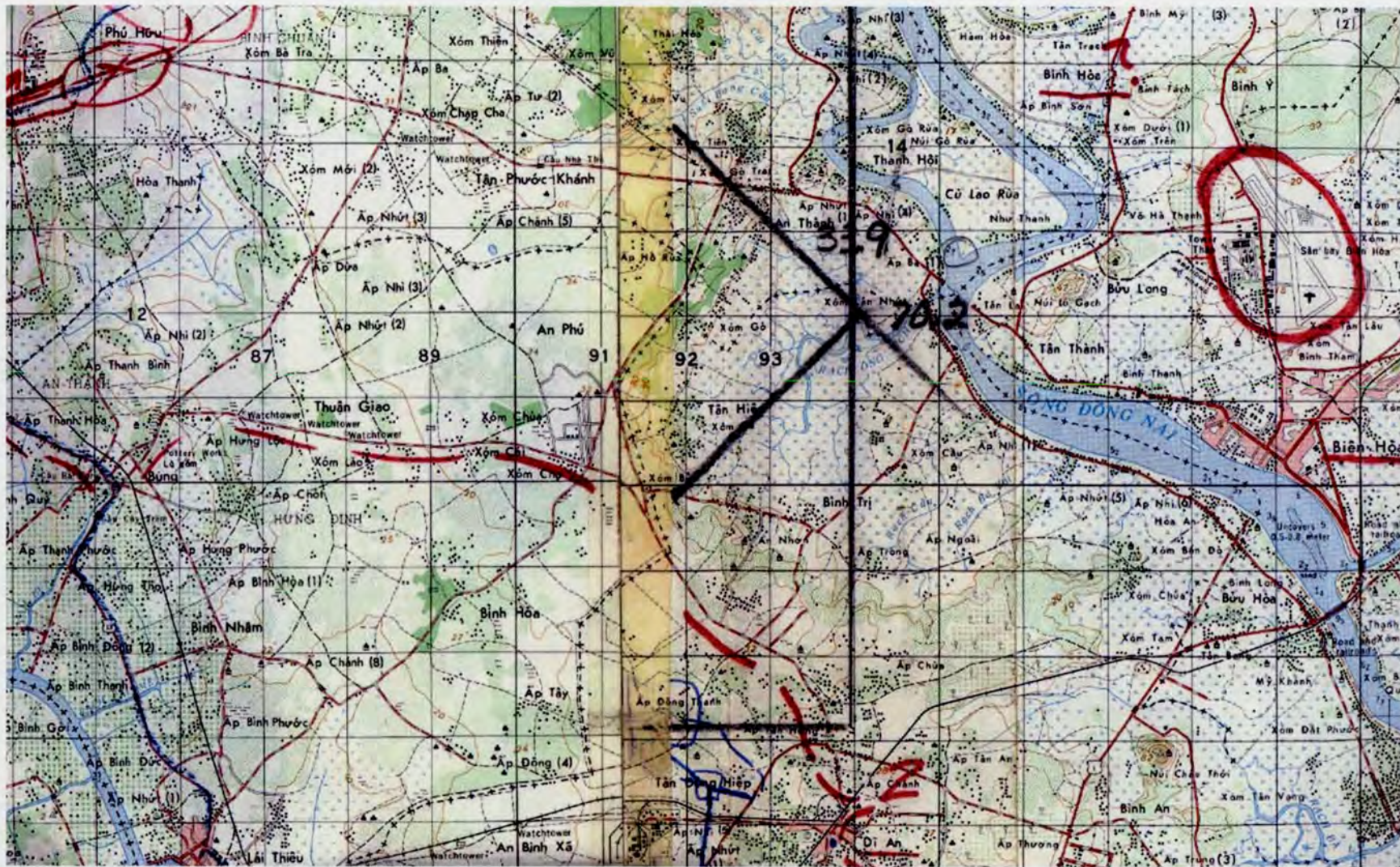
In this photo I posed in the open door of a 3/4 ton truck. Just behind my legs is a small gasoline-powered electric generator used for emergency power. Further in the background is the outer wall of one of the new dirt-filled MOHAWK revetments at the HAWK section near the B Company bivouac area. That wall of USP replaced the one made of barrels that John Bussey was filling with water in photo SC06-36. This was more evidence that the U. S. forces were in for a long stay in Vietnam.



The 3/4 ton truck in the photo is not one that went anywhere because the box-like object in the bed filled the entire bed so nothing could be carried there. Also, the extra weight made the vehicle a bit slow. The box-like object is a SLAR ground-link that we never used. This was a pose for the camera. I probably thought at the time that the photo would look more impressive if I showed what we wore when we had to make trips out of the compound. The only equipment that I thought was important to take was a camera. Notice that the slot for the ammo magazine on the M-16 is empty. Regulations forbid anyone from loading a weapon until they left the compound. There were more accidental shootings of men within the compound than by the VC. Some even managed to blow up themselves and their buddies with hand grenades.

The watch I'm wearing was a \$10 Timex. I wore the thing so much that the metal band and the watch case were partially corroded, eaten away by the salt in the perspiration. Moisture in the air was thick and I would sweat just by being outside. The only place in the U. S. where I experienced the type of heat and humidity of Vietnam was in Chincoteague, Virginia. Just walking around outside in Chincoteague soaked my T-shirt ... just as it had in Vietnam.

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From U.S. ARMY MAP

The back way to Di An, also known as the Orange Route, was from Phu Loi southeast on dirt roads. To get to Bien Hoa Air Force Base from Di An, we took a road from Di An to the east and crossed the *Song Dong Nai* (Dong Nai River) outside of the town of Bien Hoa.

The Orange Route from Phu Loi begins in the upper left corner just to the right of the red "X" and goes east (to the right) to where the road meets the black pencil line. From there, the route heads south into Di An, where the red number "2" appears. That was the end of the Orange Route. Then we would drive east to the road with the Route with the number "1" in a shield (like a U. S. route number) and go northeast to the town of Xom Tam then east across the two bridges on the Dong Nai River. Note that there is a railroad that also crosses those two bridges.

SC07-14 (35,AUG67P5)



Again, this is a photo from a different time period than those of the actual trip to Bien Hoa, but I've added it here in the sequence to show some of the Vietnamese countryside that we saw during the trip to Bien Hoa via an itinerary known as the Orange Route: from Phu Loi to Di An, then east to Bien Hoa, which was about 15 kilometers southeast of Phu Loi. The Orange Route to Di An was also called "the back way". I don't recall exactly why the Orange Route had that name, but it might have been given that name when the First

Infantry Division first arrived in Vietnam in the Summer of 1965 and truck convoys used various routes to move men and equipment north from the disembarkment point at Vung Tau and gave those routes names of colors. Another possibility is that the dust from the laterite-covered roads gave an orange color to vehicles and objects that traveled the route. The photo of a school was taken out the front of a 1/4 ton M-151 jeep, though the run to Bien Hoa in October was made in a 3/4 ton truck in order to carry the containers for the liquid nitrogen.

SC07-15 (33,AUG67P5)

During the same ride in the M-151 jeep as in photo SC07-14, I took this photo of farm houses and a rice paddy near Phu Loi.



SC07-16 (3,OCT67P5)



At the left is the first of the photos of the October 1967 trip to Bien Hoa via the Orange Route. Note that the road in the lower left corner of the photo is dirt rather than paved. Most of the Orange Route from Phu Loi to Di An was dirt or gravel. Compare this house of a farmer to later photos of some of

the people who lived in the town of Bien Hoa. The dark area to the right is the canvas cover over the bed of the 3/4 ton truck. I liked to ride in the back to take photos, even though there was no protection from "items" being thrown into the back. In the back, there was no glass or objects to block the view for my camera.

SC07-17 (4,OCT67P5)



Above, a Vietnamese woman was carrying a child as she approached livestock at the far building. Photo SC07-17A is an enlargement.

SC07-17A



SC07-18 (5,OCT67P5)



Another farmer's house near Phu Loi. The wall to the left of the front opening is made of some type of brick. The roof shingles appear to be made of the dried bark of palm trees.

SC07-19 (6,OCT67P5)



Rice paddies and farm houses were all along the Orange Route.

SC07-20 (9,OCT67P5)



When the laterite on the road dried, it would create a storm of dust whenever vehicles traveled above 40 k/h. Though this poor farmer and his oxen were engulfed in dust as we passed, a small boy on the back of the cart smiled and waved to us as I took this photo.

SC07-21  
(Purchased photo  
from Scenic Art Color Slides)

I don't recall where or when I purchased this photo, but I added it here because I was never able to get a close-up of the Vietnamese people working in the fields. This is another slide for which I had to correct the color when it was scanned.



SC07-22 (12,OCT67P5)



Continuing on the Orange Route to Di An, the road goes through groves of rubber trees. Here, the road has been freshly graded to widen it near another farm house. Two small girls play in the dirt of the front yard.

I have inserted these slides at the larger size because I wanted to show the detail of some of the Vietnamese rural life. It was such a different culture than that of the cities and of my own.

SC07-23 (13,OCT67P5)



This grove of trees was across the road from the farm house in the photo of SC07-22.

SC07-24 (14,OCT67P5)

At the end of the grove of trees, I was able to see daylight on the other side because the trees were so well aligned. I thought when I took this photo how nasty the fighting would have been if opposing troops engaged each other in this grove or ones like it. One soldier would be able to fire at another then jump a few meters to the left or right and be out of the line of fire from the soldier receiving the fire, but suddenly find himself facing someone else.



SC07-25 (31,OCT67P5)



Further along the Orange Route near Di An, we saw infantrymen preparing for a daylight patrol.

SC07-26 (32,OCT67P5)



The infantry patrol had just arrived in the area on a 2-1/2 ton truck.

From U.S. ARMY MAP



The next couple of photos are of the area where the two bridges are used by both vehicular and railroad traffic. The railroad is roughly parallel with the road and crosses to the island in the river. Both turn north to cross to the east bank of the Dong Nai River.

After driving into the town of Bien Hoa, our truck headed northeast through a five-road intersection in order to enter the Bien Hoa Air Force Base near where we had to go for the liquid nitrogen. The five-road intersection is the spot on the map that's to the upper left of the letter "B" in Bien Hoa.

< The western-most of the two bridges is at the intersection of this indicator and the one at the bottom of the map.

A

SC07-27 (16,OCT67P5)



As we approached the Dong Nai River, we traveled through some small towns and villages. I think this photo was taken on the road west of the bridge on the west bank. We had to stop here for a train to cross the two bridges. As we waited, I noticed several Vietnamese street musicians approach a bus (behind the green-colored jeep) that was in the same line of vehicles as our 3/4 ton truck. As I watched the band, I took this photo. The man in

the white pith helmet is playing a guitar. On his left foot is a two-piece wooden device that he would occasionally strike with his right foot, causing the two wooden pieces to give off a sound like wooden spoons.

SC07-28 (18,OCT67P5)

The train for which we were waiting had an armored car manned by ARVN troops. The center cupola had a machine gun stuck out the side. I was riding in the back of the canvas-covered 3/4 ton truck, so the brown-colored object on the left and upper left corner is part of the canvas. We were close to the west bridge at this point because the railroad tracks are close to the road.



SC07-29 (20,OCT67P5)



The eastern end of the west bridge. The photo was taken on the island, looking west. The railroad tracks come off the bridge and continue to the left, out of the photo. Traffic heading west is waiting for an ARVN soldier to give the OK to cross the narrow bridge.

SC07-30 (21,OCT67P5)

This is an example of some of the various styles of Vietnamese housing that we saw along the route to Bien Hoa.



SC07-31 (22,OCT67P5)



I took this photo as we got closer to Bien Hoa Air Force Base. The GI fatigues drying on the fence and the railings lead us to believe that either this was a Vietnamese family that did laundry for men on the base or that some of the GIs had off-base housing. However, I doubt that the U.S. Air Force allowed men to reside in off-base housing in this area of Vietnam because of the threat of VC terrorists. Still, it might have been possible, given the fact that there is a sand-bagged guard position on the roof of one of the houses.

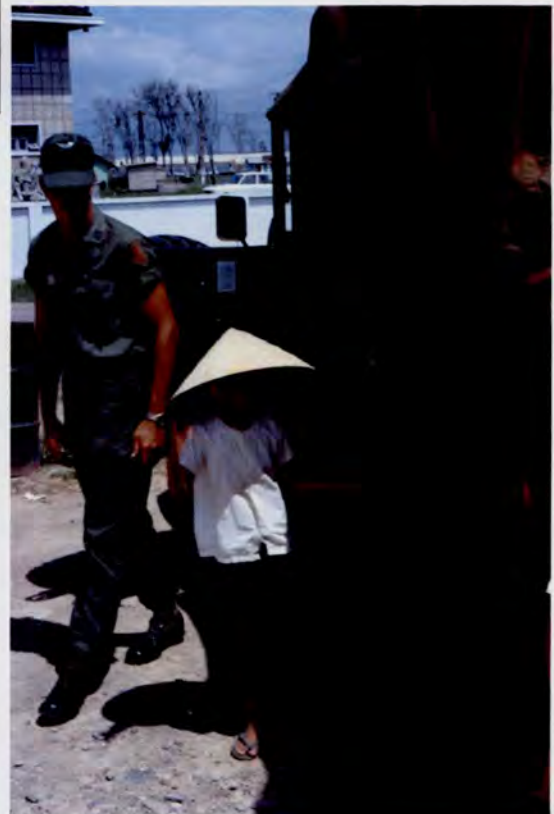
SC07-32 (24,OCT67P5)



At left is a traffic circle in the town of Bien Hoa where five roads intersected. Our truck had come in from the left, where the OD-colored jeep is in this photo. The scooter-based taxi cabs had canvas over the front to protect the driver from flying rocks and dust from the road. Though the photo is a bit washed out, you can see the poor condition of the road in the lower left corner and the spilling of dirt and stones onto the road from the center of the traffic circle in the lower right corner.

After arriving at Bien Hoa, Crew Chief McFadden and I stopped for lunch at one of the Air Force mess halls. As we left the truck, I saw a Vietnamese girl whom I wanted to photograph. However, each time I raised my camera, she would lower her hat over her face. I then turned on the camera's light meter and turned it off with a loud click, tricking her into thinking I had tripped the shutter. As she raised her hat to see whether I was preparing to take another shot, I took this photo.

SC07-33 (26,OCT67P5)



SC07-34 (22,JUN66P5)



During one road trip that I had made to Saigon in 1966, shortly after arriving at Phu Loi, I was involved in an accident on Highway 13, a few kilometers south of Phu Coung. An SFC lost control of his jeep as he was heading south and spun around in front of me. The left rear of the jeep collided with the right front of the 3/4 ton truck I was driving. In the photo at the left, an MP is writing my version of what happened as I lean on the damaged portion of the truck. The man standing on the fender was from our company's motor pool and had been

on the trip with me. He was assessing the damage to determine whether the truck could be driven. I never knew the purpose of the yellow-colored circle with the black numbers attached to the front grill.

SC07-35 (24,JUN66P5)



At the right is the SFC and the jeep he was driving. The jeep had to be towed back to the SFC's unit. The truck I was driving could be driven but only at about 40 k/h. I heard a rumor that the SFC had taken the jeep without permission and did not have a pass to allow him to be in Saigon, his destination at the time of the accident. He was lucky that he wasn't injured. The Y-shaped

support of the canvas top on the left side had buckled at one of the support's joints and struck the SFC in the back. He was not injured because he was protected by the flak jacket he was wearing at the time.

# AIRCRAFT ACCIDENT

SC07-36 (32,MAR67P7)



During take-off in HAWK 35 for a night SLAR mission in March 1967, CPT Hughes and I saw something on the runway which CPT Hughes tried to avoid. The following morning I took a picture of the object: half of a 200-liter drum that the engineers were using to burn trash. HAWK 35 is in the background after it had been repaired.

SC07-37 (26,MAR67P7)

When HAWK 35 hit the half-barrel with the left main gear shown here, the barrel broke the scissors assembly (the two triangular-shaped castings are supposed to be attached at their narrow end) and the gear shrink-rod (the metal tube-like device hanging over the wheel). After take-off, the shrink-rod is supposed to retract the gear from its fully extended position at the end of the large silver-colored strut. The scissors assembly prevents the wheel from rotating on the strut. When we landed, we were fortunate that the lower half of the scissors assembly jammed into the bottom edge of the strut, thus preventing the wheel from rotating. It also prevented any shock-absorber-like action from the strut but that wasn't a serious problem. Had the bottom half of the scissors assembly not jammed into the strut, the wheel might have turned after the aircraft landed. Some aircraft were known to perform a maneuver called a "ground loop" under those conditions. A ground loop is a wild turn to the side, usually resulting in the loss of all the landing gear ... and a few unpleasant experiences for the aircraft crew.



SC07-38 (27,MAR67P7)



After the half-barrel rolled under the left main gear, it flew up into the center of the left horizontal stabilizer shown here.

At the right, the list in HAWK 35's stance is caused by the inability of the left strut (on the right in this photo) to sit in its normal position. That was caused when the lower half of the scissors assembly jammed into the lower portion of the strut's outer casing.

I never heard how our platoon commander, MAJ Carlile, "interacted" with the runway maintenance crew who caused one of his "birds" to be damaged. I did hear that the maintenance crew stated they did not leave the barrel on the runway, that it must have been blown out there from the down-wash of the one of the helicopters. What amazed all of us was that the tire didn't blow! We made jokes about the fact that the runway's ruts were tougher than a steel barrel because the ruts did blow the tires.

SC07-39 (29,MAR67P7)



SC07-40 (10,APR67P3)



Ruts and barrels weren't our only threat. This is what can only be termed FOD (foreign object damage) and might be a bullet hole in HAWK 35's tail section. There is no way to know whether this is the result of hostile or friendly fire. (I must have had some brain fade when I wrote the text on the photo's cardboard mount as "Bullit hole").

The ring at the bottom of the tail was used to tie down the aircraft during high winds.

## SPECIAL LEAVE AND PROMOTION TO E-5

In the Summer of 1966, the Department of Defense announced new regulations that allowed all service personnel in Vietnam to extend their tours of duty. It seems ridiculous that anyone would extend time in a war zone but it depended on what a person did in the war zone. I was in a non-combat job, though our base was attacked from time to time, so I decided to extend my time with ASTA Platoon. My reasoning was that I would continue to advance in rank and responsibility but, most importantly, I would not become the "low man on the totem pole" when reassigned to another unit back in the States or in Europe. Each time I joined a unit as the "new guy", I was prone to pull all the shit details that new guys had to endure. Every new person in a military unit had to "pay his dues" by performing the duties that the higher ranking people and those who had been in the unit longer did not have to do because there were always new people coming in. In my case, the Army had ordered me to Vietnam two months before the person whom I was to replace was to leave. As a result, I was an "extra body", a Company First Sergeant's dream, some one who could be used for shit details. That sounds bitter, but it's a fact of Army life: lower ranks are used to perform the lousy but necessary jobs. Not all new guys pulled these kinds of details, but in mid-1966 I was only an SP4 and did not want to take the chance of becoming the new guy in another unit, so I decided to extend my tour by six months. I could have extended for any amount of time, but the new regulation stated that a minimum extension of six months was required in order to qualify for 30 days of special leave, which was not subtracted from standard leave. I later heard that some of the men with whom I had served during the first year and who had returned to Fort Huachuca, Arizona to train new TOs had the opinion that I extended to gain my SP5 rank. That couldn't be further from the truth. I actually enjoyed what I was doing in the ASTA Platoon and at the end of my first year, I was no longer the "new guy".

SC08-01 (2,MAY67F10)



At the end of April 1967, after being in Vietnam for 13 months, I returned to my home in Ohio for a 30-day special leave, which was part of the package deal with the U. S. Army for extending my tour of duty for a minimum of six months. This photo shows a more "modern" repo depot at Long Binh than the one which I went through when I arrived in April 1966. Even the rain couldn't sully the appearance of the place when compared to Camp Alpha at Tan Son Nhut and the First Infantry Division's tented repo depot at Di An.

After spending a day or two at the Long Binh repo depot waiting for enough personnel to make a full flight back to the States, we took our baggage into a covered area at the depot for a security inspection. The Army had learned that returning troops had been taking military items back to the States, so the inspections were an attempt to reduce that. Also, several dangerous items had been taken aboard the aircraft, though I don't know if any had caused any serious problems. A sergeant from the Department of Defense CID (Criminal Investigation Department) gave us a lecture and showed us a billboard posted in the area listing all the items that were forbidden in our luggage. After the briefing, he told that we then had ten minutes to decide whether we had any of the items and that, with complete immunity, we could drop the items into a large wooden box at one end of the area. He told us that, after that ten minutes, he and other CID members would inspect our luggage and that anyone still possessing any of the listed forbidden items would be detained for questioning and prosecution. He emphasized that we should take advantage of the ten minutes of immunity. During that time, I saw men take knives, parts of rifles and even hand grenades out of their luggage and drop them in the box. True to his word, the CID sergeant

said nothing and none of those men were detained.

From there, we were bused over to Binh Hoa for the flight on a Boeing 707 airplane from TWA airline. Nearly every U. S. airline had contracts flying troops to and from Vietnam. Here, one of the "Freedom Birds" sits on the Binh Hoa tarmac waiting for its load of passengers.



SC08-02 (3,MAY67F10)

SC08-03 (5,MAY67F10)

While on the U.S. Air Force Base at Bien Hoa, I saw several of the Air Force fighter jets used in Vietnam at the time. Here an F-4 PHANTOM lifts off the runway.



SC08-04 (8,MAY67F10)



At left is a rare photo of an aircraft that I first saw at Pho Loi several months prior to taking this picture at Bien Hoa Air Base. It's a Pilatus Turbo Porter owned by AIR AMERICA, the airline of the U. S. Central Intelligence Agency (CIA). These aircraft could take off and land in the shortest distance of any fixed-wing aircraft I saw. The long snout houses a turbine engine and the wings are designed to provide lift at 25 to 30 knots (about 45 k/h). All AIR AMERICA aircraft were painted white and had an American flag on the tail.

When I first saw one at Phu Loi, some one told me it was an aircraft owned by the CIA, but I failed to get a photo of it, even though I had my camera at the time. When I saw one at Bien Hoa, I made certain that I got a photo of one.

SC08\_04A



A closer view of the Pilatus Porter.

SC08-05 (11,MAY67F10)

A flight of three F-5 fighter jets over Bien Hoa Air Force Base.



SC08-06 (18,MAY67F10)



View of the TWA 707 flight deck during the trip from Vietnam. I had asked one of the flight attendants if it were possible to look in on the pilots and flight engineer and, since this was a few years before D. B. Cooper hijacked the first airliner, everyone on the TWA flight was cordially invited to step into the cockpit for a few minutes.

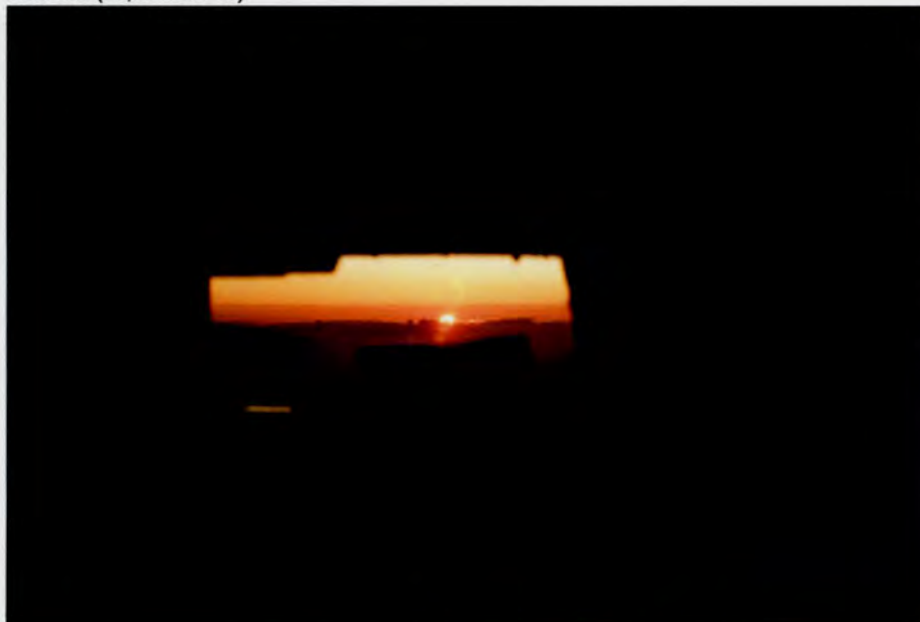
SC08-07



This purchased slide, showing Hickam AFB, Hawaii, has been placed here to show that my return trip from Vietnam on the TWA 707 ended in Hawaii. I and several other men from the TWA flight had gone into the snack bar at Honolulu airport to get something to eat. We were paged several times to re-board the airline, but the PA system in the snack bar did not work, so we missed the flight and had to make arrangements through the Air Force's Military Air Transport Service (MATS) at

Hickam AFB for the remainder of the flight. We arrived at Hickam around noon, but the next MATS flight leaving for the States did not take off until 2100. It was a very boring time waiting for the MATS flight, so I was tempted to use some of my money to buy a commercial flight, but decided to wait for the Air Force ride instead.

SC08-08 (23,MAY67F10)



Taking a commercial flight from Hawaii to the States would have been faster and less noisy because the MATS flight was on a prop-driven, four-engine military version of a DC-6. This view is of the sunrise out the DC-6's cockpit window.

SC08-09 (25,MAY67F10)

The MATS flight from Hickam AFB in Hawaii was bound for McClellan AFB near Sacramento, California, and we passed directly over the Golden Gate bridge at an altitude of about 3500 meters. I was told that the MATS flight would make two more stops during its flight to McGuire AFB in New Jersey and would not arrive for another 24 hours, so I took a taxi to Sacramento, flew to San Francisco (on another DC-6!) flew in a Super DC-8 on a 4 hour flight to New York, then bought a cab ride to McGuire AFB.



SC08-10 (7,JUN67P6)



At the end of my 30-day special leave in May 1967, I returned to Fort Dix to spend a couple of days in this World War II-style barracks waiting for a flight going back to Vietnam. These types of barracks were not much different than the new, single-level barracks that our company in Vietnam had in 1967. One major difference was that the one at Fort Dix had a furnace. The ones in Vietnam didn't need one.

SC08-11 (19,AUG67P8)



The label on one of the cardboard mounts states "G.O.C.O.'s goodbye". The acronym "G.O.C.O." (pronounced GO-coe) was the nickname for MAJ Cecil O. Carlile, the ASTA Platoon commander from July 1966 to July 1967, and stands for "Good Ole Cecil O." This photo was taken on 2 July 1967, the day that Major Carlile said goodbye to the men of ASTA Platoon. The Platoon Sergeant, SFC John Karnovich, is at the left, facing away from MAJ Carlile as the Major addresses the men of ASTA Platoon.

SC08-12 (1,JUL67P3)



MAJ Peterson, the ASTA Platoon commander after MAJ Carlile, pinned my SP5 rank on my collar on 5 July 1967. As he did so, his pet monkey, named Pete, clung to MAJ Peterson's left shoulder. Pete's tail is across the Major's chest. I was fighting to keep from smiling at the time because of the actions of the monkey. I never had a Army officer stand in front of me during a formal ceremony with a monkey on his shoulder!

In the background, to the left, is CPT Hughes, and he's smiling, too, because Pete kept climbing over the Major during the entire time the Major talked with me and pinned on my rank.

SC08-13 (3,JUL67P3)



After the pinning ceremony, MAJ Peterson gave me the typed order assigning me the rank of SP5 then shook my hand to congratulate me. By that time, Pete the monkey decided to settle on the Major's right shoulder. In the background are CPT Hughes, to the left, and CPT Reaves, shown between MAJ Peterson and me. At the right are some of the men of ASTA Platoon, standing in line during the pinning ceremony. The left-most man of the three at the right is SFC John Karnovich, the ASTA Platoon Sergeant. Next

to him is SP5 McFadden, one of the MOHAWK crew chiefs, and at the extreme right is SP4 Dave Dorschner, one of the SLAR TOs. All of them were laughing and carrying on by the time the ceremony ended due to the antics of Pete. The sign on the end of the van in the background is another one that I painted. It is a viewpoint from Reader's Digest that MAJ Carlile thought expressed what the ASTA Platoon was able to accomplish, given the conditions under which we were operating. It reads: "WE HAVE DONE SO MUCH WITH SO LITTLE FOR SO LONG, THAT NOW WE CAN DO ANYTHING WITH NOTHING, FOREVER." It's signed "G.O.C.O."

SC08-14 (15,AUG67P4)

A self-portrait that I took using a tripod and camera shutter timer. This was taken about a month after I sewed my SP5 rank onto my fatigue jackets. One of the men of the MI section was a Hawaiian of Japanese decent who liked to cook Hawaiian dishes on a hot plate in the MI van, so I decided to "go native" and sample his cooking using a ceramic bowl and chops sticks.



SC08-15 (8,DEC67P8)



One of the "privileges" personnel with the rank of SP5 enjoyed was manning the company switchboard during off-duty hours while performing the duties of the CQ. Here, I sit at the switchboard while Primo Funari, that night's CQ took my photo. (See photo SC12-33). This photo was taken with the light available from an overhead fluorescent lamp. CQ duty wasn't too bad. There were plenty of paperback books to read and the radio sitting

on top of the books provided music from AFVN. The two dark-colored boxes to the left of the white-colored radio are radios used to communicate with the B Company choppers in the field.

SC08-16 (8,DEC67P8)



Another SP5 duty was SG (Sergeant of the Guard), that someone in the battalion had to perform each night at the perimeter SG bunker. Here, SP5 Louis "Bud" Thomas of B Company reads a paperback book while sitting next to the switchboard that connected the underground SG bunker to the two dozen aboveground bunkers on the perimeter. Bud was a

photo technician with ASTA Platoon and he and I performed SG together one night in December 1967, when I took this long exposure photo. That was the first and last time that Bud and I performed the SG duties because we both rotated out of Vietnam about six weeks after this photo was taken.

**ROAD TRIP (AGAIN)**

SC08-17 (11,DEC67P6)



The men of ASTA Platoon were always ready to make a day-trip for supplies at the drop of a hat! Here, SP4 Ed Castillo (riding "shotgun" in a 3/4 ton truck) and SP4 Primo Funari, the driver, give the camera their best "tough guy" poses, Ed with the cigarette and Primo with the cigar.

SC08-18 (10,DEC67P6)

Along for the ride in the back of the 3/4 ton truck with Ed and Primo is SP4 Caffarella, who brought along the latest "tough guy" accessory for truck rides: a lawn chair! Sitting on one of the wooden side benches, in the lower right corner of the photo, is my "tough guy" accessory: an AM/FM radio! Yet to join our band of truck riders was SP5 Bud Thomas, one of ASTA Platoon's photo technicians.



SC08-19 (7,DEC67P6)

This is my favorite photo of Louis "Bud" Thomas. This was a "setup" picture. Bud, SP4 Castillo, SP4 Caffarella and I took the 3/4 ton truck shown in SC08-17 and SC08-18 to the First Infantry Division HQ at Di An to pick up some supplies. (Only two men were needed, but the rest of us tagged along for the ride). While there, we decided to leave the Army compound and visit the USO club in the Vietnamese town of Di An. We parked the truck in an empty lot across the road from the club and decided to leave no items in the truck for the Vietnamese kids to steal ... and they would take things, no matter how trivial or seemingly useless to them. As we began walking from the truck to the USO club, Ed Castillo noted how silly we looked packing all the different items that we had removed from the truck. We decided to have Bud carry as many of the items as he could and take a picture to show all the "accouterments" that the "typical" US troop carried. Along with the folding lawn chair, that SP4 Caffarella sat on during the ride in the back of the truck, Bud is hanging onto the truck's green log book and a gas mask. Rather than wearing his web gear, with the ammo pouches and canteens, around his waist, Bud has them tossed casually over his left shoulder. Bud has his M-16 slung over his right shoulder and is making a bold and daring fashion statement by leaving the front of his flak jacket open. Topping off the ensemble is a pair of rakish-looking, dark-colored goggles that we found in the truck's glove box. We decided that the goggles and Bud's sunglasses gave his look a decidedly "Desert Rat" appearance. I had written a comical title for the photo on the slide mount: "Which way to the front?"



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## ROCKET AND MORTAR ATTACK

SC08-20 (10,AUG67P7)



On 29 July 1967, Phu Loi was hit with a rocket and mortar attack, commencing around 0045 hours. The photo at the left, taken later that day, is of a spot where a mortar hit the tennis court. (Yes, we even had a tennis court). The concrete thrown up from this round was most likely the debris that woke me when it hit the metal roof of my barrack. Thinking that drunk troops returning from the EM Club were clowning around and throwing rocks on the roof, I went out the door near where this damage occurred in order to confront the men before I realized that the EM Club had closed at 2300 hours, nearly two hours before the attack. While standing at the door, I saw the flash and heard the crash of another mortar hitting the company area and began yelling "Incoming!" as I ran to the sand bag-protected bunker next to our barrack.

SC08-21 (35,AUG67P8)

To the right is a Russian-made 120mm rocket that landed about two meters from the barrack in which I was living during the attack of 29 July. It did not explode completely, so the hole it made was not more than a meter long and half a meter deep. Though this attack was not like any of the stuff that the combat forces saw, it was the worst that I experienced during the time that I was at Phu Loi, and it occurred just a few days after I had extended my tour for the second time.



SC08-22 (38,AUG67P8)



After the engineers pulled the remainder of the rocket from the ground, we could see that most of the canister was still intact, so this "low order" explosion did not cause the damage it could have. The canister had Cyrillic letters, so we assumed it was made in Russia or in one of the Russian-controlled countries.

A similar rocket that hit near the battalion mess hall made a hole 4 meters across and 2 meters deep.

SC08-23 (36,AUG67P8)

The damage to my barrack, shown here, was from the concussion of the rocket shown in SC8-21. The rocket that caused this damage hit after all the men in the barrack were in the bunkers.



SC08-24 (1,AUG67P7)



Our brick shower house/wash room was also damaged by shrapnel. The round that did this also injured the motor pool sergeant as he was running for cover. He survived but left the company for treatment and never returned.

SC08-25 (4,AUG67P7)



The area marked off with white cloth strips was a hole made by a mortar round that fell near one of the officer's barracks. The end of the barrack was peppered with shrapnel, as if hit by a large shotgun. The shrapnel that left holes near the base of this

barrack ripped up several pairs of boots that were sitting under one of the bunks. Upon seeing the boots, one of our pilots said that he gave up the idea of just rolling out of bed and lying flat on the floor during a mortar attack. He stated that he would make every effort to get to the safety of the sand bag-protected bunkers.

SC08-26 (9,AUG67P7)



Another pit created by a mortar round.

Somehow, the Army determined the VC rockets had been fired from about 10 kilometers away. I think the launching sites were found later that day. The rockets had been crudely aimed to "walk" them down the runway. However, the aim was a bit off and the impact points made a line across the compound from the

west side, through our battalion, across the southeast end of the runway and out into the fields to the east. The line was fairly straight but skewed a bit. Mortars are short range ordnance and were fired to cause random damage.

SC08-27 (11,AUG67Z3)

I (left) and the ASTA Platoon Sergeant, SFC John Karnovich, stoop down to look at some type of spent VC munitions left over from the mortar and rocket attack that the VC made during the early morning attack. This device was located in the B Company area near one of the officer's quarters. I never learned what it was.



SC08-28 (21,AUG67P7)



One mortar round, that hit near an A Company helicopter, dug a hole under the PSP used as the landing pad in the helicopter's revetment. Though the round caused some damage to the chopper, the PSP prevented the damage from being more severe.

SC08-29 (23,AUG67P7)

Another angle of the damage to the A Company helicopter shown in SC08-18. The hanger in the background is that of A Company.



SC08-30 (17,AUG67P7)



Due to the lack of a crater, this chopper either took a mortar round directly or was hit with some type of incendiary round. Either way, the craft was incinerated from the ensuing fire.

SC08-31 (1,SEP67P6)

At the right is the sand bag-protected bunker which sheltered the men in my barrack and me during rocket and mortar attacks like the one on 29 July 1967. Though it's not easily discernible, the wall with the vertical metal poles holding the sand bags was located about a meter away from the rest of the bunker. This separate wall protected the opening into the bunker. Access to the bunker was between the separate wall and the bunker wall where the 200-liter red and white drum is located, that is, where the weeds were growing next to the drum. The crude-looking peaked roof and the OD-colored tarp draped over one wall were there to help keep out the water from the almost constant rains.



The crude-looking peaked roof and the OD-colored tarp draped over one wall were there to help keep out the water from the almost constant rains.

SC08-32 (4,SEP67P6)



One of the officer's aboveground bunkers as it was being dismantled after B Company constructed new below ground bunkers. The drums were filled with dirt and the sand bags on the roof were supported with the versatile PSP.

SC08-33 (3,SEP67P6)



The new below-ground bunkers were deep, narrow trenches covered with semi-circular corrugated metal like one half of a culvert pipe. The trenches were later lined with wooden planks that were held in place with wooden 2x4s that crossed over at the top and bottom. The 2x4s that crossed over the bottom were then covered with more planks to keep the occupants' feet out of the mud.

SC08-34 (2,SEP67P6)



Dirt-filled sand bags covered the entire length of the corrugated metal of the new bunkers.

SC08-35 (5,SEP67P6)



One of the new below-ground bunkers nears completion. The space between the shrapnel-protection wall and the semi-circular opening would allow rain water that covered the ground to run into the trench, so sand bags were placed between the end of the shrapnel wall's ends and the lower bags of the covered trench. These bunkers protected its occupants from everything except a direct hit on the roof ... at least that's what we liked to think. I left Phu Loi three weeks before the bunkers were "tested under fire" during the VC's 1968 Tet Offensive.

## FURTHER ENTRENCHMENT

SC08-36 (22,JUN67P6)



By June 1967, Phu Loi had made quite a transition from the canvas-covered 2x4 structures that had served as the living quarters when I arrived in April 1966. This aerial photo of the 1st Aviation Battalion's A Company bivouac area shows some of the new structures along with some of the old ones. Outlines of the bases of some of the old canvas structures can also be seen. The block where A Company was located is the area roughly in the center of the photo where the eight tin-roofed buildings are lined up in a single row. The view is looking northeast, with the runway beyond and parallel to the top of the photo. The blackened area within the block, near the top of the photo, is an oil-covered area where the company's helicopters approached and landed. The company's maintenance hanger is the dark brown-colored building at the bottom edge of the oil-covered area. The oil is there to prevent, or at least reduce, the amount of dust that is kicked up by the 'copter rotors. A Company's helicopter revetments can be seen at the top edge of the photo, just beyond the road next to the oil-covered area. The block at the left of the photo is that of the battalion's Headquarters Company, or HQ Company. The two buildings that look like an inverted letter 'T', at left center, is the battalion mess hall where all the men of HQ, A, and B Company had their meals.



SC08-37 (23,JUN67P6) After flying by the A Company area shown in SC08-36, I took this photo of B Company. The B Company "block" is the rectangle where the eleven metal-roofed buildings are aligned in three rows, just left of center in the photo. The metal-roofed structure with the roof line running left and right, that is just below the mud puddle, is the B Company hanger. The four revetments of the HAWK section are to the left of the hanger. Two MOHAWKS can be seen in their revetments. The motor pool is at the lower left corner of the rectangle and the taxi-way leading from the HAWK section to the runway is at the very top of the photo. The E5 barrack is at the upper right corner of the motor pool and has a light-colored side. Five of the eleven barracks have roofs that are just a shade more silver-colored than the other six. Those five barracks were built about four months after the other six and the laterite dust had not discolored them as much. At the right edge of the B Company "block" were the Orderly Room (with the brown roof) and the Operations Room (with the lighter-colored roof) that is in line with the Orderly Room at the near end.

SC09-01 (7,AUG67P7)



In August 1967, construction of a new hangar for A Company (in the background) and the foundation for B Company's hangar had begun.

The silver-colored flood light at the bottom was used by the MOHAWK crew chiefs to work on the aircraft at night.

SC9-02 (34,SEP67P2)

By September 1967, some of the main structure of B Company's new hangar were in place next to the original hangar. The Army's maintenance was getting more sophisticated.



SC09-03 (16,JAN68P5)



Though this photo was taken sometime in late December 1967, and was not developed until January 1968, the B Company bivouac area had been developing to the stage shown here all through 1967. This photo was taken from one of the cranes used to erect the new B Company hanger. The narrow brown-colored beam in the foreground, just above the tin roof of the old hanger, is part of the new hanger. All the officer's barracks (nearest the hanger) had been completed by this time and the new below-ground bunkers had been dug and covered with sand bags. Beyond the brick shower house and its water tower is the E5 barrack to which I transferred in September 1967.

I stayed long enough at Phu Loi to watch the U. S. Army make a more and more permanent "home" in Vietnam. The U. S. involvement in Vietnam would last another five years after I left in January 1968. After getting out of Vietnam in 1973, the Army turned over all the structures it had built to the Vietnamese.

In 2001, I was informed by Primo Funari that the Communist government that had taken control of all of Vietnam ordered all structures built by the U. S. be torn down and all evidence of U. S. presence be obliterated. As a result, all the buildings shown in these photos no longer exist. According to Primo, sometime in the late 1970s, the Vietnamese were so desperate for metal that they returned to Phu Loi and broke up any remaining concrete pads looking for reinforcing bars.

# THE E-5 HOOCH

SC09-04 (15,DEC67)



This is the E5 barrack, also known as the E5 Hooch. It used to be the new EM Club, but was modified into the E5 quarters in one half of the structure and a storage room in the other half. The entrance shown here is for the E5 quarters. This is the same building as in the photo of SC06-19, only the door and porch on the right side have been removed. The smaller building in the left background is the motor pool office. The underground bunker, at the left of the structure, was finished by this time. In the next photo, the sandbags were filled but were not in place, yet.

SC09-05 (36,SEP67P6)



The text on the cardboard mount of this photo states "E5 Hooch maid", which is really what the Vietnamese women were who worked in the barracks. Her job was to sweep out the barrack, polish our boots (they were too beat-up to take a shine), take out the trash, and take home any laundry that we had. She was paid 2,000 Vietnamese piasters a month, about \$17. We paid her separately for the laundry. This is another example of how easy the non-combat troops such as ours had it in Vietnam. Stark contrast to the devastating ordeal the men in combat experienced. This "easy life" was one of the key reasons why it was not difficult for me to extend my tour in Vietnam.

SC09-06 (27,OCT67P7)



Further example of the "easy life". A posed photo of me at the bar inside the E5 barrack. The front of the bar and the wall were festooned with the requisite *Playboy* magazine centerfolds. This is the Day Room, or entertainment area of the E5 barrack.

SC09-07 (15,JAN68P5)



These are four of the six men who lived in the E5 barracks. That's me on the left, Crew Chief McFadden standing, and SP6 Fielsted sitting in the center. The man at the right worked in the MI section, but I don't recall his name. After hours, nearly everyone stripped down to their underwear and put on a pair of thongs in order to get as cool and comfortable as possible.



SC09-08A (5,JAN68P5)

All the TV shows we watched were on Channel 11, the Armed Forces Vietnam Network (AFVN). One of the more popular shows? The weekly series COMBAT!

SC09-09A (18,DEC67P8)

As the photo at the right was taken, we were watching the evening news, also known as the "Six O'Clock Follies" because the military controlled all the news given on AFVN radio and TV. Here, an Army SP5 reads the military's version of world events in the same manner as a TV anchorperson back in the States.



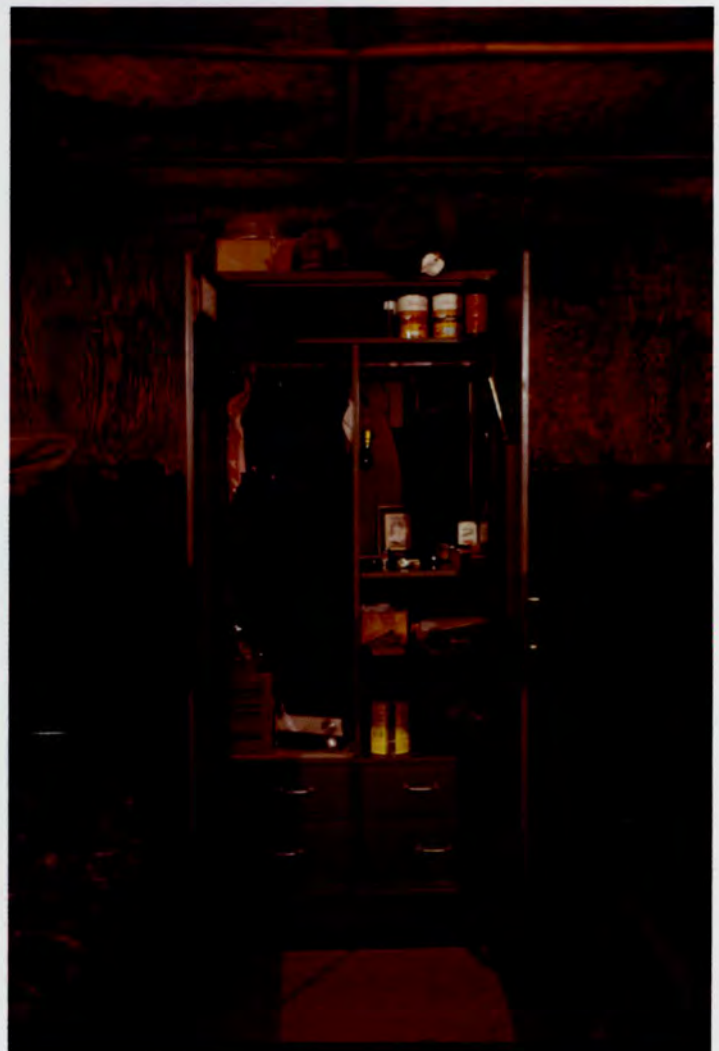
SC09-10 (5,OCT67P3)



This was my personal area in the E5 barrack. My bunk is the one with the white towels and laundry bag hanging on the T-bar holding the mosquito netting.

SC09-11 (6,OCT67P3)

The two-door wall locker shown at the extreme left in SC09-10 is open here. The photo in the back, just below the light bulb, is that of my cousin Kathy Vogt Madden, someone to whom I wrote about once a week.



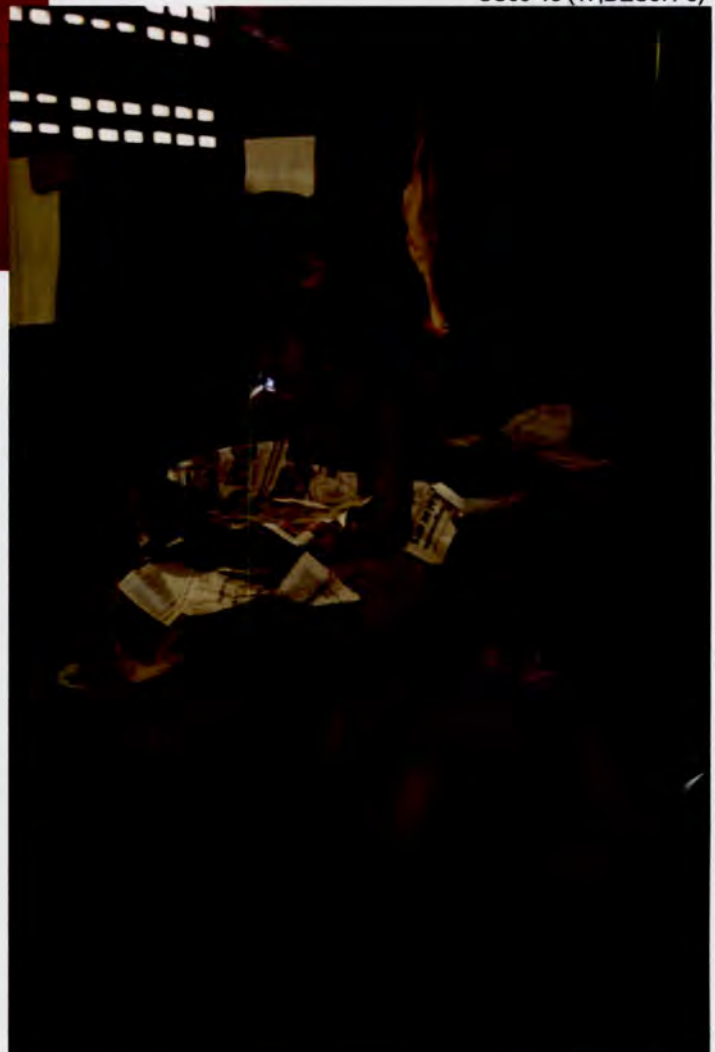
SC09-12 (6,DEC67P6)



About once every other night I wrote a letter to someone. The wooden table is a standard government-issue field table. The web strap to hold the table's legs closed during shipment can be seen under the table near my right leg. The tape on the radio is there to keep out the red laterite dust. I am 23-1/2 years old in this photo.

Early in my tour, a radio program that we heard each morning started with a flute or other wind instrument that was played to sound like a small bird. The disk jockey then came on and yelled his morning greeting, drawing out the first word: "Gooooood Morning, Vietnam!" The man was Adrian Cronauer, an Air Force Airman assigned to AFVN-Radio, portrayed by Robin Williams in the movie "Good Morning, Vietnam". Cronauer's antics on the radio were not as extreme as William's, but we became so tired of hearing that daily greeting that we nearly destroyed our radios!

SC09-13 (17,DEC67P8)



Christmas packages from home began arriving in early December 1967. This is another self portrait of me in the E5 barrack reading the newspapers and the funnies that were used as padding in a package from a former high school classmate. The rubber chicken that's hanging from the mosquito net T-bar was stuffed with hard candy and the large, red and white circular tin on the floor, near my right foot, contained cookies. By December, I had moved my bunk to the other side of the wall locker from where it was in photo SC09-10. The mosquito net's sides and ends were flipped up into the top portion so that we could sit on the bunks. I'm in civilian trousers and loafers. White socks with black shoes were in fashion when I left the States and were out of fashion by the time I returned.

SC09-14 (15,OCT67P2)



Photo of me showing off my SP5 "stripes." I'm standing next to one of the OV-1 B-model MOHAWKS in the new revetments near the B Company bivouac area. I sent this photo home after it was returned from the photo processor and my Dad made an enlargement of it that he placed on the stereo/radio that he had in his dining room. The enlargement sat there for several years after I was discharged from the Army. It reminded my Mom of what my Dad looked like when he was in his mid-twenties.

SC09-15 (31,AUG67P8)

Right, I'm sitting in the right seat of the OV-1B MOHAWK shown in SC09-14. The fatigue jacket I'm wearing was standard-issue (a.k.a., State-side), of which I still had about three sets. Note that the rank (SP5) on the sleeve and the white-colored name tag above the right pocket are not subdued, as subdued items were just beginning to be issued by the Army in 1967.



## MORE MOHAWK ACCIDENTS

SC09-16 (21,JUN67P3)



HAWK 35 became a victim of the Phu Loi runway in June 1967. This wreck was the result of a broken nose gear, but it was never determined whether the gear broke from a hard landing or from running through one of the many ruts in the runway surface. The cream-colored substance on the ground and on the front of the aircraft is fire-suppression foam. The pilot was CPT Reaves and the person in the right seat was one of B Company's supply sergeants on his first (and I believe his last) flight in a MOHAWK. Both the

pilot and the sergeant got out unharmed. The newly surfaced portion of the runway can be seen in the background to the right, just below the left wing. That new surface was created too late to save HAWK 35. That sounds a bit overly dramatic, but we thought of these "birds" as personal friends, and it was always a bit sad to lose one of our HAWKS after spending so many hours flying in it.

SC09-17 (6,JUL67P8)

A view of HAWK 35 on the Phu Loi runway from the pilot's side. MAJ Carlile, the ASTA Platoon commander at the time, is the second man from the right, the one with rolled up sleeves and his hands on his hips. This was MISS SISSY's last flight.



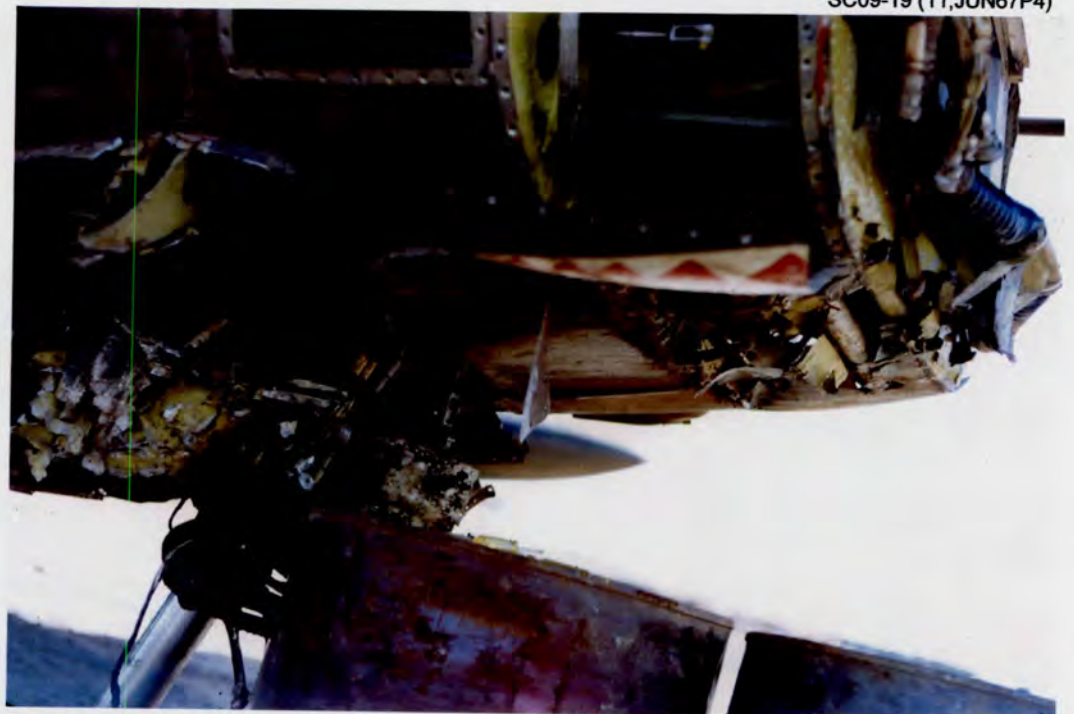
SC09-18 (9,JUN67P4)



This photo of HAWK 35's damaged nose was taken after the aircraft was brought back to the B Company area and placed on a supporting jack. I don't recall how the aircraft was moved. It's possible that the nose was elevated and placed on the back of a 3/4 ton or 2-1/2 ton truck and towed in that position. However it was moved, it was parked about 100-meters east of the MOHAWK section that was, by that time, near the B Company bivouac area. It was placed there until an assessment could be

made of the damage, in the event that it had to be picked up by a SKYCRANE helicopter and flown to Vung Tau for eventual "med-evac" back to the Grumman Company in the States. Dave Dorschner is at the lower left working to extract some part of the SLAR antenna's wave guide.

SC09-19 (11,JUN67P4)



Some of the extreme damage to the nose gear strut can be seen in this close-up of HAWK 35 as it sat in the B Company area.

SC09-20 (13,JUN67P4)



MAJ Carlile is holding the forked portion of the nose gear and tire of HAWK 35. The tube of the nose gear strut was attached to this fork in the area shown as the half-cylinder just above the tire. The fracture of the fork at that cylinder allowed the strut's tube to drop to the ground during landing, digging a groove into the runway's laterite surface. The tube and

the remainder of the strut then folded back into the wheel well, dropping the aircraft's "chin" on the runway. The fracture was most likely due to all the hard landings made on the rough runway surface at Phu Loi.

SC09-21 (33,JUN67P4)



Rigging was attached to allow a SKYCRANE to lift HAWK 35. The rigging is temporarily held in place with the telescoping boom of a large wrecker that is parked on the opposite side of the aircraft. There were "hard points" on the aircraft that were built into the aircraft's frame in order to allow the craft to be lifted in this fashion. When not in use, those points were covered with removable plates.

Note the 4x4 pieces of lumber on the tops of the wings, held there by metal binding bands. Those were placed there as "spoilers" to prevent the wings from generating lift while the SKYCRANE transported the crippled aircraft. If the wings were allowed to generate lift, the weight of the MOHAWK would have lifted off the cable and the SKYCRANE would have had a difficult, if not impossible, time remaining stable during its flight to Vung Tau.

SC09-21A



SC09-22 (35,JUN67P4)



The CH-54 SKYCRANE's six-bladed rotor was capable of generating a 90-knot wind under full load. The helicopter never landed. It approached the area from the runway in the background, hovered above HAWK 35, dropped a cable with a hook, and waited while the two men on top of HAWK 35 attached the plane's rigging to the hook. The SKYCRANE's cable operator then took up the slack on the cable and the helicopter made a few test lifts to get a "feel" for the load. When the SKYCRANE made the

final lift, the chopper's rotor blades could actually be seen flexing in a curve as the full weight of HAWK 35 was taken by the helicopter. I also have an 8mm movie of this action with the SKYCRANE and HAWK 35.

SC09-23 (38,JUN67P4)

The last view that we saw of HAWK 35 was as it faded into the distance while slung under the SKYCRANE.



SC09-23A



SC09-24 (20,SEP67P3)



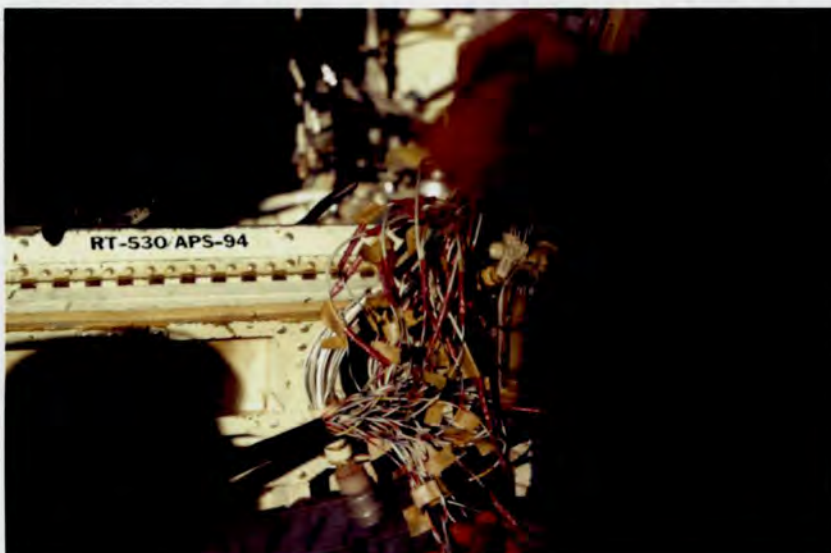
The new runway was completed sometime during the Summer of 1967, but the tire problems continued, even during taxing, as was the case with the right main tire on this aircraft. Here, CPT Hughes sat on the new runway's surface as he waited for the MOHAWK crew chiefs to arrive to change the tire. When they arrived, Crew Chief McFadden told me that I had watched and helped change enough tires on these aircraft that I should know how to clean and repack one of the wheel bearings prior to putting on the new tire, so he let me accomplish that task. That was not a job for which I was officially trained, but it gave me a sense of pride to realize that Mac trusted me enough to help him with one of the tire changes.

SC09-25 (4,AUG67P8)

Right: In August of 1967, the SLAR system in HAWK 34 failed to generate an image on the Polaroid film during one of the night missions. I found that the SLAR components would work OK when they were removed from the aircraft and placed on ground test equipment at the 701st Maintenance Company's van, but the trace on the video screen would not appear when the equipment was installed in HAWK 34. By sheer chance, and some dumb luck, we found that two pins in one of the aircraft's cables were shorted, preventing the proper signal from reaching the video screen. Here, one of the men from E Company of the 701st Maintenance Battalion (the man on the left) helps me splice a new plug into the problem cable in the aircraft's mid-section, under the left wing. We were bent over to get into the section and to keep from hitting our heads on the underside of the wing. I'm at the right in the photo and I think the man at the left is Larry Ping of E Company of the 701st Maintenance Battalion, next door to B Company.



Below: The new cable's plug in HAWK 34 is spliced to the aircraft's SLAR wire harness. The tan-colored tags on the individual wires is masking tape which we numbered to insure that we connected the proper wire in the harness to the plug's wiring.



The result was a football-sized section of wires, but it worked. HAWK 34 made a successful SLAR mission the following night. I was not trained to make this repair and I doubt that I would have been officially authorized, but by making the repair, we didn't have to loose the use of the aircraft for an extended period.

SC09-26 (3,AUG67P8)

SC09-27 (29,OCT67P3)



On 6 October 1967, a couple of months after repairing the SLAR wiring in HAWK 34, the aircraft was borrowed by men of the 73rd Aviation Company out of Vung Tau. They were TDY at Phu Loi to fly missions that III Corps had assigned to the 73rd. The 73rd pilot made several attempts to complete his SLAR mission with the 73rd's aircraft, but the SLAR system had trouble. The 73rd's pilot and TO were then allowed to borrow HAWK 34. While returning from the mission after midnight, the pilot made two attempts to

land in a drizzling rain, unable to see the dim runway lights. After his second attempt, the pilot radioed the Phu Loi tower that he if he was unable to land on the third attempt, he would deviate to Saigon and wait for the rain to let up. During a banking turn to the left following the failed second attempt, the pilot apparently failed to allow for the drag from his lowered landing gear and the aircraft began a fatal side-slip toward the left wing. About 300 meters outside the perimeter, just in front of B Company's guard bunker, HAWK 34's left wing tip struck the ground and the aircraft cartwheeled across a set of railroad tracks, plowed through a dirt embankment on the other side, and tore apart in an area the size of a football field. The pilot, CPT Frank Kerbl, and the TO, SP5 James Stoeberl, were killed instantly. The initial point of impact is at the lower left of this photo. The nose of the aircraft was thought to have hit the ground just beyond the railroad tracks, and the notch in the dirt embankment on the opposite side was cut by the body of the aircraft. The tail section, the largest part still intact, can be seen in the field in the distance. The men with helmets and rifles are from our company and from E Company of the 701st Maintenance Battalion. The kids are local Vietnamese who gathered to watch.

SC09-28 (32,OCT67P3)



This is one of the 600-liter wing tanks from HAWK 34, which can be seen at the left of the photo in SC09-27. Most likely this is from the left wing and was damaged and torn off just as the aircraft began to cartwheel through the dirt embankment.

SC09-29 (28,OCT67P3)



The SLAR antenna from the wreck of HAWK 34.

SC09-30 (14,OCT67P3)

The debris field of the main portion of HAWK 34's wreckage. The panel with the red number "4" in the depression is the rudder from the left vertical stabilizer.



SC09-31 (26,OCT67P3)



One of the turbo-jet engines from HAWK 34.

SC09-32 (19,OCT67P3)



This pile of wiring is what was left of the center of the fuselage of HAWK 34. A day or two later, after the wreckage was loaded onto a flatbed truck and hauled back to the B Company area, I was ordered to search through this debris for the SLAR system's comparator, the electronic device that made the SLAR system classified when installed in the MOHAWK. Fortunately, the wiring debris had been loaded last and was on top of all the other wreckage, so I found the device under an inch or two of burned wires. The man on the opposite side is a Major, but I don't recall his name or whether he was a member of the 1st Aviation Battalion's B Company or of the 701st Maintenance Battalion's E Company.

SC09-33 (17,OCT67P3)

The tail section of HAWK 34, with the call number on the right vertical stabilizer.



SC09-34 (35,OCT67P3)



The pilot's side of the instrument panel of HAWK 34. The red/orange-colored material at the lower left corner is the pilot's parachute that was stored near the top of the ejection seat, just above the pilot's shoulders.

SC09-35 (23,OCT67P3)

The pilot's seat cushion and parachute harness from HAWK 34. More of the red/orange-colored parachute can be seen just beyond the orange-colored seat cushion.



SC09-36 (38,OCT67P3)



A flight helmet from either the pilot or TO in HAWK 34.

# SHORT TIMER

SC10-01 (9,OCT67P7)



My 100-day "Short Timer's" calendar that I designed and drew myself. The countdown was to end when I colored in the Big Red One in the middle. The 100th day had been filled in when I took this picture so, working backward from 22 January 1968, the day I was to return to the States, this picture had to be taken on 15 Oct 1967. The decision to make a "Short Timer's" calendar was the first effort I had made in preparation for leaving Vietnam. Prior to that, I had always made plans to stay in the First Infantry Division unit to which I had been assigned for as long as I could. I never completed this calendar because on 26 December, I contracted mononucleosis and was confined to a hospital until I left Vietnam on a med-evac flight on 16 January 1968.

SC10-02 (26,OCT67P2)



HAWK 31 uses the old portion of the runway to taxi to the southeast end of the new runway to prepare for take-off. This view is looking approximately north, so the new HAWK section is to the left of the photo. The new runway of crushed stone is at the right, just off HAWK 31's left wing. The square-shaped holes at the lower left are part of the crude but effective drainage system that I believe was installed by the Japanese when the runway was used by them during World War II.

The square-shaped holes at the lower left are part of the crude but effective drainage system that I believe was installed by the Japanese when the runway was used by them during World War II.

SC10-03 (13,AUG67P8)



SP6 McFadden waits with raised arms for OV-1C MOHAWK 31 to taxi to McFadden's position just forward of the new revetment area next to the B Company bivouac.

SC10-04 (14,AUG67P8)

This OC-1C is HAWK 31 and was given the name "PANDORA'S BOX" by her crew chief. I don't recall why it was given that name. It's possible that it presented so many unexpected problems. One of the photo technicians approaches from the left, while McFadden waits at the right for the pilot to exit the plane. One of the TO's (I don't recall who) was retrieving either photo film or the IR detectors from the aircraft's mid-section when this photo was taken.



SC10-05 (21,SEP67P2)



I am leaning against one of the work benches in the TO van. The black-colored piece of equipment on the waist-high shelf just to my right is the SLAR film canister that was originally used to capture the SLAR imagery. That canister was replaced with the Polaroid film table with the orange-colored screen shown in SC03-05. My boots straddle a hinge in the floor that allowed the sides of the van to be retracted when the van was "buttoned up" for transport. During the time that I was with ASTA Platoon, the sides of all the vans were always in the extended position, even when the vans were moved from the old HAWK section near the runway's control tower to the new section near the B Company bivouac.

SC10-06 (2,JUN67P6)

At various times, prior to making a night flight, I would walk through the company area at night and take photos. The photo at the right is of one of B Company's UH-1 IROQUOIS helicopters undergoing maintenance in the original wooden hanger. One of the company's Maintenance Platoon members can be seen working on the chopper's tail rotor.



SC10-07 (34,FEB67P4)



The company hanger is in the background of the wide-angle photo at the left, taken from the rear of one of the B-model MOHAWKs. The wooden building to the right of the hanger was later painted yellow and was where the spare parts and tools were stored.

SC10-08 (1,DEC67P8)



This self-portrait was taken near the end of my tour of duty, and was taken around 2200 hours. I don't recall the reason why I was working so late on the SLAR, but I remember the problem was particularly difficult to solve. As can be seen from my fatigues, I had been into some dirt and grime while I worked. A subdued SP5 patch can be seen just above the cuff on my right sleeve. These are State-side fatigues that had been tailored to short sleeves. The name tag and the US ARMY tag are Vietnamese-made subdued items, but the Big Red One on my left shoulder is standard Army-issued, non-subdued. I don't recall whether any subdued Big Red One patches were available

at that time, either from the Army or from the local Vietnamese stores. The gray-colored box in the nose of the MOHAWK is part of the SLAR system. This particular box was in HAWK 33 when Lt. Stoker and I wrecked in July 1966 in Vung Tau. I know that because the dent in the center of the box's lower, front edge was caused when HAWK 33 hydroplaned on the Vung Tau runway, went off the edge, and hit a steel post. No other boxes of this type had that dent.

As I developed and edited the photos and text for this document, I discovered that HAWK 34 that is pictured in the photos of 1966 and early 1967 had a different serial number than that of the aircraft that appears in the later photos. I cannot recall losing HAWK 34 prior to the fatal accident of September 1967. I have noticed that the markings on the side of the aircraft change from the State-side red and yellow paint to all subdued black-over-OD. A repainting of the aircraft would account for that but not for the change in the serial number. In the photo of SC03-08, the number is on the tail as 25905, though it's not clear in the photos printed on paper. Only by looking at the slides directly was I able to see the number. In later photos, the serial number is 25863. I cannot explain why they are different. Possibly, the aircraft was replaced while I was on leave in May 1967.

SC10-09 (DEC67)



Here, I am connecting cables to the SLAR box shown in SC10-08. This grainy photo was made on ANSCOCHROME color film with a film speed of ASA 500. Film with that high of an ASA was not of the good quality and clarity of the high ISO films of today.

Below is another grainy photo from the same roll of film as SC10-09. This is a view of the same OV-1B as in SC10-09. The revetment walls were made of corrugated steel planks which were stacked and tied to vertical posts. These revetments replaced the barrels sometime in the Fall of 1967. I don't recall why the PSP plank is sitting on end in front of the aircraft.



SC10-10 (DEC67)

SC10-11 (2,DEC67P8)



Left, a night photo of the HAWK section taken from a crane used to erect the new B Company hanger. The vans were re-arranged in a U-shaped formation when MAJ Richard Urick, the ASTA Platoon commander, took over the section in November 1967. The vans at the left, on the backs of the two 2-1/2 ton trucks, were those of the photo section. The two vans (one with a white star on the door) at the upper part of the "U" were those of the MI section, and the two at the far side were

the HAWK Operations van and the TO van. The brown-colored panel in front of the MI door with the white star is a porch made of PSP that allowed people to walk from one van to another without having to go up and down stairs. Previously, the vans had been placed side-by-side with the PSP porch running along their back ends. The three separate lights in the center are Christmas lights in the unit across the road.

SC10-12 (27,DEC67P8)

Right, a self-portrait of me preparing the developing equipment that was used to expose the SLAR imagery Polaroid film during the SLAR mission. Developing liquid was made by mixing dry powder with distilled water. The mix was then poured into one half of a small, stainless steel tank. Hoses from the tank were then connected to a device that allowed the liquid to be pumped from the tank through a hollow, porous tube. The low-pressurized liquid came to the surface of the tube and drained back into the



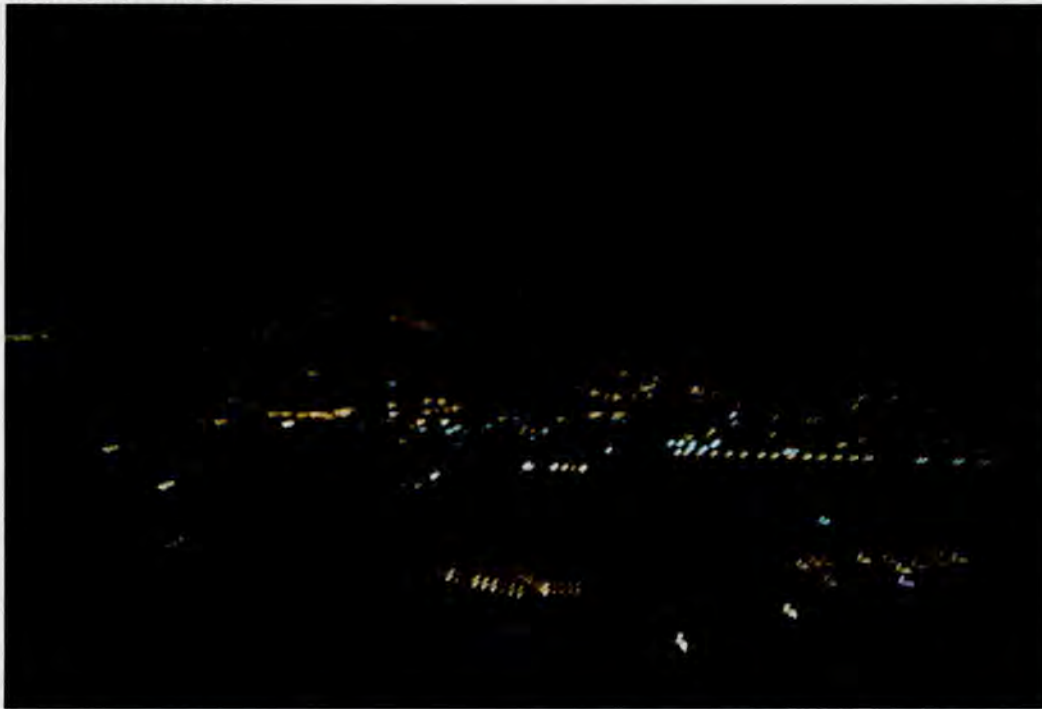
other half of the tank. In flight, the tube was placed close enough to the Polaroid film to allow the liquid to touch and expose the film while the tube was slowly rotated and the film slowly passed near the tube. After exposure, the film traveled in front of a back-lit panel (the orange-colored panel in SC03-05) where the TO could look at the imagery to determine whether there were any suspicious-looking "targets".



SC10-13 (25,MAR67P2)

I took this photo of one of the OV-1B MOHAWK's cockpit panel one evening in March 1967, while CPT Hughes and I were preparing for a SLAR mission.

SC10-14 (32,MAR67P7)



At the end of the SLAR mission mentioned in SC10-13, CPT Hughes decided to make a sight-seeing flight over Saigon. I took this photo as we approached from the north. This is about the best night photo of Saigon that I was ever able to make. Long time exposures and the speed of the aircraft were not a good combination for a good photo.

Following one of these night "excursions" over Saigon, CPT Hughes flew east and followed the Saigon River north as he prepared to return to Phu Loi. He pulled up and over the bridge for the main highway connecting Saigon and Long Binh. As the aircraft began to climb, he took his hand off the control and said over the intercom, "Take us home!" I responded with, "What?!" He repeated, "Take us home. You know how to get there, right?" I said that I did and reached for the switch in the center console that turned on the autopilot. CPT Hughes yelled, "Wait. What are you going to do. Talk me through each maneuver and I'll tell you whether it's the right one to make." I was elated that he trusted me enough to do what I was about to do! I was being given control of the aircraft!!! This was not something that I did with the unit in which I served ... ever! Other TOs who served in other units have told me that they had control most of the time because those TOs knew the mission better than the pilot. However, the missions of the First Infantry Division MOHAWKS were flown by the pilot, not the TO.

I told CPT Hughes that I was going to turn on the autopilot and use the autopilot control knob to fly the aircraft. He then gave me permission to do so. The autopilot power switch and the control knob were located in the center console, between the pilot and the TO, and the knob was to the left of my left thigh. CPT Hughes told me to continue the climb that he had initiated and bring the aircraft to an altitude of 2,500 ft (760 meters). I did that and leveled off using the control knob. The knob could be pushed forward to bring the nose down, back to bring the nose up and turned left and right for banking turns. As we approached Phu Loi, CPT Hughes stated that, since I was in control of the aircraft, I was to contact the control tower and request directions for landing. When I did, the tower operator informed me as to which runway I was to use, the direction of the wind, the barometric pressure and that I was to call again when we turned onto final approach. CPT Hughes then asked me to repeat what the operator had said. I had listened to that message so many times in the year that I had been flying that I knew what to expect to hear from the operator and immediately told the CPT what information I had been given. Then the flight got interesting! I was allowed to touch the power controls!! This was a new and exciting experience for me. CPT Hughes talked me through each maneuver and told me to watch the gauges for the prop RPM and air speed. He even gave me permission to reach to his side of the power quadrant (where the controls are located) and let down the landing gear. Each of us looked out our windows to verify that the main gears on the wings were down and we turned onto the base leg, the portion perpendicular to the final approach. At that moment, CPT Hughes reached for the stick and said into the intercom, "I have it." That was my cue to leave everything alone so I prepared for landing.

All of the above may seem a bit melodramatic, but for someone who had never flown an aircraft before, it was a big thing. As I typed the above narration into my computer's word processor, I was back in that moment, and it was just as exciting to relate the story as it was to live it!

# TRIP TO SAIGON

SC10-15 (31,NOV67P3)



Sometime in November 1967, B Company's 1SG Edward Zeek and I escorted two American women of the American Red Cross to Saigon in one of the company's jeeps. I drove, while 1SG Zeek rode "shotgun" and the two women rode in the back. These women were housed in a facility on the opposite side and opposite end of the Phu Loi compound from where B Company was located, so I have no idea how we were chosen to escort them to Saigon. Unfortunately, I do not have photos of those

women, but I did take some nice photos of areas near the USO in Saigon. The billboard at the left is in the center of a traffic circle about two blocks from the loading docks on the western side of the Saigon River.

SC10-16 (34,NOV67P3)



Looking east on a section of Nguyen Hue (pronounced WIN WAY) which, I recall, is Vietnamese for "Street of Flowers". In the distance are some of the masts and funnels of the ships at the docks along the west side of the Saigon River. The OD-colored jeeps parked along the street are the newer models of the American armed forces. The lighter green-colored jeeps are World War II-

vintage jeeps of the Vietnamese forces. At the left, behind the two jeeps, are a Jeep Wagoneer and a 1955 Chevy. The green and yellow car traveling away from the camera is a Renault taxi.

SC10-17 (12,NOV67P1)



While the women from the Red Cross went shopping, 1SG Zeek and I visited the Saigon USO which, I think, was on Nguyen Hue.

SC10-18 (10,NOV67P1)



A Vietnamese election campaign poster, posted on a concrete-covered brick wall.

SC10-19 (32,NOV67P3)



The text on this photo's cardboard mount states "V.N. Assembly bldg", but I don't recall whether this building housed the Vietnamese governmental assembly, since that same text appears on SC10-20. I had deliberately waited for the two "round-eyed" women to cross the street when I took this.

A more appropriate picture would have been to wait for Vietnamese nationals to cross when I took the photo. The women in this picture are most likely dependents of contractors working in Saigon for the U.S. government.

SC10-20 (11,NOV67P1)

The text on this photo's cardboard mount also states that this is a photo of "V.N. national assembly bldg", so I'm not certain whether I knew what the buildings in this photo and the one in SC10-19 really were.



SC10-21 (35,NOV67P3)



After walking along Nguyen Hue to the docks at the western side of the Saigon River, I took this photo looking up the river toward the northeast.

SC10-22 (37,NOV67P3)

The MY CANH floating restaurant on the west bank of the Saigon River, located next to the tug boats in SC10-21. After taking this photo, 1SG Zeek and I walked down the entrance ramp at the right to have a beer while sitting on one of the restaurant's decks. This restaurant made the national news in the U. S. in either 1965 or 1966 when VC terrorists lobbed grenades into the dining area and killed several of the restaurant's patrons.



SC10-23 (3,NOV67P1)



Shortly after stepping onboard the MY CANH restaurant barge, 1SG Zeek agreed to let me take his picture next to the restaurant's sign. No, the restaurant's sign is to the left, not over the sergeant's head.

SC10-24 (31,OCT67P5)

Cyclos were another means of transportation in Saigon. Passengers rode on the covered seat between the two front wheels while the "driver" pedaled the third wheel at the rear.



SC10-25 (28,OCT67P5)



During a trip into Saigon a month earlier, I took this photo of what I was told was an American civilian's house. I had met some of the American civilians that the US government hired as contractors, but I really had no way of knowing who lived here. Still, it is a fine example of some of the accommodations available in Saigon.

SC10-26 (31,OCT67P5)



Further along on that October foray into Saigon, I took this photo of one of Saigon's main streets as I rode in the back of a 3/4 ton truck. I don't recall where we were at the time nor the reason for the trip. It's possible that I was a member of a group that made a trip to the Army PX in Cho Lon, in the southwest area of Saigon. Our battalion often had members of the

battalion's companies make trips to the PX to obtain items for the battalion PX. Until I talked with Phung Do to ask that she show me on the map of Saigon on page 76, I had forgotten where the Cho Lon section was located.

SC10-27 (32,OCT67P5)



Taken a few minutes after the photo in SC10-26, the photo at left presents a more congested view of Saigon. The road surface appears to be dirt and the width of the street is narrower, so the vehicle in which I was riding had probably turned off the street shown in SC10-26. The two red and white poles near the middle of the photo are crossing gates for a railroad that crossed the street at that point.

SC10-28



This is a commercially-produced photo of the Saigon docks that I purchased during one of my trips into Saigon.

SC10-29



Another commercially-produced photo titled "Morning at the Market, Saigon".

SC10-30



Commercially-produced photo titled "Morning Traffic, Central Market".

SC10-31



Commercially-produced photo titled "Crowd in downtown Saigon park-circle".

The woman with the white umbrella and black pants is wearing an ao-dai (OW-ZYE), a traditional Vietnamese outfit. The dress has long sleeves and a tight-fitting section above the waist and two panels of the same material below the waist. The two panels are part of the upper section and are split from the lower hemline to the waist. The legs are covered by a separate pair of pants which, in most cases are black, as odd as that would seem for a country with the heat of

Vietnam. The outfit included a high collar that covered most of the neck. Even though the entire body except for the hands and head is covered by this outfit, there are few GIs who served in Vietnam who would disagree that this is one of the sexiest outfits that we ever saw a woman wear!

SC10-31A



## MARTHA RAY USO SHOW

SC10-32 (27,NOV67P1)



In November 1967, American actress Martha Raye, one of the people most loved and admired by US troops, came to Phu Loi to put on her own version of the musical "Hello, Dolly". Here, she performs a musical number with some of the cast members on a stage set up in a hanger of one of the CHINOOK helicopter units located near the center of the Phu Loi compound.

The photos are slightly out of focus because I had to use a slow shutter speed due to the low light and I had no tripod with which to steady the camera during the longer exposure.

SC10-33 (31,NOV67P1)



In this scene from the "Hello, Dolly" show, Martha Raye's character receives a marriage proposal from a suitor. Her response was, "Well, I may not be good looking ..." then turned to audience, pointed to her eyes and said "... but they're round." With that, every GI in the hanger jumped to his feet and began cheering!

SC10-34 (36,NOV67P1)



At the end of the "Hello, Dolly" show, Martha Raye was presented with a certificate of appreciation from one of the aviation unit commanders.

During one of her visits to troops in Vietnam, Martha Raye was made an honorary colonel in the U.S. Special Forces, the Green Berets, one of the few people so honored. Her devotion to the US troops and willingness to go anywhere to meet them earned her the title "Maggie of the Boondocks". She was a special lady and we loved her.

**IMPROVEMENTS CONTINUED**

SC11-01 (3,DEC67P3)



Near the end of my tour in Vietnam, I was still painting signs. Even though I didn't always like doing it, I was proud of the fact that they looked better than most of the signs I saw. Here, I am leaning on the sign next to the B Company Orderly Room. I stylized the Longhorn logo of the company using the division's emblem and painted the word

"LONGHORNS" at the top of the emblem. At the time, the company CO was MAJ Anderson, and the First Sergeant was 1SG Zeek and there are photos of them in this photo journal. In the photo above, I'm wearing State-side fatigues. I liked the fit of the jacket because I had a Vietnamese tailor taper the sides and cut the sleeves to the elbow ... which, I'm almost certain, was against Army regulations. The attitude of GIs who flaunted the breaking of regulations was, "So, what's the Army going to do about it, send us to Vietnam?"

SC11-02 (38,AUG67P4)

Another 1st Aviation Battalion sign that I painted. The first one had been painted over for some reason. I autographed this one. My name is in the extreme lower right corner. It says: "SP5 T. BARNES - ASTAP" (for ASTA Platoon).



SC11-03 (35,SEP67P2)



This line of buildings was at the rear of the 1st Aviation Battalion headquarters building. The new PX is at the right, and the other stores are Vietnamese businesses: a gift shop (left), a barber, and a clothier.

These buildings are roughly in the area where the tented PX was located in 1966. (See photo SC02-24).

SC11-04 (36,SEP67P2)



The laundry at the right is at the end of the stores shown in SC11-03. This was where I took my laundry and where I had my fatigues tailored. The building at the left is a steam bath and massage parlor.

## SUNRISES AND SUNSETS

SC11-05 (36,DEC67P8)



Sometime in December 1967, at 0630, I climbed on top of the water tower next to the shower and took this photo of the sunrise to the east. The red streaks in

the lower center were made by the tail lights of a jeep moving toward the mess hall. The white streak is the lighted ground from the jeep's headlights. This photo was on the same roll of film as that in SC05-01.

SC11-06 (DEC67)

While I still had a roll of the ANSCOCHROME film in my camera for the photos in SC10-09 and SC10-10, I was up early enough to take this photo during sunrise. In it, the silhouette of the new B Company hanger can be seen next to the outline of the older wooden hanger. A spot light in the wooden hanger was illuminating a helicopter during maintenance, though the graininess of the film doesn't show much detail.



SC11-07 (8,DEC67P3)



At various times during my tour in Vietnam, I would be so taken by the patterns created by the clouds and the sun that I would expose half a roll of film taking photos like this. This was a sunset looking over the new barracks of B Company.

SC11-08 (9,DEC67P3)

Another view of the same sunset.



SC11-09 (3,AUG67P4)

Occasionally, we would see a double rainbow. This one seems to originate from the E5 barrack.



SC11-10 (10,NOV67P3)



This cloud pattern toward the south, over the Headquarters Company motor pool, was illuminated by the setting sun.

SC11-11 (11,NOV67P3)

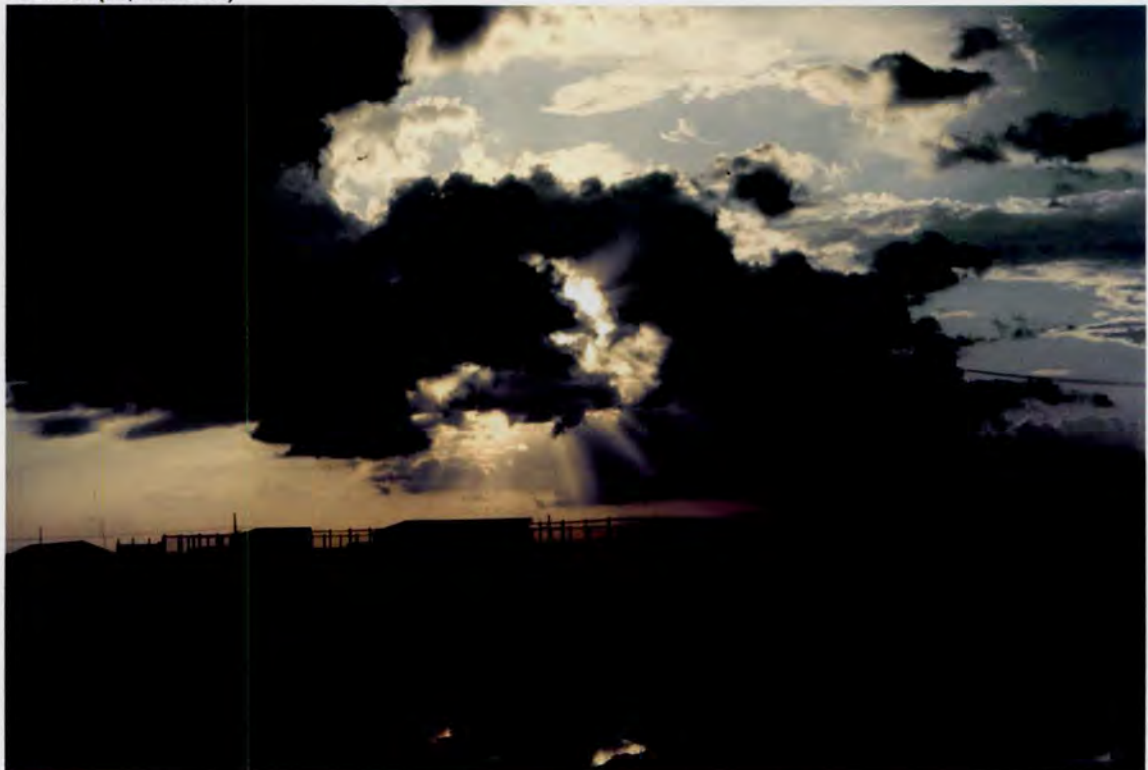


Sometimes, cloud patterns and lighting conditions would appear and disappear within a minute or two, or within seconds, as occurred here. This "Cloud Afire" appeared within seconds after I took the photo in SC11-10, and about 20 seconds after I took this photo, the "fire" went out. I could only guess that the sun illuminated this cloud through an opening in

another cloud to the west. As the western clouds continued to move, the illuminating "hole" moved, too, leaving this cloud to look again like all the others around it. The cloud seems much more dramatic in this scanned and printed view, due to the manner in which the scanner operated and the ink was distributed. The view from the slide is quite different but still impressive. This view is looking toward the east over the Headquarters Company area. The checkerboard water tower is in the center of the Headquarters Company "block", with the battalion officer's club at the extreme left.

SC11-12 (25,DEC67P3)

This was taken around 1830 hours while I was standing outside one of B Company's NCO barracks. The dimly lit structure in the center with the light-colored lower half and the dark upper is the latrine. The structure consisting of vertical and horizontal poles, that appears just beyond the latrine, is the company tennis court.



SC11-13 (21,DEC67P3)



Sometimes, there were very few clouds at sunset, but the light patterns alone could be unique, as shown here.

SC11-14 (26,NOV67P2)

Most times, the sunsets offered quite a light show. This is a view of the sun just before it dropped below the horizon.



SC11-15 (32,NOV67P3)



As the sun went below the horizon, the pattern of light in the clouds changed almost constantly.

SC11-16 (15,NOV67P2)

This sunset cloud pattern appeared to be sitting on a pedestal centered on the tennis court.



SC11-17 (13,NOV67P2)



Even puddles of water added to the light show of the Vietnam sunsets.

SC11-18 (21,NOV67P2)



From various parts of the company area, I took many photos of sunsets because they were so rich with color like this.

SC11-19 (21,NOV67P2)



This was the last light from a sunset that occurred around 1900 hours. Since Vietnam is only 10 degrees above the equator, sunset varied only by 30 minutes from Summer to Winter, if the word "Winter" could be used to describe a season in a region where the temperature was 40 degrees Celsius in December.

SC11-20 (26,AUG67P8)



Not all of the days ended with a show of clouds and sunlight. Some times, especially in the Summer, the day would dump buckets of rain on the area. This view is from the van

used for the HAWK's Nest Operations near the B Company bivouac. The runway control tower in the background is located near the old HAWK's Nest. The dark object at the right is one of the doors on the Operations van.

## SOME PERSONNEL OF ASTA PLATOON AND B COMPANY

SC12-01 (7,JUN66P5)



SP4 Keith Trammel, the SLAR TO that I replaced after he left in June 1966. Keith had less than eight months to serve in the Army when he arrived in Vietnam in November 1965. I took this photo of him when about a half dozen of us enlisted men went to the First Infantry Division Headquarters at Di An in the 3/4 ton truck shown here. Keith and another TO had gone to Di An to begin the process of leaving Vietnam and the Army. Keith is wearing a shoulder-mounted .45 automatic pistol. During this trip, I took the photos of the repo depot that are in the first (SC01) slide cube.

SC12-02 (24,JUN66Z4)

At the right is SP4 Don Miels, the other TO that I mentioned in the description for the photo in SC12-01. This is the only photo I have of Don, as unflattering as the photo may be. The photo is "grainy" because the slide is under-exposed and contrast had to be increased quite a bit during the scan to get the photo light enough to see the subject. The dark and light areas of Don's legs are not a result of the contrast adjustment, but rather the tan on his lower legs.



In the photo below, I'm with PFC Bell. I don't recall his first name, but he was one of the men from B Company's Service Platoon who was a the door gunner for one of the division generals. I had purchased that ridiculous looking pair of yellow shorts shortly after I arrived in Vietnam. Bell and I are standing on the "back porch" of the tent where Bell lived. Notice that half the boards on the



"porch" of the tent have not been nailed into place. This tent's configuration is quite different from the one where I lived. In 1999, I saw photos from men who arrived at Phu Loi in 1965 and tents this size were the tallest structures.

SC12-03 (23,JUN66Z4)

SC12-04 (18,MAY66P4)



This is SP4 John Bussey, and this is one of the earliest photos that I took with the Yashica camera that I purchased shortly after arriving in Vietnam. I met John in July 1965 when I arrived at the Combat Surveillance School at Fort Huachuca, Arizona. John was from London, Ohio and we were assigned to the First Infantry Division at the same time. We were to supposed to travel together on our way to Vietnam, but I contracted the flu just before I was to leave and joined John about 20 days later. About a year after we left the Army, John introduced me to his next door neighbor's daughter, whom I married a year later. John became a Columbus, Ohio police officer in 1970 and in 1994 he died of a heart attack at the age of 50.

SC12-05 (33,JUN66Z4)



At the right is SP4 Fritz. I don't recall his first name. Fritz was one of the SLAR TOs who was in ASTA Platoon when I arrived. This photo was taken when he was driving a 3/4 ton truck hauling a water trailer. We are at the water point shown in SC02-32, SC02-33 and SC02-34 and this photo was taken at the same time as those photos.

SC12-06 (2,FEB67P4)



SP4 Tim Bright, from, as Tim would tell us, "West BY GAWD Virginia". Here, Tim is strapping into the right seat of an OV-10 MOHAWK preparing to leave on either an afternoon IR or a photo mission.

SC12-07 (22,FEB67P4)



The man in the center, leaning on the laundry bag, is the ASTA Platoon commander at the time, MAJ Cecil O. Carlile. He is on the PSP "porch" that spanned the row of vans that were used by ASTA Platoon: the TO van, the HAWK operations van, the two MI vans, and the photo van. The man at the left is CPT Howard Hughes. I don't recall the name of the officer on the opposite side of MAJ Carlile, but I think he was assigned to the MI section.

SC12-08 (11,OCT67P2)



Left, CPT Howard O. Hughes, one of the best MOHAWK pilots that we had. He was heading into the HAWK Operations van after flying an afternoon photo mission.

The open door is the same open door near MAJ Carlile's head in SC12-07. The van at the end of the PSP "porch" is the one where the TO's stored the IR and SLAR equipment.

SC12-09 (15,SEP67P2)



Right, CPT Omer Reaves, another MOHAWK pilot of ASTA Platoon. This is the only good photo I have of CPT Reaves and it's one of him enjoying his favorite hobby. During his 12 month tour of duty with the First Infantry Division in Vietnam, CPT Reaves logged over 1,000 flight hours in the MOHAWK.

SC12-10 (3,SEP67P2)



MAJ Forbes and SP5 Fielsted. Fielsted was later promoted to SP6. MAJ Forbes was originally one of ASTA Platoon's MOHAWK pilots, but was later assigned to the company's Service Platoon. He had served a previous tour of duty with the 73rd Aviation Company in Vung Tau in 1963. SP5 Fielsted was a German national who had enlisted around 1964 and was assigned to the Service Platoon.

SC12-11 (7,DEC67P6)

This is SFC John Karnovich, the ASTA Platoon sergeant beginning in April 1967. SFC Karnovich was still with the Platoon when I left in January 1968, and I regret not keeping in contact with him after I left. He was one of the best NCOs with whom I had served while in the Army. I took this photo and titled it "The Hippie" after he was informed by the battalion aid station that he had a fungal infection on the bottom of his chin and was not to shave that area for the five days that he was to apply an ointment to the infected area. I asked that he put on his sun glasses and put up his collar for the photo. He was a good natured guy and obliged, giving me a memorial photo of him. He is 37 years old in this photo.



SC12-12 (19,MAR67P7)



SP4 Mike Nance was the crew chief for HAWK 31, one of the two OV-1C aircraft used for the IR sensors in ASTA Platoon. I was standing on the steel platform that was used to service the MOHAWK engine when I took this photo. I had called to Mike to "strike a pose" for the photo, so he reached over and grabbed one of the electrical connections from the missing right engine and acted as if he were answering a phone.

SC12-13 (14,MAR67P)

At right is SP4 Wes Dawson, the crew chief for HAWK 32, the second of two OV-1C MOHAWKs. SP4 Wesley ("Wes") Dawson was nicknamed "Dirty Dawg Dawson" by CPT Hughes because it appeared, to CPT Hughes anyway, that each time Dawson performed any type of maintenance on HAWK 32, he came away looking like a dirt-covered dog. Dawson liked that nickname so much that he painted the name "DIRTY DAWG" on the left side of HAWK 32's forward fuselage, just under the pilot's entry. About 25 years later, Dave Dorschner, one of ASTA Platoon's former SLAR TOs, found "DIRTY DAWG" at Davis-Monthan AFB, Arizona when he was looking for an OV-1 aircraft for the Pima County Airport museum. The name "DIRTY DAWG" was still painted on the side and the number "32" and the First Infantry Division's Big Red One were still painted on the tail. After the OV-1 was moved to the Pima County Airport, HAWK 32 was repainted, but the aircraft's nickname, tail number, and Big Red One were masked off so as to retain them as they were when "DIRTY DAWG" flew in Vietnam.



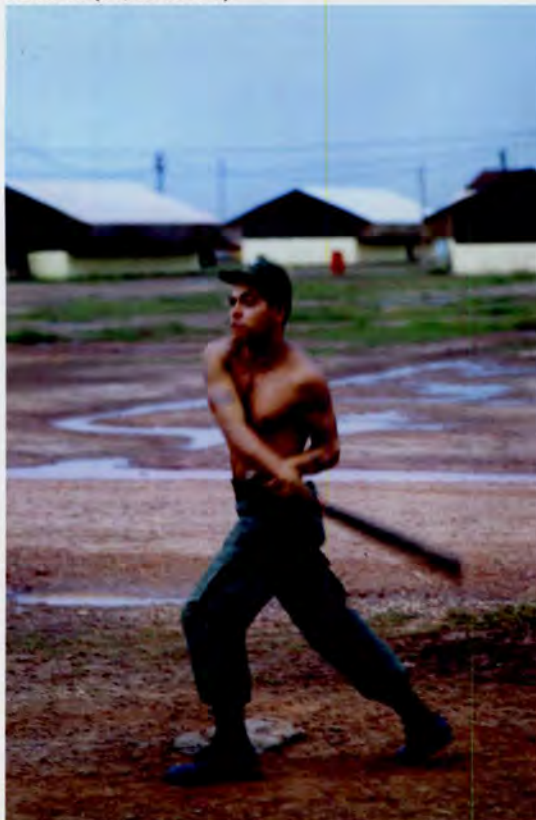
SC12-14 (6,AUG67P5)



Crew chief SP5 Sam Seletas replaced Mike Nance in the latter half of 1967. He is standing on the PSP "porch" that ran the length of the ASTA Platoon vans. I took the photo from the roof of the ASTA Platoon Operations van.

One evening in the barrack's day room, I saw Sam working on a strange-looking plastic scale model and asked what it was. Sam said it was a model from a new TV series and he was building it for his son. I didn't see another model or the TV program until I returned to the States in 1968. I ended up becoming a fan of the series: Star Trek. The model was of the NSS ENTERPRISE.

SC12-15 (31,AUG67P7)



SP4 Rossiello (nicknamed Roach), another of ASTA Platoon's crew chiefs. Our platoon was playing softball against one of the platoon's of the battalion's Headquarters Company when I took this photo.

SC12-16 (22,FEB67P6)



At right is PFC Dave Dorschner, taken shortly after he joined ASTA Platoon as a SLAR TO. Dave made the Army a career, retiring as a Master Sergeant in 1988, after receiving various awards and medals, including a plaque from Grumman Aircraft Company for logging over 2,000 hours as a TO in the MOHAWK. Dave is standing just outside the ASTA Platoon barrack that was completed in November 1966. The bicycles in the photo were owned by some of the members of the platoon.

SC12-17 (21,FEB67P6)

SP4 Nelson Hopcus, one of the SLAR TOs, who joined the platoon in March 1966, about a month before I did.



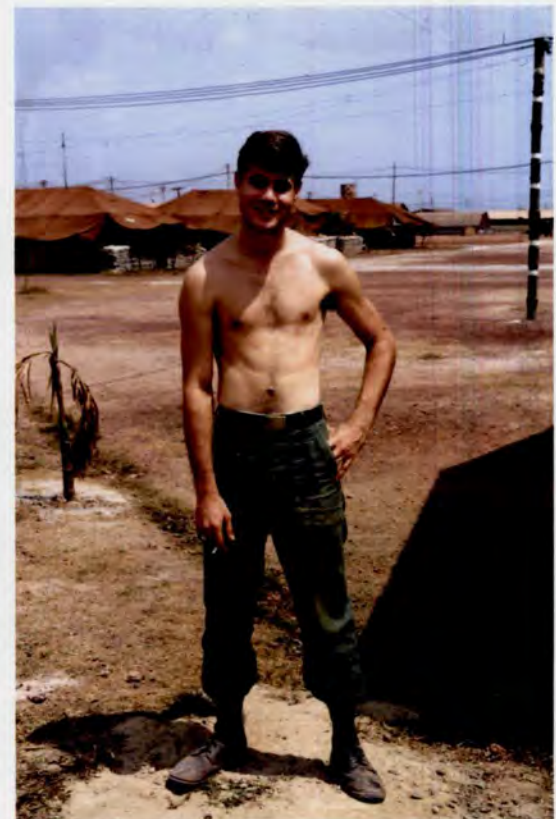
SC12-18 (20,FEB67P6)



Left is SP5 Donald Cain, who was one of the IR TOs. I don't recall when SP5 Cain joined the platoon, but it was about month or two before I arrived.

SP4 Ron Adolph, one of the SLAR TOs who arrived in the Fall of 1966.

Ron is standing in front of the EM barrack where he and I bunked. (That's the barrack's shadow to the right). In the background are the officer's tents. To me, it was a significant quality of this aviation unit to have the officer's quarters upgraded after those for the enlisted men. In other units, the officer's tents would likely have been replaced first.



SC12-19 (1,MAR67P3)

SC12-20 (2,MAR67P3)



SP4 Paul Schatzau, one of the SLAR TOs assigned to ASTA Platoon. Schatzau came to B Company sometime in late 1966 or early 1967. He has no rank on his sleeve and it's difficult to determine whether he has subdued rank "pins" on his collar. Collar pins were used for several years by the US Marines, but the Army did not authorize their use until 1967. Behind him is one of the pathetic looking palm trees that the "Beautification Committee" planted in the B Company bivouac area.

SC12-21 (33,OCT67P7)



SP5 Louis Thomas, nicknamed "Bud". He and I were working on the below-ground bunker on which he's sitting when I took this photo. The bunker was located next to the E5 barrack at the right. Bud and I had convinced the platoon sergeant that, since we were the ones who would benefit most from the building of the E5 bunker, then we should be the ones who worked on it, rather than the men who were pulling the other work details. Though we worked on the bunker, it was also a great time to enjoy some refreshment, as Bud is doing in this

photo. The solid-top Coke can that Bud is holding is the original style of steel can in which soft drinks and beer were dispensed in the 1960s. The cans did not have pull-tabs. Triangular-shaped openings in the top were made with an opener called a "church key". Lacking a "church key", GIs used the stand-by opener: the trusty P-38 C-ration can opener.

SC12-22 (27,AUG67P8)



CPT Stone originally came to B Company as a MOHAWK pilot with ASTA Platoon, and I made several SLAR and photo missions with him, beginning with a daytime photo mission on 9 September 1966. I did not know the exact day until I looked in a notebook where I kept track of all the missions that I made, the date and time, and the pilot with whom I flew. CPT Stone was with ASTA Platoon for only a month before he was "drafted" as a helicopter pilot for the First Infantry Division Commanding General. I took this photo of him almost a year later, after I stopped to talk with him outside the B Company Flight Operations office. At the time, he looked like he had not had much sleep and I told him so. He stated that, as the Commanding General's pilot, he did not get much sleep because he was on call 24 hours a day, ready to fly at a moment's notice.

SC12-23 (25,JUN67P6)



At the right is SP4 Brooks, a member of B Company's Service Platoon. We became casual friends simply because he was from my home state of Ohio. His home town was Dayton.

SC12-24 (26,FEB67)



This photo of B Company's 1SG Burger was taken with a flash attachment when Sergeant Burger came into the ASTA Platoon barrack to talk with one of the platoon members. He's wearing his rank as collar pins.

SC12-25 (10,FEB67P1)



I don't recall this man's name, but he was one of the men assigned to the motor pool. I've included his picture because he helped me when I needed to service my assigned vehicle, a 2-1/2 ton truck shown in the photo below. The truck was a 6-cylinder diesel built by REO and was fun to drive. Unit and vehicle identification were painted on the bumpers of all Army vehicles. The designation "1-1AVN" indicates this is "1st Infantry - 1st Aviation." The jeep was "B-4" for "B Company vehicle No. 4" and the truck was "B-11".

SC12-26A (23, JUN66P5)



SC12-27 (31,FEB67P1)

SP4 Zimmerman (left) was another member of the motor pool and Sergeant Parker was the Motor Pool Sergeant.



SC12-28 (22,FEB67)



The man at the left, whose name is either Handman or Handlin, was the B Company clerk. He's the man on the right in slide SC06-26.

SC12-29A (26,JUN67P6)



SP4 Larry Laut was a member of the MI section attached to ASTA Platoon.

SC12-30A (37,SEP67P6)

Right, MAJ Anderson took over command of B Company sometime in the Summer of 1967. He was the last company commander that I had before leaving Vietnam. Here, he stands outside his office, the B Company Orderly Room, which is labeled with another of the signs that I painted while assigned to B Company. The sign on the door stating "KNOCK AND REMOVE HEADGEAR"



is another of my signs and is another indication of the State-side practices that the company adopted. MAJ Anderson's hat is, I think, a U. S. Marine design.

SC12-31A (17,DEC67P8)



The photo at the left was taken during a platoon party/cookout that our new platoon commander, MAJ Richard Urick, threw for the members of ASTA Platoon. MAJ Urick is the man at the left and was one of the best officers for whom I served. The other two men are some of the other MOHAWK pilots that arrived about a month before MAJ Urick. They replaced CPT Hughes and CPT Reaves. In the middle is CPT McKimmey and on the right is CPT Ratliff. On 22 December 1967, I made my last flight in a MOHAWK with CPT Ratliff on a night-time SLAR mission. Shortly after that, I contracted mononucleosis and never flew again. I left Vietnam less than a month later.

SC12-32 (DEC67P3)



SSG Horner was assigned to ASTA Platoon in May 1967, during the time that I was back in the States on special leave, prior to returning to Vietnam for another six months. His nickname was "Jack" Horner, but I don't recall his actual first name. "Jack" was assigned as an IR TO, though he had training and experience as a SLAR repairman and operator. He was the man who helped me troubleshoot and detect the problem with the SLAR equipment on HAWK 34 in August 1967, just before HAWK 34's fatal crash. "Jack" was a great asset to the ASTA Platoon.

SC12-33 (7,DEC67P8)



SP5 Primo Funari, a name that I found easy to remember because it was so unusual. Primo (pronounced PREE-moe) was pulling a 12-hour assignment at CQ when I dropped by to take his picture. While there, I sat in the same chair to have him take a photo of me (see SC08-15).

SC12-34 (14,AUG67P4)



One of the men of the MI section enjoys one of the many meals that was prepared by one of the MI officers. The officer was an Hawaiian of Japanese descent and he often made Oriental-style and Hawaiian-style meals inside the MI vans. The frying pan used by the officer is on a hot plate on the table at the right.

Looking at the slide more closely, I can make out that this man was a SP5 and his name is probably Niedermeyer.

SC12-35 (9,OCT67P3)



At the left are two men from the MI section which was attached to ASTA Platoon. At the left is SP5 Richard Mussolino and he has no name tag above the right breast pocket of his State-side fatigues. SP5 Mike Scully is on the right and is wearing jungle fatigues.

Below, SP5 Richard Dietzel, on the left, leaning against the MOHAWK prop, was one of the men who took SLAR training with me at Fort Huachuca in 1965. He is shown here at his base with the 224th Aviation Company at Can Tho (Can TOE) in the Mekong Delta. CPT George and I had flown to Can Tho for some supplies. The man on the right, whose name tag is either SKOGLIND or SKOGLUND, was also a member of the 224th.



SC12-36 (4,OCT67P7)

SC12-37 (37,AUG67P7)



Left: James Makin, an Englishman whom, I think, was drafted shortly after being naturalized, though he might have volunteered for service in order to earn his U. S. citizenship. He lived in South Carolina and was a crew chief for one of the MOHAWKS. He had a caustic but lovable personality and I enjoyed talking with him. Shortly after I left Vietnam, I learned that Jim had been transferred to an aviation company of O-1 BIRD DOGS on the opposite side of the runway and was killed on his 28th birthday, 16 March 1968, during a VC mortar attack. The reason I know exactly when he was killed is that his name is on the Vietnam Veterans Memorial in Washington D.C. and I have a copy of the wall's directory of names. In August 2001, Primo Funari told me that Jim had not been transferred to another unit and was killed in B Company's shower during a mortar attack.

When I took this photo, Jim was preparing for perimeter guard duty and asked that I take his photo next to the bunker outside of our barrack.

SC12-38 (3,MAR67P1)



In February 1967, I dressed in a Class A uniform to travel to Clark Air Force Base, Philippines for a week of jungle survival training. I took only a few slides while at Clark, using the 8mm movie camera to document nearly all that I did there. The aircraft in the photo is HAWK 35.

I had been in Vietnam for nearly a year and the Army made arrangements for jungle survival training because I was going to be in Vietnam for another eight months due to my six-month extension. As it turned out, my tour of duty didn't end until January 1968. In July 1967, I volunteered to extend for an additional two and a half months to put me within 90 days of my 36-month enlistment. A Department of Defense (DOD) regulation allowed anyone returning to the States from Vietnam to be mustered out if their time left in the service was less than 90 days. The DOD calculated that it was not cost effective to re-assign someone with less than 90 days because the person could take a 30-day to 60-day leave, depending on the time spent overseas, and return to their new unit for only 30 days of duty. It was cheaper to let them out of the service.

After extending for the second time, I was due to rotate out of Vietnam on 22 January 1968. However, on 26 December 1967, I contracted mononucleosis and was confined to the 94th Medical Evacuation (Med-Evac) hospital in Long Binh. After that, I was to have been assigned to a hospital in Cam Ranh Bay on the east coast of Vietnam for a three to four week recovery. When informed that my DEROS date was 22 January, the hospital made

arrangements for me to recover in the States. I left Vietnam via Tan Son Nhut on 16 January 1968, spent three days in Japan, and was assigned to the Valley Forge General Hospital near Philadelphia, Pennsylvania for six weeks. At the end of the first week, I was allowed to spend four weeks at home in Ohio, then returned to the hospital for my final week in the Army. I was discharged on 8 March 1968.

SC12-39 (17,JUN67P6)



This is Asta, the mascot of ASTA Platoon. I don't recall how she arrived in our company area, but she was with us for about a year and had a litter of pups. In the end, a directive came down from somewhere in the chain of command that a company could have only one dog, and since the Service Platoon had their dog the longest, Asta was taken one afternoon by one of the men to a remote area and shot.

Why she had to meet her end that way was a mystery to all the members of ASTA Platoon. I placed this photo and its text last in the sequence because Asta's end and ASTA's end were similar in some ways: in 1996, I was told the ASTA platoon did not survive after I left Vietnam. During a reunion of men and women of the OV-1 MOHAWK Association, I was informed that, in January 1969, the MOHAWKS and the men of ASTA platoon were removed from the control of the First Infantry Division and assigned to a unit under the control of III Corps.

The great time that I had as a member of the First Infantry Division's ASTA Platoon was the driving incentive that I had to document these slides. I feel fortunate that I did not witness the end of ASTA ... or the end of Asta.

## OV-1 WALK-AROUND

Prior to making a flight, pilots make visual inspections of the exterior of their aircraft. They can start from any point and walk around the entire aircraft. Hence the term, a "walk-around." They check for such things as loose objects, proper fluid levels, and the removal of all ground safety devices. The following is not a thorough look at all the aspects of that inspection. Rather, it is a collection of various photos that I made of the OV-1B and OV-1C aircraft that were consigned to the ASTA Platoon.



SC13-01 (2,AUG67P5)

Above is HAWK 34, an OV-1B that the crew chief or the pilot had named MISS JAYE. As I developed and edited the photos and text for this document, I discovered that HAWK 34 that is pictured in the photos of 1966 and early 1967 had a different serial number than that of the aircraft that appears in the later photos. A portion of the serial number for the MOHAWKs appeared at the bottom of each outboard vertical tail. The photo above is of the later aircraft. I cannot recall losing the original HAWK 34 prior to the fatal accident of October 1967, but the aircraft lost in October is the aircraft pictured above. I had noticed that the markings on the side of the aircraft change from the State-side red and yellow paint to all subdued black-over-OD. A repainting of the aircraft would account for that but not for the change in the serial number. In the photo of SC03-08, the number is on the tail as 25905, though it's not clear in the photos printed on paper. Only by looking at the slides directly was I able to see the number. In later photos, the serial number is 25863, which is on the tail of this aircraft.

Early in my tour, I dubbed the original HAWK 34 as Leaky 34 because it always seemed to be leaking fluid from one location or another. There are several photos of that aircraft in this document and the dirty appearance is due to leaking or spilled fluids and mud. Though it looked dirty, it was one of the most dependable aircraft that we had. It was built in 1962 by the Grumman Aircraft Company in Bethpage, New York. For some reason, which no one in our unit could explain to me, Leaky 34 could take off with a full load of fuel on a hot afternoon and be airborne after traveling only about 75% of the 1,000-meter runway but newer aircraft could not. One of the newer aircraft could not even do it after the sun went down and the air cooled and became a bit more dense. The newer aircraft, also a B-model, had to take off with empty wing tanks, fly to Bien Hoa Air Force Base to fill the wing tanks, then take off from Bien Hoa because that base had a 3,600-meter (12,000-foot) runway. It's possible that the newer aircraft had more weight than those built in 1962.

SC13-02 (28,FEB67P4)



The slide mount has a penciled note that states: "Serial number of HAWK #35 that we received in July 1966 to replace HAWK #33 in which I flew when it wrecked."

This stencil is on the left side of the aircraft, just forward of the leading edge of the wing. The "64" in the serial number is the year the aircraft was sold to the Army, 1964. The remainder of the number, "14238", does not mean this was the 14,238th aircraft manufactured. Usually, manufacturers began a series of aircraft with a large number, such as 14001. So, the only way to know how many OV-1s had been built prior to HAWK 35 was to know the first aircraft's number. The last five digits of the serial number were painted on

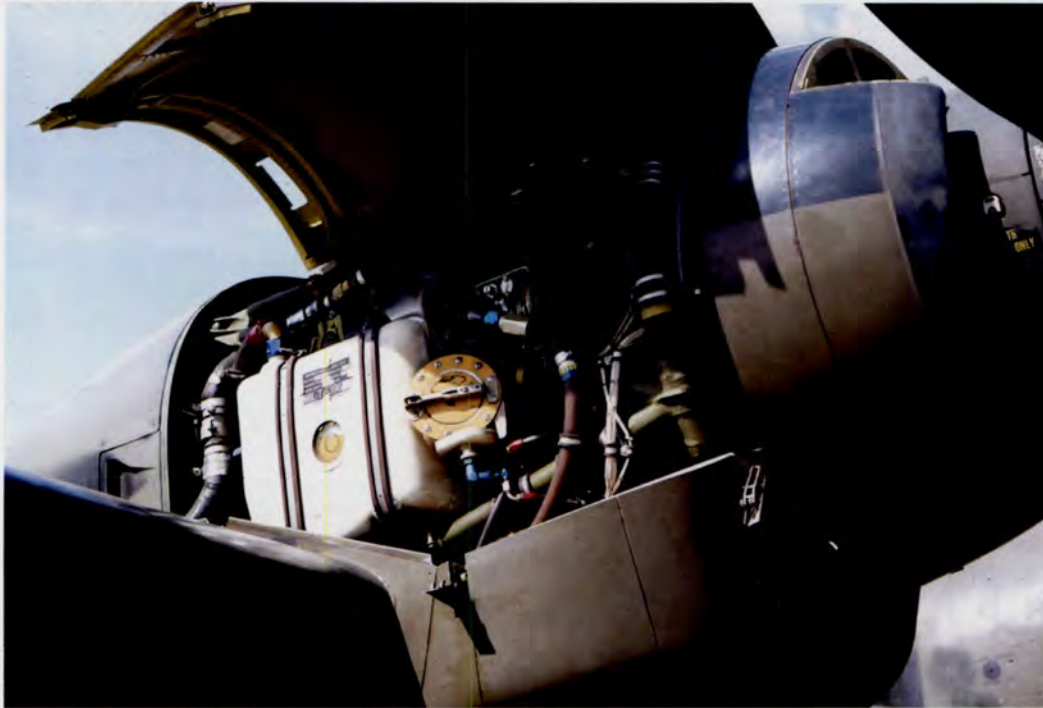
the bottom of the outboard vertical tails of the aircraft, so the number "14238" was painted on HAWK 35's tails. A slide that I have of the serial number for HAWK 34 shows that aircraft's serial number was 62-5863 and the number on the tail of the latter HAWK 34 was 25863, so the year portion was used if there weren't enough digits following the dash. The First Infantry Division had four OV-1 MOHAWKs when I was assigned to the ASTA Platoon, two B-models and two C-models. Later, near the end of my tour, two more C-models were added, but I have no photos of them because they arrived about the time I became sick with mononucleosis. None of the original C-models were lost, though I was informed later that at least one was severely damaged by ground-based machine gun fire. The following is what I have been able to determine concerning the aircraft types and serial numbers. Until December 2001, I did not have the serial number of HAWK 31. As I was adding Appendix B to this photo journal, I recalled that I had a copy of a soft-bound book titled "OV-1 MOHAWK IN ACTION" by Squadron/Signal Publications. The book contained many photos of MOHAWKs and, fortunately, one was of HAWK 31 of the 1st Infantry Division, complete with serial number.

HAWK 31	OV-1C	Serial Number = 61-2691
HAWK 32	OV-1C	Serial Number = 61-2724
HAWK 33	OV-1B	Serial Number = not available (lost 6 July 1966, replaced by HAWK 35)
HAWK 33	OV-1B	Serial Number = 64-14267 (replaced HAWK 35 in August 1967)
HAWK 34	OV-1B	Serial Number = 62-5905 (unknown as to what happened to this aircraft)
HAWK 34	OV-1B	Serial Number = 62-5863 (lost 7 October 1967)
HAWK 34	OV-1B	Serial Number = not available (replaced 62-5863 in November 1967)
HAWK 35	OV-1B	Serial Number = 64-14238 (replaced HAWK 33 in July 1966, lost in June 1967)

The numbers following the word HAWK were referred to as the "call" numbers that were used to identify the aircraft when the pilot or TO contacted aircraft controllers or ground units. The numbers were always recited as if they were individual numbers, such as, "three two" or "three five". Rarely were the numbers recited as "thirty-two" or "thirty-five." So, for example, the pilot of HAWK 32 used the call sign of HAWK THREE TWO. The "call" numbers were first assigned to the MOHAWKs of the 73rd Aviation Company in Vung Tau and were painted as large yellow digits on the outside of the left and right vertical stabilizers and the top of the fuselage. The 73rd was authorized to use numbers from 01 (ZERO ONE) to 29 (TWO NINE, or in "Army-speak", TWO NINER). The purpose for the large numbers was to allow the aircraft to be more easily identified if it crashed. The First Infantry Division was authorized to use the numbers in the 30s, that is, from 30 to 39. However, the first number used was 31, not 30. Upon arriving in Vietnam in October 1966, the four aircraft were numbered 31, 32, 33 and 34 and those numbers were painted as large, red digits on the outsides of the vertical stabilizers. I saw no First Infantry Division MOHAWKs with the "call" number painted on the top of the fuselage while I was assigned to the ASTA Platoon. The number 35 was used to number the aircraft that replaced HAWK 33 in the Summer of 1966, so the use of that number does not mean ASTA had 5 MOHAWKs. MAJ Carlile did not want to "re-use" the number 33, though subsequent ASTA commanders did.

In the same manner as the "call" numbers, runway numbers were referred to as two digits. For example, runway 13 was called out as ONE THREE, not "thirteen". For those runways that had a leading zero, for example, 09, reference was made as RUNWAY ZERO NINE or, as was the practice, RUNWAY ZERO NINER.

SC13-03 (26,FEB67P4)

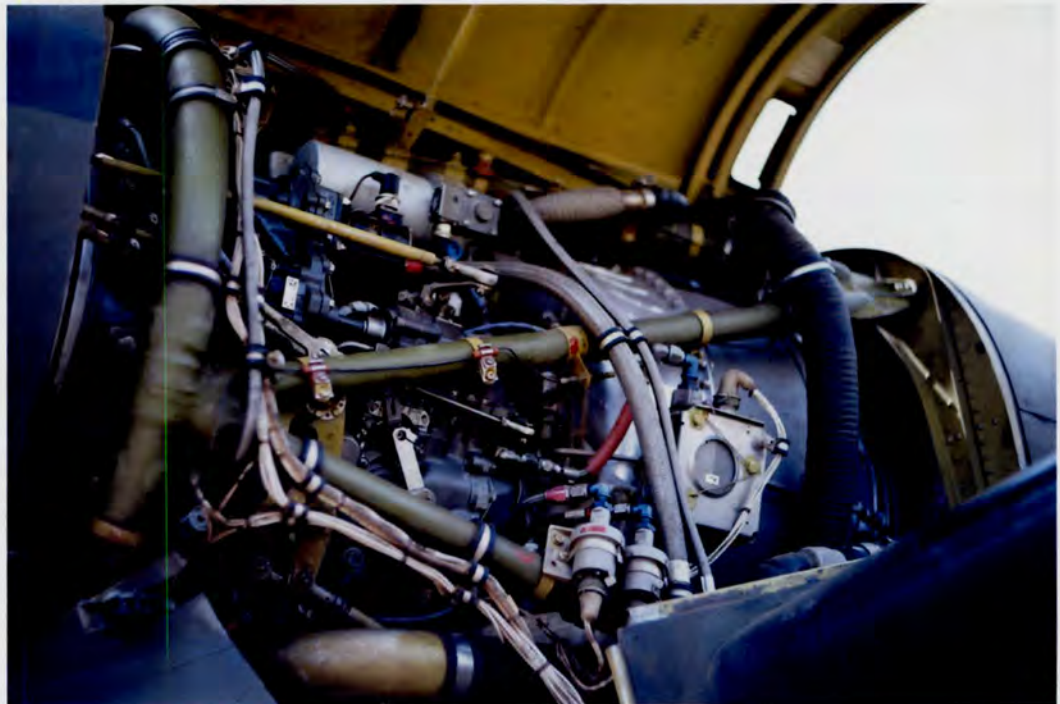


The in-board side of the Number 1 engine of an OV-1 MOHAWK, a Lycoming T53-L-15 turboprop. Aircraft engines are numbered from the out-board side of the left wing and across the aircraft to the out-board side of the right wing. So, the Number 1 engine is on the left wing. I was standing with my back to the pilot's side of the aircraft when I took this.

The air inlet for the engine is the gap at the yellow-colored letters in the upper right corner of the photo. The upper portion of the inlet cowling has been removed for maintenance. One of the walk-around inspection items the pilots made was to check the level of the oil in the white tank with the two straps.

SC13-04 (20,MAR67P7)

The out-board side of the Number 1 engine. The turbine engine is the silver-colored cylindrical object near the black hose at the right. The engine is attached to the OD-colored tubes which are attached to the aircraft at the rear of the turbine engine. The mounting bulkhead is the OD-colored ring at the extreme right.



SC13-05 (15,MAR67P7)

Here, the Number 2 engine has been removed, either for periodic maintenance (PM), for repair or for inspection. The large, circular opening is for the turbine engine's exhaust.



SC13-06 (12,MAR67P7)



In this photo, the protective cone on the prop's pitch mechanism has been removed to reveal the aluminum housing for the pitch control mechanism. The props are in the "feathered" position, which prevents the props from producing any forward or reverse thrust. The props on the MOHAWK could be set to provide forward thrust for flight and reverse

thrust for aid in stopping. There was a device in the main landing gears (wheels) that prevented the props from being placed in reverse thrust until the aircraft was on the ground ... the obvious place one would want to be when the props reverse.

The man at the right was an ASTA Platoon crew chief, though I don't recall his name. His assigned aircraft was HAWK 34, nicknamed MISS JAYE, which may have been his wife's name. The other man was from either the B Company Service Platoon or from E Company, 701<sup>st</sup> Maintenance Battalion.

SC13-07 (29,FEB67P4)



At left is the right main gear on an OV-1B MOHAWK. The front of the aircraft is to the right. The two objects on the front of the landing gear that meet at a 45-degree angle comprise the scissors assembly that maintains the proper alignment of the wheel. Without that device, the tube-like device attached to the wheel would rotate inside the large, OD-colored tube, the fixed portion of the strut.

The device that's attached to the strut just above the scissors assembly and angles up to the upper right corner of the photo is the locking mechanism. When the gear is retracted, a hydraulic piston inside the locking mechanism forces the mechanism to fold in half. The gear is then retracted by the white-colored and silver-colored hydraulic piston shown at the top of the photo, just inside the wheel well.

The long, narrow tube attached to the rear of the movable, lower portion of the strut is the device that pulls the lower portion inside the fixed upper portion when the gear is retracted. This is done to make the strut as short as possible in order to fit into the gear's storage area in the underside of the wing. By making the gear shorter during storage, the weight of the entire assembly is closer to the center line of the aircraft. That gives the aircraft a slightly faster roll rate than if the weight were further out to the wing tips.

SC13-08 (20, JUN67P6)



A nose gear of an OV-1 MOHAWK. The fixed portion of the gear is the OD-colored tube from the top of the photo down to the area to the left of the light. The OD-colored cylinder to the right of the fixed tube is, I think, the hydraulic assist. It's function is like the power steering pump on an automobile, to aid in turning the lower portion, where the wheel is attached. The wheel is turned using the rudder pedals.

SC13-09 (27,FEB67P4)



This is the access to the gauges for the hydraulic systems. It's located on the right side of the fuselage forward of the wing. The edge of the open panel can be seen at the extreme right edge of the photo on SC13-07.

The round, glass-covered opening to the right of the panel allows a direct view of the hydraulic fluid level.

SC13-10 (35,FEB67P4)

The open avionics bay on the right side of the fuselage, located just behind the wing. The object at the extreme right with the letters "1 CAV." (for 1st Cavalry Division) is the hinged portion of the flare pod mounted above the right wing where the wing meets the fuselage. The flare pod's rear section extended over the avionics bay door and



had to be swung out of the way to open the bay door. The radios and the generators for the SLAR and navigation instruments are located in the avionics bay. There is another access panel to the avionics bay on the opposite side of the fuselage. The flare pods contained slots for pyrotechnic-launched flares that were used for night photography. See photo SC10-07 for another view of the flare pod mounted at the wing root.

The 1st Cavalry Division "tagged" this aircraft when the aircraft visited the 1st Cav. The "sport" of "tagging" was usually carried out by the crew chiefs. This "tag" was not found until the avionics bay was opened. Our platoon's crew chiefs were some of the more infamous "taggers" in III Corps. Once, they tagged several aircraft from the 73rd Aviation Company with a stencil of a MOHAWK with a red "1", spacing each stencil about 30 cm apart on the outside of each aircraft and several spots inside. To state that the 73rd's commander was a bit upset with that "tag" would be an understatement!

SC13-11 (30,FEB67)



Left is the TO's Martin-Baker ejection seat (left side of photo) and pilot seat installed in the MOHAWK. The primary firing mechanism is triggered by pulling the yellow and black D-ring at the top of the seat.

SC13-12 (38,MAR67P5)



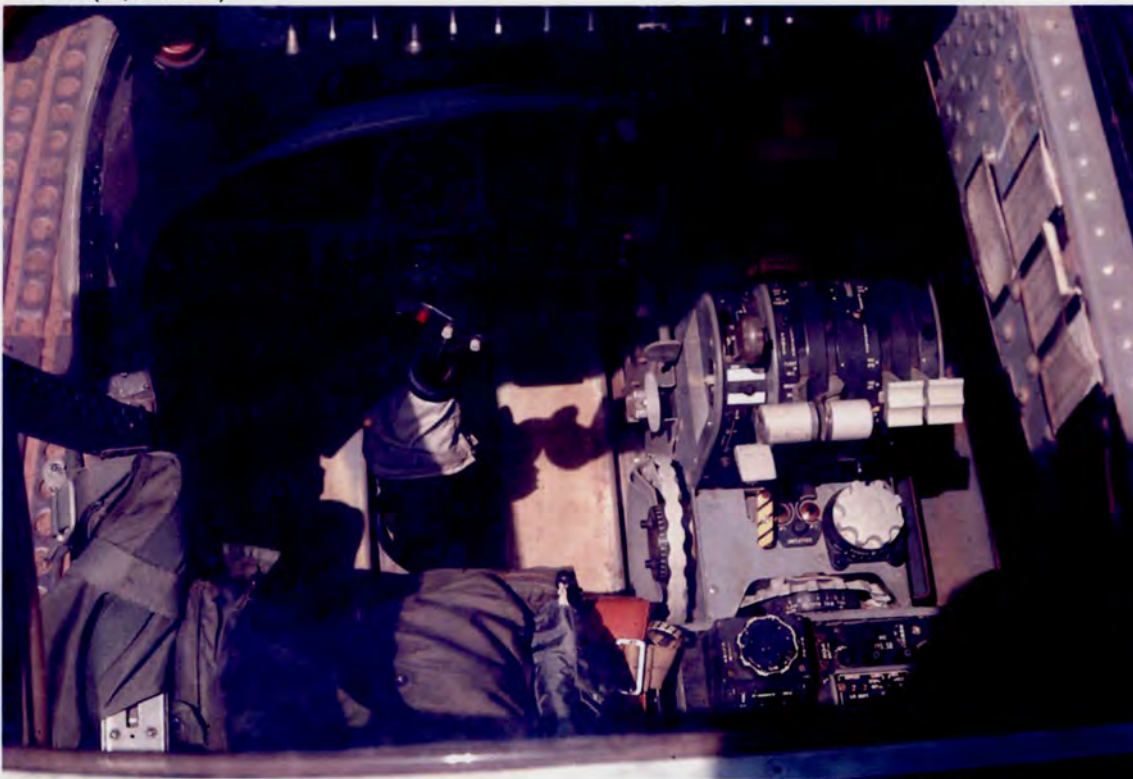
Right, the pilot's Martin-Baker ejection seat is either being removed or installed as part of a large-scale periodic maintenance (PM). Normal PM did not require these seats to be removed. The cockpit canopy (the upper portion of the cockpit) is sitting on the fuselage at the extreme right edge of the photo.

SC13-13 (37,MAR67P5)



At the left is one of the Martin-Baker ejections seats temporarily stored on a device used for that purpose. The white and blue straps attached at the bottom of the black metal part of the seat were used to pull the occupant's legs against the seat during ejection. The white and blue straps that are looped over the extended portions of the orange-colored seat were first disconnected from the lower straps and slipped onto the occupant's legs at the calf. After entering the aircraft, the calf straps were buckled to the straps on the lower part of the seat. If the occupant's legs were not extracted from under the cockpit dash, they would be amputated by the upper frame of the windshield when the seat was ejected through the top of the cockpit. The color coding of the straps aids in connecting the calf straps to the correct strap on the seat. Fortunately, I never had to use the ejection seat in the 400 hours that I flew while assigned to ASTA.

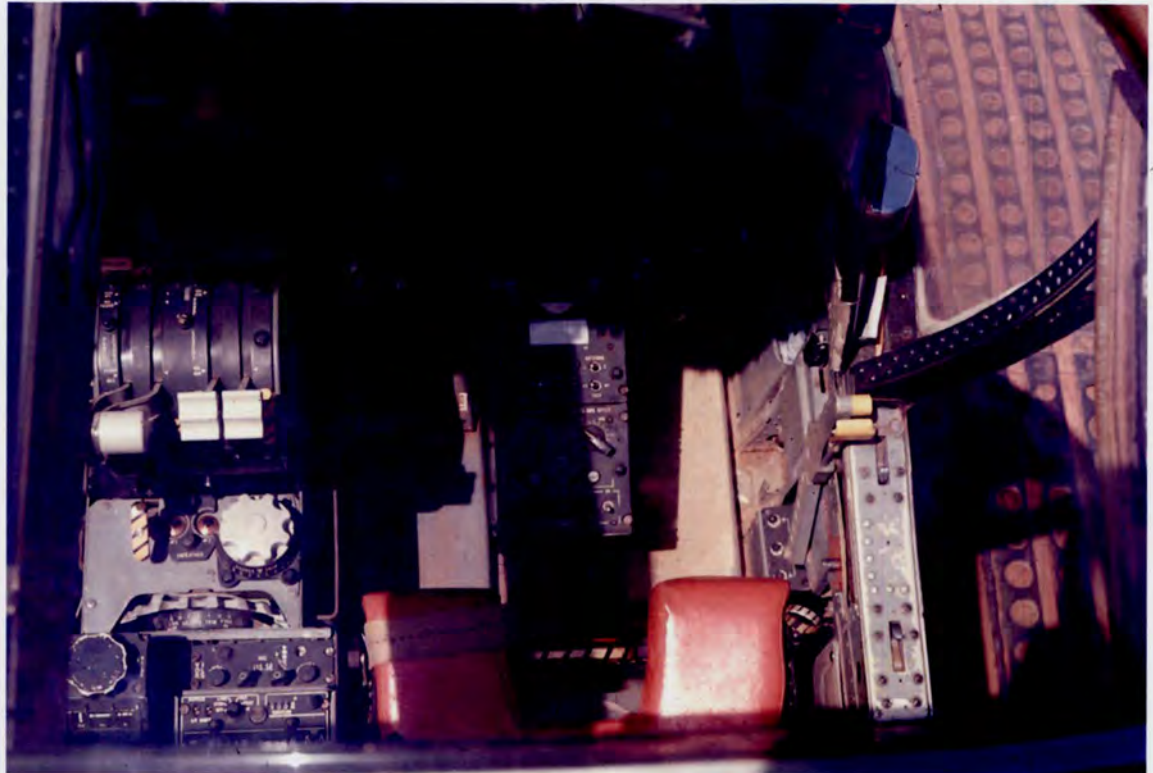
SC13-14 (36,FEB67P1)



This was taken as I stood on top of one of the B-model MOHAWKS. This is a view of the pilot's side of the cockpit, taken through the acrylic plastic window that covered the top of the cockpit.

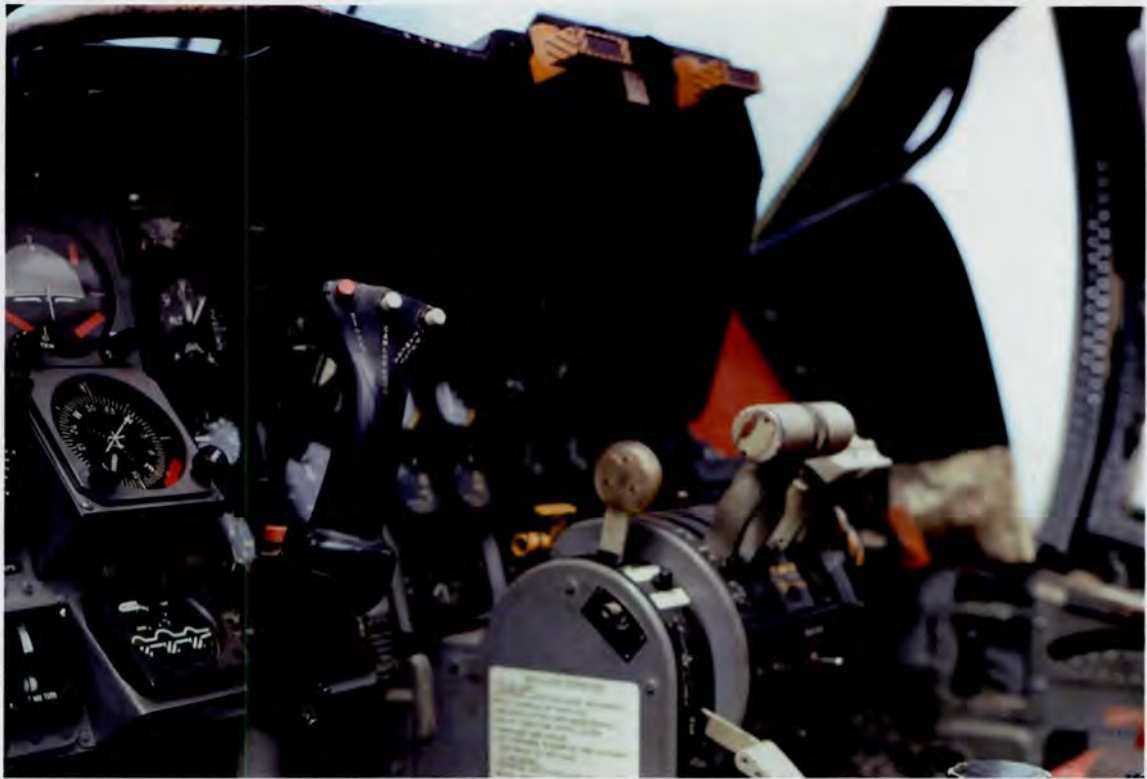
SC13-15 (37,FEB67P1)

This was also taken from the top of the same MOHAWK as the photo in SC13-14. This view is of the right side of the cockpit where the TO sat to operate the SLAR equipment. The orange pad with the notch in it, at the bottom of the photo, is the cushion of the TO's Martin-Baker ejection seat. The pilot also had an ejection seat. The seat's



secondary firing handle is the yellow-and-black striped item located in the cushion's notch. At the right side of the photo, the lever with the two yellow ends, near the curved black piece with the rivets is the latch for securing (locking) the TO's access window.

SC13-16 (26,FEB67)



A view of the pilot's side of the OV-1B. The black object with the three buttons on top is the stick that controls pitch and roll. Yaw is controlled with the rudder pedals, which cannot be seen here. The rudder pedals are below the console.

The power quadrant is the circular object at the bottom center of the photo. The single round knob on the near side of the quadrant is the control lever for the landing gear. The two levers to the right of that are the power levers for the turbine engines. To the right of those are the two levers that control the pitch of the props. The flap activation lever is the one near the bottom of the power quadrant, immediately below the power levers. Each lever has a different shape to allow the pilot to determine which lever is being touched without looking at the lever.

On the console, to the left of the stick, are, from the top, the artificial horizon indicator with the white upper half and black lower half, the gyro compass, and the flap and gear indicator. Other items on the console, forward of the power quadrant are such things as the gauges for the engines, altimeter, clock, and climb and dive indicator.

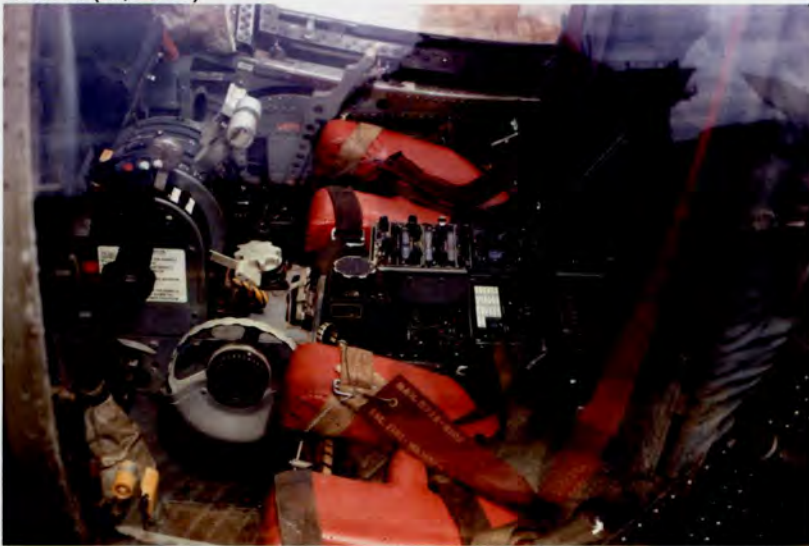
One of the simplest gauges on the console is located in the lower left corner. It's the bank and turn indicator and does not require any electric power. It's the backup in the event the other gauges fail to operate. It's the gauge the pilot uses to confirm the electrically powered gauges are functioning if, for some reason, the pilot doubts the electrically powered gauges. Because its operation is based on pure physics, it never fails. It consists of a ball in a curved tube and a weighted bar. Keep the ball in the middle of the tube and the wings are level. If the white bar at the top disappears, the plane is upside down.

Near the bottom right corner of the photo is the control knob for the auto pilot. The knob is black and flat on top and, due to the reflection from the opposite window, looks white on its right half. Using that knob, the pilot or the TO can control the plane, making banking turns and ascending and descending (as long as the pitch angles are not too steep).

At the top of the console are the fire control levers for the two engines. Pulling one of these knobs out from the console shuts off the fuel to that engine and feathers the prop. After the knob is pulled, fire-fighting liquid can be dumped into that engine by turning the knob 45 degrees clockwise from the vertical position then 45 degrees counterclockwise from the vertical position.

The orange-colored panel at the far side is the display screen for the film from the SLAR system.

SC13-17 (27,FEB67)



A view of the cockpit from the pilot's side, looking through the acrylic plastic window. The black knob with the worn upper edges located between the two seats is the control button for the auto pilot. Both the pilot and the TO could fly the airplane once the auto pilot was engaged.

SC13-18 (2,OCT67P2)



This is a view looking through a unique device used to aid in sighting the camera carried on the OV-1 MOHAWK. This optic device was attached to an arm that was attached to the rear bulkhead of the cockpit. The portion of the device containing this concentric rainbow looked like a small magnifying glass. The two rods holding this optic can be seen in the photo in SC09-15. In that photo, two parallel, vertical rods holding the optic are attached to the rear bulkhead by a plate with a hole in the

middle. Both the pilot and the TO had a camera optic. During photo missions where the objective was to make an oblique view rather than an overhead view of the target, the person sighting the target would swing the optic's twin-arm from its stored position near the bulkhead so that the optic was positioned in the side window. By looking through the concentrate circles, a more precise alignment of the aircraft with the target could be made. Also, film was not wasted by turning on the camera too soon or leaving it on too long. This optic could only be used with oblique photos. Direct, overhead photo runs, those where the camera was aimed straight down, the pilot or TO had to "guesstimate" when to turn on and turn off the camera. The KA-30 camera used in the MOHAWK had the capability to take stereoscopic photos. The camera was designed to make consecutive frames "overlap" by 60%. That means that frame #2 contained 60% of the view in frame #1, frame #3 contained 60% of the view in frame #2, and so on. Looking at consecutive frames with a stereo lens gave a 3D view. The idea for taking this photo came from Bud Thomas, one of the ASTA Platoon photo technicians. Bud took a photo of Ed Castillo while sighting through the optic to make the concentric circles appear above Ed's head and titled the photo "Thinking of Home" as an entry in a photo contest.

SC13-19 (5,AUG67P4)



SC13-20 (6,AUG67P4)



These two slides are a pair of slides that allow the viewer to see the OV-1C MOHAWK in 3-D, assuming the viewer has a stereoscopic lens with which to look at the slides. SC13-19 is the left view and SC13-20 is the right. I took photo SC13-19 first then moved to my right about half a meter to take photo SC13-20. This is one of the OV-1C MOHAWKS in its barrel-walled revetment at the new HAWK section near the B Company bivouac area. The barrels had not been replaced by the USP, yet.

SC13-21 (26,AUG67P4)



SC13-22 (27,AUG67P4)



These two slides are a pair of slides that allow the viewer to see the OV-1B MOHAWK in 3-D. SC13-21 is the left view and SC13-22 is the right. In this 3-D view, the bend in the two short pieces of PSP just forward of HAWK 34's right wheel (left in the photo) is quite obvious when viewed in stereo. By comparing one of these photos with either SC13-19 or SC13-20, the difference in wing span of the OV1-B and the OV-1C will be apparent. In order to provide more lift to overcome the drag of the SLAR antenna and the extra weight of the SLAR equipment, each wing of the OV-1B is about one meter longer than that of the OV-1C.

SC13-23 (4,AUG67P5)



SC13-24 (5,AUG67P5)



These close-ups of HAWK 34 were taken from the top of the ASTA Platoon vans. The PSP "porch" positioned along the backs of the vans is at the bottom of the photo. I don't recall why HAWK 34 had been pulled up to that position, but I saw an opportunity to take some more 3-D photos and climbed on the vans for a better view. The 3-D effect is so pronounced in this photo that the texture of the tire and foot prints is quite apparent.

After Vietnam, the MOHAWK aircraft were assigned to Military Intelligence (MI) units and most, if not all, were converted to OV-1Ds and were painted flat gray with black markings. The D-model was a hybrid aircraft that was wired to allow either the SLAR or the IR sensor equipment to be installed. The SLAR antenna on the D-model was different, too. It was more square-shaped in cross-section and had four handles that would allow it to be carried away by ground technicians after it was disconnected from the underside of the aircraft's fuselage. In a video about Operation Desert Shield/Storm that took place in late 1990 and early 1991, I saw two MOHAWKS at an air base in Saudi Arabia. In September 1996, the last two MOHAWK units were deactivated and the MOHAWKS sold to private owners or foreign governments. Some are now museum displays.

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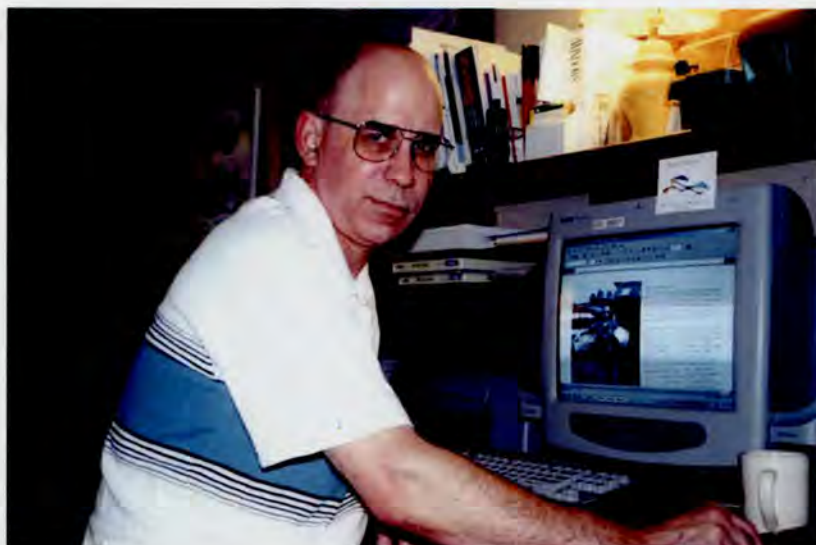


Photo of me taken on my 57th birthday,  
18 June 2001

## EPILOG

As I wrote earlier in the journal, I did not have a still camera during the entire time that I was in the ASTA Platoon. Instead, I decided to take movies for about six months, from June 1966 to January 1967. As a result, the film record that I have of the original members of the platoon is on 8mm movies rather than on slides. I regret that, now, because those members were the people who brought the MOHAWKS to Vietnam and set up the equipment to operate and maintain the aircraft. The only still photo that I have of some of those people is one that was sent to me by Ernie Salazar, one of the original crew chiefs. The photo is in Appendix A with the names and functions of the men shown.

What I did and where I served while in the U. S. Army was more the result of taking advantage of opportunities than the result of an overall plan. I didn't join the Army for any more reason than to complete my military service obligation. I had planned on joining one of the airborne units and immersing myself in the history of what I had read about those types of units from books about World War II, so I enlisted as "airborne unassigned". That meant that I would receive airborne infantry training and then be assigned wherever the Army decided I was needed. The weekend before I left for Basic Training, one of my uncles, Richard Boss, who had served as a Marine DI (drill instructor) during the Korean War, told me to take any schooling the Army offered, that I could take the airborne training later. He never chided me for making the decision to enlist for airborne training, only pointing out the fact that the military would test me and offer me something else if I scored well enough. He was right. During Zero Week, the week of orientation prior to beginning the eight weeks of Basic Training, one of the tests that all the recruits took must have indicated something to the Army because I was offered the training that eventually made me a SLAR technician. When it came time for me to waive my enlistment commitment and sign up for the electronic and radar training, I was reluctant to do so. Only because I heeded my uncle's advice did I end up where I did during the remainder of my 36-month service. I learned later that, of the 20 men in our training battalion who were offered the same training as I received, only nine were able to pass the flight physical. I nearly didn't make it because my eyes were "borderline" without my glasses. The flight surgeon passed me because I didn't need to see without my glasses for the job I would perform as a SLAR TO.

Though the order assigning me to the First Infantry Division was not under my control, staying with the Big Red One for as long as I did was my choice. However, I would not have been able to make that choice had the Army not established the program for extending tours in Vietnam. The reasons for making that choice were presented earlier in this document, so I won't go into them here. Though some will doubt my sanity in making that choice, at least it was mine, and it gave me great satisfaction to be able to cause the Army to rescind the order assigning me where the Army wanted me to go. To some, the concept of staying in a hostile region to spite the Army may seem odd, even absurd, but as I wrote many times in this document, I was not in as much of an adverse environment as those in the combat units. More than once in this document, I've made comparisons of my "cushy" position in a non-combat unit with those of the men who were in the combat units. I've thought about that contrast several times during the years since I left Vietnam and sometimes felt guilty about how "easy" I had it. The feeling is its strongest when I watch or read about the Vietnam conflict and am reminded of the extent of the losses to this

country, not only in the lives of the people killed and maimed in Vietnam but in the erosion of the trust in the U. S. Government. Much has been written about the U. S. involvement in Vietnam and I've added some opinions of my own in this document. One subject about which I've not heard or read much is of the attitude and spirit of the Vietnamese people. I like to think that most, if not all, the Vietnamese people in the southern half of their country knew why the U. S. forces were there, though, to them, our conduct of the war must have seemed rather muddled. The conduct seemed muddled to the U. S. troops, too. The Vietnamese are a very industrious people and they made do with what they had. I was always impressed by what they could make out of the things that the U. S. troops discarded: soda and beer cans, old tires and wooden crates. They knew how to "pace" themselves in the extreme heat and humidity, too. Many U. S. troops regarded that pacing ability as laziness and that was unfair in most cases. The Vietnamese did not have the same diet as Americans so they knew the limitations of their stamina.

Any feeling I have about my and the U. S. involvement in Vietnam is moderated by the friendships that I have with some of the men with whom I served and with people I've met at my former division's annual reunions. Also, of all the awards that I received while on active duty, the one of which I feel most proud is the Air Medal. Though Army records indicate that I am entitled to the Air Medal and two oak leaves, indicating two more receptions of the medal, I know that I logged more than 200 Combat Assault hours in the MOHAWKS, thus qualifying for a total of seven oak leaves. I don't know what happened to the records, but it doesn't matter. What does matter is that, at one time in my life, I wore the patch of the U. S. Army's First Infantry Division and logged air time in the ASTA Platoon MOHAWKS at a small air field north of Saigon, 20 "klicks" up 13.

# **APPENDIX A**

## **AFTERMATH**

**Recent letters and memos from Vietnam Veterans**

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

The above photo was sent to me by Keith Trammell, one of the TOs of the ASTA Platoon when it arrived in Vietnam in October 1965. The picture would have to have been taken in the latter half of March 1966 because John Bussey (third from right in the back row) arrived at that time and I did not arrive until the first week in April 1966. Keith was not certain of the proper spelling of all the names, so I've included the alternate spellings in parenthesis. Their functions appear in square brackets [ ]. There are eight men standing and thirteen men kneeling. Not all of the men kneeling are identified.

Standing, left to right: Hosley (or Horsley) [unknown]; Ernie Salazar [crew chief]; Nelson Hopcus [SLAR TO]; Ed Barr [crew chief]; Don Miels [SLAR TO]; John Bussey [IR TO]; Bob Chandler [photo technician]; Darby (or Darcy) [photo technician].

Kneeling, left to right: Richard Amerault [platoon sergeant]; Howard Keller [pilot]; unknown behind Keller; Bill Cyrus [pilot]; unknown behind Cyrus; Robert Borer [pilot]; Gene Stocker, behind Borer [pilot]; Keith Trammell (maybe) [SLAR TO]; MAJ Goff [pilot, platoon commander]; two unknowns behind MAJ Goff; Fritz [IR TO]; Vic Marlowe [SLAR TO].

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans**Mike Scully (page 231)**

I made contact with Mike via a web site for the 1st Aviation Battalion on 28 July 2001.

I later met Mike in Clearwater, Florida in February 2002.



From Mike Scully - 29 July 2001

Tom

I was reading a Feb. 2000 e-mail from Primo regarding his visit to Phu Loi in July '99. He mentioned finding the ARVN base but not Phu Loi base. His guide told him it had been dismantled. It was there in '96 but may have been dismantled sometime after my visit or his guide didn't take him further up the road to the site of the US base. I too was confused on my visit. I thought the old ARVN base was Phu Loi base until I went further up the road and the everything fell into place. I tried sending an e-mail to Primo to clarify this point but it bounced back. I must have an old address. If you reach him ask him about the existence of Phu Loi base in '99. A part Di An base was still there but Phuc Vinh and Lai Khe had been dismantled. During the bad years, in the late '70's, they used or sold off for scrap almost everything we left behind. Even broke up the concrete hootch pads to sell the rebar. They needed money but also wanted to erase our presence. Some jeeps were just beginning to show up in private hands when I was last there. I had three friends with M151 jeeps. What a treat to cruise through Saigon or around the countryside in a jeep. Sure brought back the memories.

Just north of our old base is an old ARVN VC P.O.W. camp that the commies have turned into a shrine to their fallen. Do you remember the old ARVN cemeteries that dotted the landscape? The commies eradicated them and in their place are shrines to the liberation. The old statue of the ARVN Soldier in the Square near the Rex Hotel in HCMC (aka Saigon) has been replaced by Uncle Ho. And right in front of the old guy, capitalism is practiced daily by the southerners who still call the city Saigon.

I made 10 trips from '96 to '99 and always on my own. I do have western friends working there, although most have moved on, after the first rush to get the business of 70 million people ran into the inflexible policies of the Northerners. It is a shame. The Viets are basically good people who become tremendous successes here in the States, but can't get a leg up in VN with the present day rulers.

If you go, I would suggest going alone. Alone, you are much more approachable and you will have many more rewarding experiences with the people. The people love Americans. And if they pester you too much, tell them you are Lien So (Soviet or Russian). They will leave you alone because the Russians are cheap charlies and they hate them. I have a buddy that does Viet tours if you're interested in that. He can get you into areas that would be tough on your own. I have traveled the Delta, the highlands around Da Lat and the central coast from Vung Tau to Phan Thiet, Nha Trang and DaNang. No real problems. But, I have had to fight off at least one attack on every trip to Saigon. Mostly mafia kids testing themselves. Remember the saying ...We own the day and Charlie owns the night. Well, in Saigon today, it's the Mafia that owns the night. It can be dangerous at night if you are in the wrong place and don't have your street radar on. But, by all means GO. The years will peel away and you will feel 19 again.

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

My 10th visit in '99 was my last because there just wasn't any biz ops for the little guy. I now spend all my free time in Thailand. The living is easy, western conveniences when you want them and the girls are the best. I've even got a couple that no longer charge me. But that is not really such a good idea because in the long run "free sex" is the most expensive of all:-). I'm returning to Bangkok in mid September and staying thru New Years. I'm working on a plan to work part time in the States and live in Thailand 6 months of the year until a little money comes my way and then I out of here for good. I'm going to die in Asia with something young and brown next to me.

Jeez, I've really rambled here. Sorry.

C ya, Mike

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans**Ron Adolph (page 225)**

I made contact with Ron via a web site for the 1st Aviation Battalion on 29 July 2001 and sent the following shortly after that:

So, how the hell have you been?! When you left the Army, did you grab your surfboard and head for Huntington Beach or the North Shore of Oahu, or did you surprise us all and get into law enforcement or become a judge? I have a vision of some frightened teenager standing in front of His Honor, Ronald Adolph, waiting for the hammer to fall! I think you left Vietnam before I did, didn't you? I remember you lived in Fresno. Did you go back there to stay?



Ron's response from 3 August 2001:

As to what I have been up to. It is interesting that you should mention Law Enforcement... In 1970, after going to college on the GI Bill long enough to get my Junior College degree and spending another year at Fresno State, I saw an ad in the San Francisco Chronicle that changed my life forever. I went up and took the test for the San Francisco Police Department and became a San Francisco Police Officer, where I stayed until my wife talked me into moving back into the Fresno area in 1976. I returned to the Fresno area and went to work as a Sheriff's Deputy for the Fresno County Sheriff's Department. Of course, my then wife, divorced me about two years later. Fresno County encompasses 6000 square miles, and the Sheriff's Department has about 1200 employees that provide full service law enforcement to about 300,000 people. I promoted to Sergeant in 1980 and have had the pleasure of supervising Burglary, Vice/Intelligence, Gang, Training and Patrol Units throughout the Department. I have had a terrific career, and I too, will be retiring from Law Enforcement in the early part of 2002. I live out in the country, equidistant between the two small towns of Sanger and Reedley, about 20 miles east of Fresno near the Sierra Nevada foothills. We have a small fifth wheel that we are going to trade for a larger one, and we hope to do some traveling. I say we, as I am re-married, this time nearly 20 years, to a terrific lady, and we have a son, Joey, who is the great joy of my life.

I will send you the photographs sometime next week. I fear some are not very good. But, you are welcome to use which ever you like. As far as going back over there. I don't think so. I really would prefer to leave all of that behind me. I did go to "The Wall" and get pencil rubbings of several of my friends who left their souls over there. That was tough enough.

Anyway, stay in touch. I have enjoyed hearing from you.

Ron Adolph

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans**Primo Funari (page 230)**

I made contact with Primo via a web site for the 1st Aviation Battalion on 29 July 2001. He replied to my inquiry on 5 August 2001 and gave me his phone number in Lithopolis, Ohio, about 15 miles from my home. I called him and made arrangements to meet with him.



On 25 August 2001, I met and talked with Primo for four and a half hours. Time seemed to stand still; I was amazed that we had talked that long! The information and enthusiasm I sensed from Mike Scully and from Primo about the separate trips to Vietnam that they made in the 1990s made me reconsider returning there, too.

Primo is an auctioneer for a real estate auction organization about a mile from my home in Gahanna, Ohio, a suburb on the northeastern edge of Columbus. After meeting at a restaurant on the south edge of Gahanna, we moved to a conference room in his office on the north side of Gahanna. He told me that, after leaving the Army in 1969, he went to college at Kent State University, was on the campus at the time of the anti-war demonstrations and was caught up in the paranoia of the time. He was the first person arrested after a confrontation with the O.N.G. on Saturday. He wasn't involved in the burning of the ROTC building, but did watch it burn. During the confrontation he was stabbed and beaten with a M-14 and spent 4 days in jail, thus avoiding the May 4th incident on Monday.

Primo gave me a wonderful book about the OV-1 MOHAWKs entitled "OV-1 MOHAWK: The Planes and the People." There are a few photos of the MOHAWKs of the First Infantry Division in the book including a photo of HAWK 33 sitting on the edge of the runway at Vung Tau after it crashed in July 1966. I was the TO in HAWK 33 the night that it crashed. Listed on two of the book's pages are the names of men who died while flying the MOHAWKs in Vietnam. I would like to inform the reader that not one of those names is of a member of the First Infantry Division because no one from the division's ASTA Platoon died flying that aircraft! Sure, we were a small unit and had only four aircraft during most of the time the MOHAWKs were assigned to the division, but I still consider that an enviable record for an aviation unit in a combat zone!

While we talked, I told Primo of all the versions of the story about his ejection from one of the division's MOHAWKs. He was the only person who ever ejected from a First Division HAWK in Vietnam and I asked if he would tell me what happened because I wanted to include his explanation in this photo journal. What follows is what Primo can remember of that flight.

Primo cannot recall whether the aircraft was a B-model or a C-model. The pilot was MAJ Evans, a pilot that came into the ASTA Platoon after I left. The aircraft took off around 2300 hours on a night in late September 1968. As the aircraft became airborne and the wheels began to retract, Primo stated that he heard a lot of radio "traffic" and, for some reason that he cannot explain, reached for the D-ring above his head and pulled the device to fire the ejection seat. He was able to tell me that he remembers everything he saw was colored red as he left the aircraft, punching a hole in the acrylic plastic canopy that covered the cockpit. He recalls tumbling in the air and the ejection seat being pulled away from him as the parachute deployed and that, for some reason, he decided to remove his helmet, then lost consciousness. The parachute slowed his speed, which at the time would have been around 100 knots and he hit the ground a few seconds later. He recalled that the decision to remove his helmet was a big mistake because he said his head hit what he believes was the only rock in the area. He landed between the inner and outer barbed wires of Phu Loi's defense perimeter at the southeast end of the runway. He's certain that he lost consciousness for a while, either as he was coming down in the parachute or after he was on the ground. While lying on the ground, he removed his 45 pistol, flares and flare launcher from his survival vest. While

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

lying on the ground in what he described as a rice paddy, he launched a few flares to let any rescuers know where he was. Almost immediately, men in the perimeter bunkers began firing at him and he had to flatten himself to prevent being hit. In about 10 or 15 minutes, a helicopter from one of the Phu Loi units landed near him and a person that he assumed was a medic ran to him and soon gave him a shot of something. He was unable to tell me whether he walked to the chopper or was carried. He was taken to the 1st Aviation Battalion's Aid Station for initial evaluation and then flown to the hospital at either Saigon or Long Binh. He stated that he was quite belligerent with those who were attending to him, at one point striking out at one of the officers. While in the helicopter during the trip to the remote hospital, he became so aggressive that the hospital medics had a straight jacket waiting for him, but that was never used. After leaving the remote hospital, he was flown back to Phu Loi and was restricted to base pending investigation. That was his last flight.

One story that Primo flatly denies is that he was trying to cause harm or that there was a conspiracy among the technical observers to cause harm to the pilot, MAJ Evans. He does not know why that rumor gained credence and he stated that he was, in no way, attempting to cause MAJ Evans to lose control of the aircraft in such a manner that would have caused MAJ Evans to crash.

I asked Primo if he had been drinking so heavily that he was in a drunken stupor. He stated that he had been drinking, but not enough that he would have used that as an excuse. He stated that he can only recall that the radio traffic or the aircraft caused him to fear that it was not safe to remain with the aircraft as it was taking off. He reminded me that even some of the pilots drank before their flights and I had to agree with him. I flew with some pilots who had had a few alcoholic drinks prior to their flights.

In September 1968, Primo had extended his tour in Vietnam for the second time. He had arrived in the ASTA Platoon in April 1967 and had extended for six months the first time. He told me that he extended for the second time in an attempt to beat my record of 21 months with the ASTA Platoon. Unfortunately, he was forced out of the unit and returned to the States in October 1968, about a month after his ejection. He was never charged nor received any disciplinary action and left the Army three months prior to his enlistment commitment of 36 months on an "early out" to attend college.

One interesting note is that Primo Funari of the ASTA Platoon of the First Infantry Division holds the record for the lowest-altitude survivable ejection from an OV-1 MOHAWK! He was 20 years old at the time.

During our talk on 25 August 2001, Primo showed me photos of the spent ejection seat and a portion of the cockpit where the ejection mechanism stuck through the upper canopy. Those photos were sent to Primo by Wayne Taylor, the ASTA Platoon line chief at the time.

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I sent Primo a draft of the above text to proof read and make corrections. When he returned the text with only minor additions, he included some comments. I have added those comments below because I think it's important to document what some of the Vietnam veterans have learned after visiting Vietnam so many years after America's involvement there. The text in square brackets [ ] are my notes.

"Tom,

I changed a few things. I am glad to set the record straight on the rumor that there was a conspiracy among the TOs. While we didn't like him [MAJ Evans], I can't imagine that happening. If it did, I blanked it from my memory. I have never talked to anyone who was there at the time. Andy Anderson signed in the guest book but I have not been able to contact him. A Specialist Athkinson, [Larry Atkins] accompanied me to the hospital. He was there when you were, ring any bells? It would be interesting to talk to him. Maybe this article will generate information. Thanks.

I spent most of Sunday reading your tour book. [A book about a tour of European battlefields]. I believe you have a knack for this. It occurred to me how different it would be to do V.N. There are no monuments recognizing the battles or events. Khe Sanh is a pepper farm with a small museum. The rock pile is being taken apart for gravel. The Freedom bridge (where prisoners were exchanged) has no plaque. There is no information on the iron triangle. Chu Chi has tourist tunnels. There are only grave yards and monuments to the NVA and VC and the American War Museum. That is the shocker for vets. They left a country when it was at war and to return expecting a speck of recognition is unsettling for many. The winners of the war write the history. I will try to buy

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

some books written by Giap or the government. I would like to read their view. It was strange for me to be viewed as the aggressor as I was brought up believing that the country I pledged alliance to was protecting the world. I wonder how the ARVN troops feel, they don't have a VFW or dare speak of the time. Their position after reeducation is reduced to a cyclo-driver.

This is the first time in history that VN has not been ruled, split or controlled by outside governments. It is a new country. I believe that free enterprise not bullets will change the country. They have many problems among the Minorities. During February 2001, there was an ethnic minority protest and Daklak was closed to foreigners. The country makes me nervous and at the same time I am overwhelmed when there. The battles and history unseen by many of the tourist unfolds in my mind. I enjoy sitting in the Church of Redemption in Hue, it is a reflective place. There are many pictures of it in the battle of Hue and there must be many prayers floating in the air. I do hope you decide to go. I believe you would have an unimaginable experience. The company I use is at [www.miltours.com](http://www.miltours.com). Check their web site. Take care.

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans**Dave Dorschner (page 224)**

I found Dave's name and phone number in a directory for the OV-1 MOHAWK ASSOCIATION, an organization for former members of units with the MOHAWK aircraft. I called him one evening and we talked for about an hour. I've talked with him several times and learned the following.

Dave left the ASTA Platoon a couple of days prior to 10 January 1968. On that day, I returned from the hospital in Long Binh to "clear" B Company, meaning I turned in all my Army-issued items to the Supply Room so that I could leave for my next duty assignment. Dave told me that he had forgotten which day was his DEROS and was surprised when SFC Karnovich, the ASTA Platoon sergeant, woke him up on the day he was to leave and informed him it was time to go. Dave had to rush through the "clearing" process in order to get to the division headquarters to "clear" there.



Dave's next duty station was Ft. Huachuca, Arizona, where all of us had taken our initial training on the SLAR and IR and first flew in the MOHAWK. After his enlistment commitment, Dave went to college then took some flight instruction. Following that, he re-entered the Army and was assigned to a MOHAWK unit in Germany. He continued his flight instruction and eventually received a multi-engine rating. In 1988, after 22 years in the Army, Dave retired as a Master Sergeant. During those years, he logged more than 2,000 flight hours as a TO, the highest number of hours for any TO, military or civilian.

At the time of this document's development, Dave flies for a private commercial courier service and moonlights as a flight instructor. In the "after" photo at the right, above, Dave is standing in front of a single-engine aircraft after checking out a student. He continues to receive training in newer aircraft.

**Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans**

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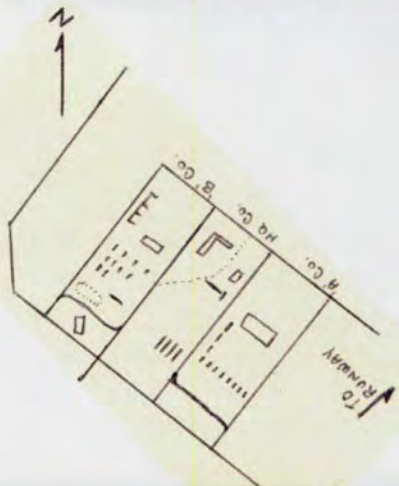
Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

The items presented here are not letters or memos from Vietnam veterans but images of the remnants of the Phu Loi compound that I copied from the Internet. They are composites that were merged from as many as 16 aerial photos from a web site titled "maps.live.com". I created that many images because I had used the web site's "zoom" feature to get as close and, thus, as well-defined a copy of each section of the compound that I could.



This first image is as much of Phu Loi that was presented on "maps.live.com", oriented with the direction North at the top of the image. The portion further north was not available, presented on "maps.live.com" as a gray-colored area. The runway's remnants are clearly visible, as is the area where the 1<sup>st</sup> Aviation Battalion was formerly located, near the upper left corner.

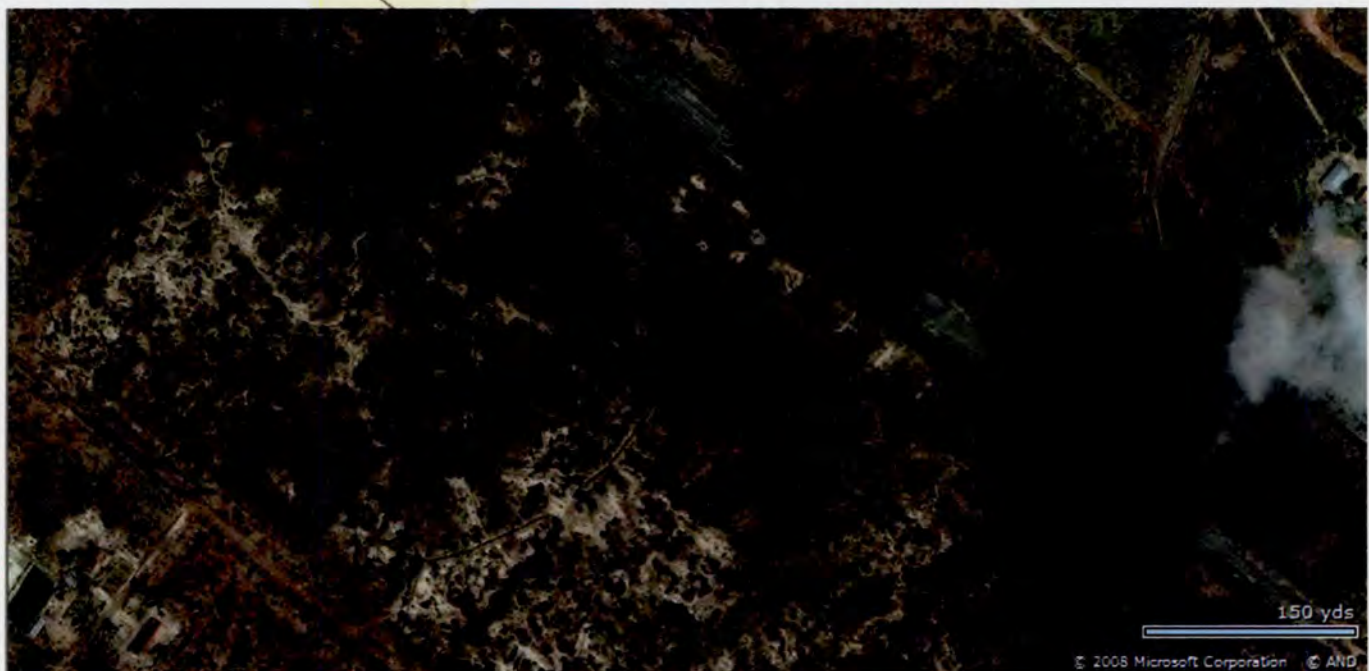
Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans



A close-up of the 1<sup>st</sup> Aviation Battalion area, with a diagram of the area that's presented in another appendix. The diagram was created to be oriented with the photo that appears with the diagram in that other appendix. It's been re-oriented here to correspond with the photo that appears above.

The first impression that I had upon seeing the recent photo is that most of the original roads are still there! Also, the area where B Company was located appears to have the outlines of some of the foundations of the barracks. It's the green-colored rectangle with the tan-colored patches.

Below is a close-up of what remains of the runway.



# **APPENDIX B**

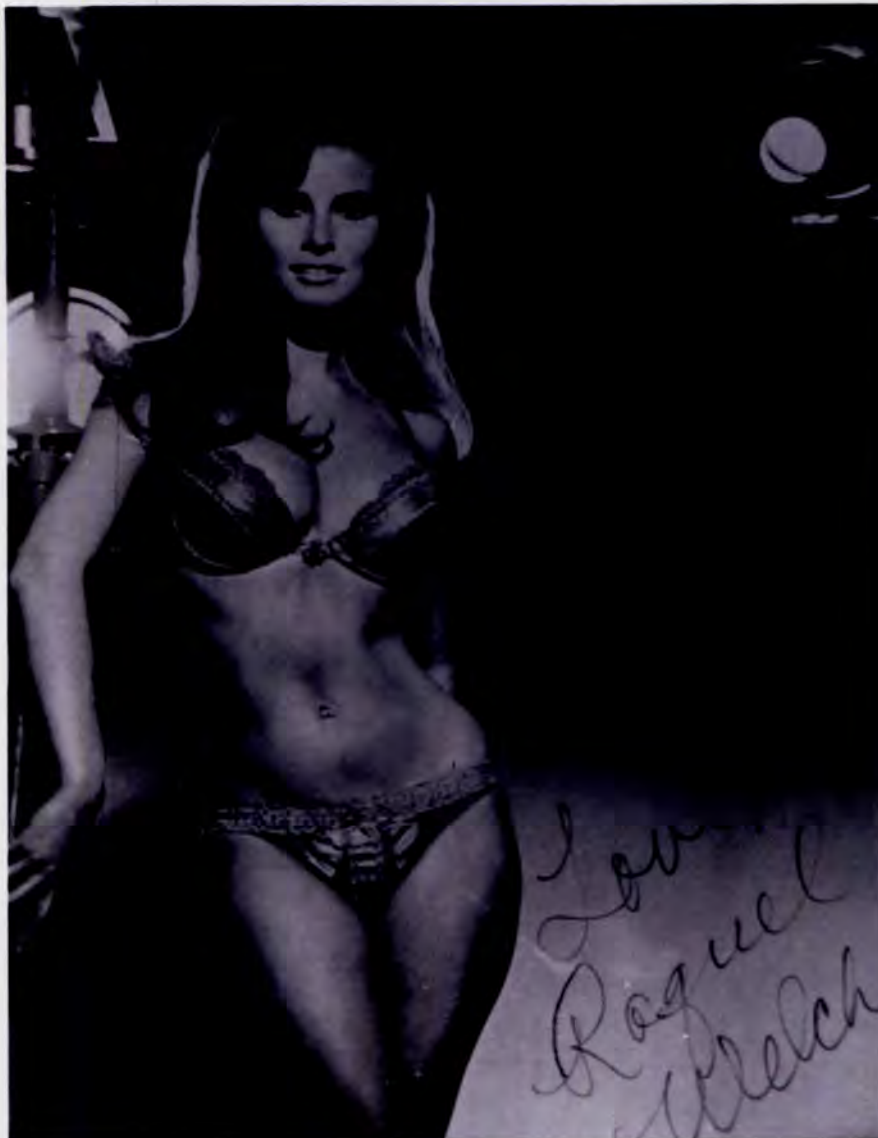
Black and white print photos

Appendix B: Black and white print photos

Two months after completing the 27 October 2001 version of this photo journal, I found a collection of black and white print photos that I had placed in an album in 1979. Most, if not all, of these are photos that others had given me or were left behind when people returned to the States. Included in the album are photos taken by the camera that was mounted in the mid-fuselage section of the MOHAWK, sometimes referred to as the "belly" camera. The photos were scanned at 100% and at 50%. The full size scan was made to allow prints to be made as large as the originals. The 50% scan was necessary in order to make the file size small enough to allow the photos to be inserted into this appendix. The 50% files are identified with a lower case "x" at the end of the file name. To aid in the description of the photos in the album I had added some hand-drawn diagrams and those have also been inserted into this appendix.

Now that the reader has returned his or her attention here to read this text, I can begin to describe the photo on this page, as if any description is necessary. The photo was given to me by one of the ASTA Platoon's photo technicians, most likely Bud Thomas. Our photo lab had been "loaned" the negative from which this print was made. The helicopter pilot of one of the division's commanders had obtained it somehow and asked that some prints be made. When the news spread as to the photo's subject, the requests for photos grew to about 100, so there were at least that many prints made.

For the uninformed, the photo is that of actress Raquel Welch and was taken in 1966 or 1967. Why is it here? Because it's part of my black and white print photo collection ... as if a reason is needed!



Appendix B: Black and white print photos

V



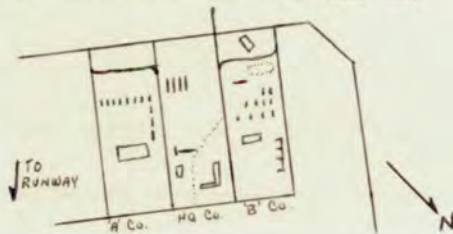
This photo was taken by the belly camera of a MOHAWK with the camera in the vertical position.

<- The 1st Aviation Battalion area is opposite this arrow and below the "V" at the top of the photo. (See the diagram and text, below).

<- The old HAWK section is the narrow, dark strip next to the runway in alignment with this arrow and the "A" at the bottom.

A

PHU LOE COMPOUND. AN OLD WORLD WAR II JAPANESE AIR FIELD. MAP BELOW IS FOR THE THREE COMPANIES OF THE 1ST AVIATION BTN.



I can only guess at the altitude from which the photo was taken, possibly 1,270 meters (5,000 feet). North is toward the lower right corner of the photo. Compare this photo with slide SC3-15 on page 58.

The diagram at the left is one that I drew and included in the photo album in 1979. The object in the lower right corner of the rectangle of the B Company area is an outline of the revetments for the four OV-1 MOHAWKs. That object cannot be seen clearly in the above photo but is quite apparent in some of the photos that follow.

## Appendix B: Black and white print photos



This view of the 1st Aviation Battalion area was taken from a lower altitude than the one on the previous page. I deliberately left the borders on the print when I scanned it to show the raw print as it was created in the photo lab.

The text on the bottom border of the photo was written there when I placed the photo in the album in 1979.

The revetments for the four MOHAWKS are just above the arrow that's above the word "MOHAWKS".

The building with the light colored roof to the left of the revetments is the B Company hanger.

Above the hanger, the six tents of the officers for B Company are in a line on one side of the company "street" and the six, tin-roofed barracks of the NCOs and enlisted men are on the opposite side of the "street" in two rows, one row of four and a second row of two. Just above the black-colored article at the left in the lower border is the battalion's HQ Company. Most of the members of that organization were still in tents at the time this photo was taken and the 30 or so tents of HQ Company were for the enlisted men. Those tents were located on the side of the HQ Company "street" opposite the battalion mess hall and kitchen, which are the two buildings in the shape of a "T" just above the "A" at the lower edge of the bottom border. This photo would have to have been taken between February 1967, the month that MAJ Carlile moved the vans near the B Company bivouac area and had new revetments built, and April 1967, the month the first of the new B Company officers' barracks were built.

Appendix B: Black and white print photos



A closer view of the B Company area. The tent between the second and third tin-roofed barracks is that of the company's higher ranking NCOs. The frame for the base of the NCOs tin-roofed barrack is to the left of the first EM barrack. The lumber for the frames of the officers' barracks is laid out on the ground next to three of the officers' tents.

The Operations Room and the Company Orderly Room are the two buildings that are end-to-end at the left of the photo. A jeep is parked at one end of the Orderly Room. The hanger is the large structure near the bottom of the photo. The revetments for three of the four MOHAWKS can be seen in the bottom right corner.

At the top of the revetments, the 7 vehicles of the HAWK Section can be seen lined up side-by-side. From right to left, they are: TO van, HAWK Operations van, MI Section (2 vans), photo van, photo supply van, and crew chief supply trailer. The white, circular object to the upper left of the HAWK section is a canvas-covered gazebo. (Hey, I've mentioned more than once that we had it pretty easy!) The two hexagonal-shaped tents that share a common side was the quarters for the Company CO and XO. At the top of the photo, the brick shower house for the NCOs and EMs is the narrow building above the first and second EM barracks. Look closely at the lower side of the shower building and you can see the water tower that's pictured in slide SC6-27 on page 115. There would have to be people on the ground in a photo that covered this much area but it's difficult to determine exactly where they are from this altitude. It's possible that there are people standing on the PSP "porch" that runs along the rear of the vans in the HAWK section. The officer tents below the company "street" are the ones that appear in slide SC2-3 on page 29.

The circular-shaped object to the right of the Operations Room is the concrete pad and the VC machine gun shown in slide SC02-29 on page 51. At the right is an enlargement of the circular concrete pad with the machine gun. The division emblem, that is, the Big Red One, is visible at the right edge of the circle.



Appendix B: Black and white print photos

This photo was taken on the same pass by the MOHAWK above the B Company area as the previous photo. I'm not certain which direction the aircraft was flying at the time but I'm quite certain this photos and the previous one were next to each other on the strip of negative film.

The company motor pool is in the upper right corner of the photo. The entrance to the motor pool is in the lower left of the motor pool's rectangle formed by the vehicles and the barded wire. The long building near the center of the photo that has two appendages on either side was the second EM club and was later made into the E-5 barrack.

The rectangular objects along the road to the left are remnants of the sand bags placed around tents. Those were probably the original tents of the company when the battalion arrived in the latter half of 1965. I did not arrive in B Company until April 1966 and the tents that made up the company when I arrived were located where the four tin-roofed barracks are shown in this photo. The tent that is located between the second and third tin-roofed barracks was that for the company's higher ranking NCOs and was one of the line of tents that existed when I arrived. The tent to the right of the fourth tin-roofed barrack is the tent shown in slide SC12-03 on page 219. The porch shown in SC12-03 was at the top end of the tent in this photo. I think the officers' shower is the small, square-shaped object next to the dark, angled ditch near the lower right corner of the photo. The officers' sand-bagged bunker shown in the background of slide SC06-18 on page 128 is located below the third and fourth officers tent. A large light-colored section of ground appears on the ground next to the bunker. The lower edge of the motor pool is located where the tent shown in slide SC02-05 on page 35 used to be.

Note that the four tin-roofed EM barracks are connected by a concrete sidewalk and that part of the sidewalk is being extended to the left, toward the other barracks. The barrack that I lived in for several months is the third one from the left of the four on the company "street". The sidewalk at the rear of that barrack is the one the Vietnamese hooch maid is standing on in slide SC06-27 on page 133. After I left in January 1968, another barrack was built to the left of the one where the floor frame is shown and another one built in back of that one. The sidewalk connected them all. In 2001, I saw a photo on a computer web site of those newer barracks.

Appendix B: Black and white print photos

An enlarged view of a portion of the previous photo. The tent was for the company's higher ranking NCOs and the tin-roofed barrack is the one in which I lived from November 1966 to July 1967. The door and the concrete pad at the door at the end of the barracks can be seen here and two of the utility poles, with shadows, are visible at the bottom edge. Some of these poles were made of shipping canisters for artillery shells. The canisters were welded together to make a utility pole.

The pole in the lower right corner is made of cast concrete. The canister pole near the lower left corner is the one with white stripes in slides SC06-15 and SC06-16 on pages 126 and 127.

The flaps on the sides of the NCO tent are propped open by small wooden poles. Closing the flaps would have increased the temperature in the tent to a point

where no one could stay in there very long. Entrance to the tent was through an improvised door in each end. Netting and screens kept out flying insects.

The light-colored patch with the dark spot at the upper left corner of the tent is probably a hole for a replacement utility pole. The light color is the clay that was dug up from below the laterite. The red-colored laterite that covered most of the Phu Loi compound was about 8 to 10 cm (3 to 4 inches) thick. After digging through the hard laterite, the clay could be easily excavated and thus was not a good substance in which to anchor the utility poles. However, if the poles were buried deep enough and no one leaned on the poles after they were installed, they served their purpose well. Once, after a heavy rain had covered the area, I saw one of the poles leaning. I was able to push it back to a vertical position and press on the ground with my boot to compress the clay around the pole. Without the laterite covering, the area would have been a soupy mess whenever it rained and none of the buildings would have remained stable.

Two electrical wires can be seen going above the tent in the photo. That was the main trunk from the generator that was located outside the company area. The horizontal line at the bottom of the photo that passes in front of the tin-roofed barracks is a feeder line to the barracks. The generators were massive, diesel-powered units capable of producing enough electricity for the entire battalion. There were usually two generators at a power station so that there was power available 24 hours a day, 7 days a week. While one generator was running, periodic maintenance (PM) was performed on the second. After so many operational hours, the second took over the generating functions while PM was performed on the first. Once, I was in the sandbag-protected bunker where two of these generators were located and I was amazed at their size. Each was about 2.2 meters (7 feet) high and the noise was deafening, though each had a muffler the size of a man. Anywhere I traveled on the Phu Loi compound, I could hear the sound of generators.

When I first arrived in B Company in April 1966, the company had its own generator, a device about the size of a 6-cylinder engine of an 18-wheel semi tractor-trailer rig. It was too small to run 24 hours a day with the increasing demands placed on it, so we did not have dependable power. That generator was replaced with a larger one and then the battalion created a remote power station made up of the two huge generators described above.

When I returned from special leave in May 1967, I brought back a rechargeable electric razor. (That's how "rough" our unit had it at Phu Loi). During the mortar and rocket attack of 29 July 1967, shown in slides SC08-20 through SC08-30, the rocket that did the damage shown in SC08-23 severed the electric line coming into my barrack. When I returned to my bunk, I smelled what seemed like burning tar. In my locker, I saw the melted remains of the razor's charging transformer. A few weeks prior to the attack, I had repaired the fuse with a small wire and it failed to protect the device from the surge from the severed electric line. I returned to shaving with a safety razor. Ah, such were the troubles of living in the non-combat areas!

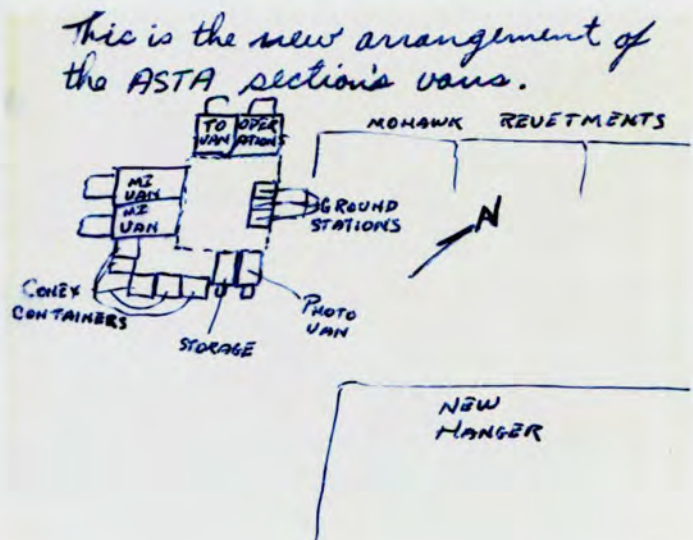
Appendix B: Black and white print photos



The HAWK section after it was rearranged by MAJ Richard Urick, the ASTA Platoon commander who arrived in October 1967. The photo was taken by someone who had climbed to the same position on the new hanger that I had climbed when I took the night photo shown in slide SC10-11 on page 196. This shows the newly arranged section much more clearly than SC10-11. This photo must have been taken at nearly the same time in December 1967 that I took SC10-11

because there is a cardboard Santa Claus mounted on the van extensions between the TO and Operations vans at the right of the photo. I drew the blue-colored "N" and arrow when I placed the photo in an album in 1979. The buildings in the background are those of E Company of the 701st Maintenance Battalion of the 1st Infantry Division. Note the total lack of any tents, as the Army was continuing to make strides toward permanency and making Phu Loi look more like a State-side Army post. The task to look more State-side continued until the United States left Vietnam in 1973. I have been informed by those veterans who have returned to the area that it is completely void of any U. S. presence, having been stripped bare by the Vietnamese Communists in the late 1970s. Even the concrete pads of the barracks were broken up to remove any evidence of the Americans being in the country and to attempt to recover any reinforcing bars that may have been used in the concrete construction.

The diagram at the right is one that I created when I placed the black and white print photos in an album in 1979. The ground stations are the three boxes in the open end of the U-shaped configuration. These were to have functioned as ground-based links for receiving the SLAR and IR signals from the MOHAWKS. However, these were never used for that purpose while I was assigned to the ASTA Platoon. The orange-colored SLAR display screens that were to have been used in these stations were, instead, installed in the aircraft. The U. S. Air Force now has aircraft to provide the aerial reconnaissance that the MOHAWK and the ground stations were designed to furnish.



## Appendix B: Black and white print photos



This photo was taken by the "belly" camera of one of the division's OV-1 MOHAWK aircraft. The OV-1B in the center of the photo is the second HAWK 34 (S/N 62-5863). I think the compound is Di An, the location of the 1st Infantry Division's administrative headquarters, referred to as "DANGER REAR". The mobile combat headquarters is called "DANGER FORWARD". The Di An airfield is the horizontal strip at the center-right edge of the photo. I cannot be certain, but I think the photo is looking south toward the town of Di An. The compound near the upper right corner is probably that of the Republic of Korea (ROK) Army, which also had troops in Vietnam.

There were five positions in which the MOHAWK's camera could be placed: two oblique (to the side) positions on the left, two oblique positions on the right and straight down. The positions were defined by their number of degrees from horizontal and the side of the aircraft in which they were aimed: 15-left, 30-left, 90, 30-right and 15-right. The more shallow, 15 degree angle meant that the auxiliary wing tank would appear in the photo. On the film's negative, the wing tank appeared clear, or light-colored. That light color provided the right format for text to be added, as in this photo. The "GOCO" in the text referred to "Good Ole Cecil O", the nickname for the ASTA Platoon (ASTAP) commander at the time, MAJ Cecil O. Carlile. Cecil had first joined the 1st Infantry Division following World War II as a member of the division's 26 Infantry Regiment. From there, he attended Officer's Candidate School (OCS) and re-joined the division in July 1966 as the ASTA Platoon commander/pilot. He liked to educate those people who were not familiar with the functions and capabilities of the MOHAWK by asking the MI section to add notes like this to photos that our platoon provided. If I had been a 37-year-old Major in command of a section of aircraft like the MOHAWKs like Cecil was, I would have done the same thing. I did not meet Cecil again until the Summer of 1996 and we've been in contact ever since.

## Appendix B: Black and white print photos



This is an enlargement of HAWK 34 shown in the previous photo. I made this enlargement simply because it's a great photo of the MOHAWK and it's over the division's headquarters.

It's not obvious in this photo, but the engines of the OV-1 MOHAWK do not point straight ahead. Look at the prop of the Number 1 engine, that is, the engine on the far side of the aircraft. Note that the view of that prop appears to be nearly in a plane perpendicular to the viewer. Now look at the prop on the near engine, that is, the Number 2 engine. It looks like the prop is being viewed more from the front. That's not an optical illusion. Each engine is mounted on the wing at an angle, with the nose of the prop's hub pointing toward the wing tips. That was done to provide more stability, much like the stability provided by the "toe-in" on the front tires of a car. Only in this case the stability is provided by a "toe-out" arrangement.

During initial design of the MOHAWK, there was only one vertical stabilizer on the tail and the horizontal portion was on the top of that vertical portion, like the "T-tail" of a Boeing 727 aircraft. Early tests determined that there was a lot of turbulence from the huge props and that a "traditionally positioned" horizontal stabilizer and two more vertical stabilizers significantly countered that turbulence. The first time I saw a MOHAWK, I was reminded of the triple-tailed, Lockheed-built, Super Constellation airplane.

At the right is an enlargement of an area near the right edge of the photo on page E9. The area is forward of the MOHAWK in the photo and at the lower left of the airstrip. I've enlarged the area because I think the U-shaped building in the center is that of the division HQ shown in slide SC01-03 on page 17. The object on the opposite side of the dark rectangle from the U-shaped building is probably a larger, more ornate sign than the simple board and two-by-four sign shown in SC01-03.



Appendix B: Black and white print photos

On another flight, another MOHAWK took this photo of HAWK 35. The TO sitting in the right seat of HAWK 35 and looking toward the camera is Larry Atkinson, a TO who arrived in the ASTA Platoon in the Spring of 1967. In this photo, the SLAR antenna appears to have a downward "droop", but I cannot recall whether that was the actual position during flight. Diagrams of the MOHAWK that I saw during our training show the antenna in a horizontal position. I know that the video traces on the cathode ray tubes (CRTs) had a shallow V-shape to represent a forward deflection, a feature designed into the SLAR system by Motorola, the equipment's manufacturer. That would mean that each of the antenna's reflectors inside the fiberglass pod may have had a forward angle. That forward angle may have been there to offset a downward angle of the forward end of the antenna. It's possible that wind tunnel tests determined the "droop" provided better aircraft control in that angle. In the event the aircraft had to be flown in a left or right yaw (referred to as a "crabbed" position), there was a dial on the TO's control console that was used to rotate the traces on radar's video tubes to the corresponding angle, though there were few times, if any, that I used that dial. There was an airspeed dial that was used to set the speed of the film passing over the CRTs but since the pilots usually flew the HAWKS at the same speed every time, I checked the dial at the beginning of the mission and left it alone, even if the aircraft's ground speed might have been different due to a tail or head wind. The reason for the lack of attempts to set the speed and crab angles was that any attempt would have been a guess and probably not one that would have improved the resulting image by much. Most of the missions were long enough that terrain features would appear on the film with enough regularity that any skewed image could be compensated for by the MI people. We were once told by the 1st Infantry Division's G-2 (intelligence section) that the SLAR-equipped MOHAWKS were used as a strategic recon device, to gain information about enemy movement over a period of weeks or months, so it was not that important to be extremely accurate.

Appendix B: Black and white print photos

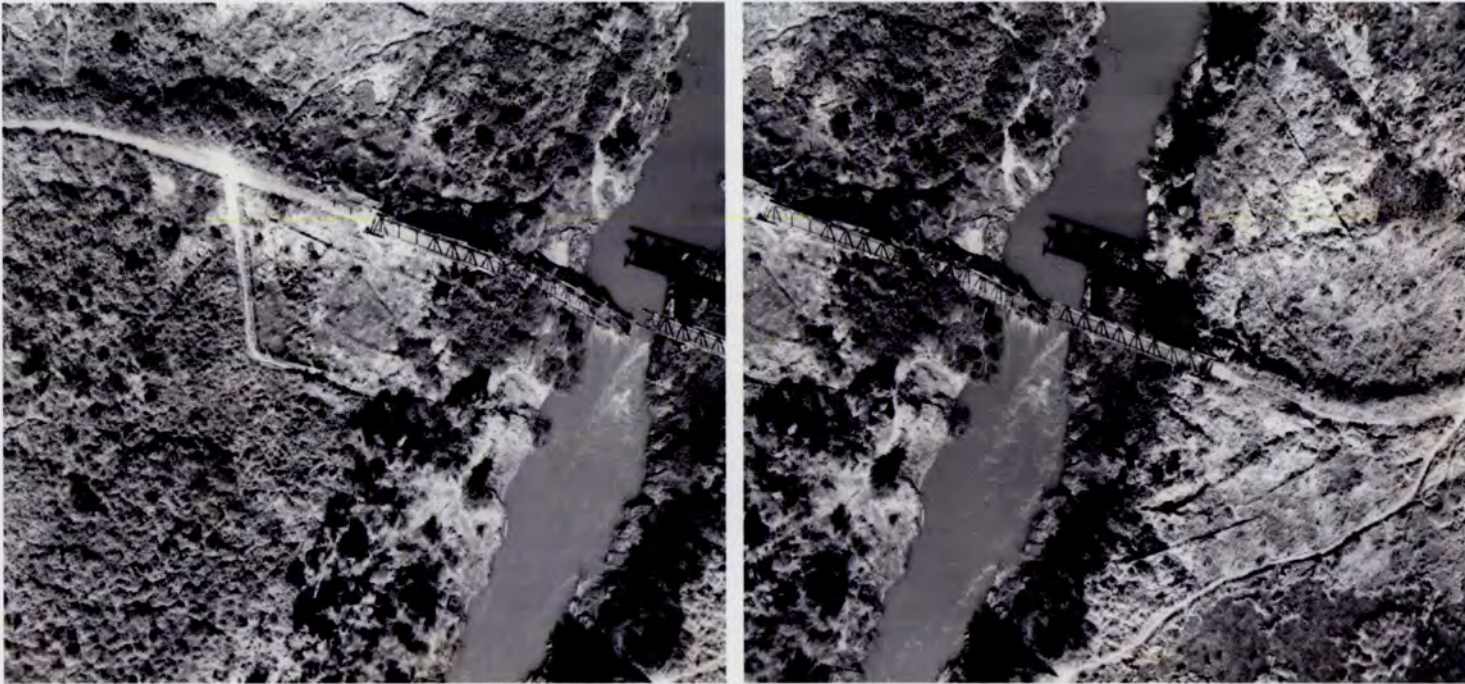
This is a view of Nui Ba Dinh (Black Virgin Mountain), also called Tay Ninh Mountain, the same mountain that appears in slide SC03-21 on page 68. I recall that the smaller hill to the right was to the southeast of Nui Ba Dinh, so this view would be looking toward the east or northeast. The 30-degree OBL. note on the bottom of the photo refers to the angle of the camera from the horizontal. However, the 30-degree angle was not high to the horizontal to allow the wing tank to appear in the photo, so this would have to have been a 15-degree oblique. Since the fin of the wing tank is to the right, the nose of the aircraft has to be to the left of the photo, thus this is a 15-degree right oblique. The spots and discoloration on the print are due to the age of the print.

When power was applied to the KA-60 camera by a switch in the MOHAWK cockpit, a door on the bottom of the fuselage opened to allow the camera to take pictures in the 90-degree-from-horizontal position, also referred to as the vertical position. That was the position the camera needed to be in when the aircraft took off and landed because it placed no stress on the gears used to move the heavy camera body to the oblique positions. When a dial in the cockpit was moved to one of the oblique positions, the door at the 90-degree position closed and a door on the side chosen for the oblique photo opened. The side door remained open for both the 15-degree and the 30-degree oblique photos. The doors at each of the three openings did not expose the camera to the atmosphere because each opening was protected by thick glass. One of the tasks of the TO was to check that the three glass "windows" were clean prior to the mission. Turning off the power to the camera did not cause it to return to the vertical position, so it was important to insure the camera was in the vertical position prior to turning off the power.

Appendix B: Black and white print photos



This is a MOHAWK camera view of the emblem of the 1st Infantry Division, the Big Red One, carved into the terrain of the area known as the Iron Triangle. It is the same one shown in slide SC03-23 on page 69.



These are two sequential photos of a bridge that, I can only assume, U. S. forces destroyed to deny its use by the VC. The MOHAWK camera was probably used to photograph the bridge in order to monitor whether the VC would attempt to repair it. The photos are laid out this way and the text has been rotated so that the viewer can look at the photos as a stereoscopic pair with a stereoscopic viewing device.

The river gorge is much deeper and more pronounced and the height of the trees is so much more noticeable in stereo than can be seen in two dimensions. Each time I look at this pair with a stereo viewer, I think I'm looking at a scale model railroad diorama.



The photos on pages E5 and E6 are reproduced here to allow the viewer to see the B Company living quarters in stereo. The photo on the left is from page E5 and the one on the right is from page E6. The photos have been offset in this manner in order to align the tin-roofed buildings and the tents properly for the lens of the stereo viewing device. Only the objects that appear in each photo can be viewed in stereo, so it's not possible to see the vehicles of the HAWK section in 3D. However, it's possible to see the water tower of the NCO/EM showers rise above the roof of the shower building.

Appendix B: Black and white print photos

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# **APPENDIX C**

List of files used to create this document

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8	14	MAP_02    MAP_03
9	15	MAP_05    MAP_06
10	16	SC01_01    SC01_02    SC01_02A
11	17	SC01_03    SC01_04    SC01_05
12	18	MAP_07
13	19	SC01_06    SC01_07
13	20	SC01_08    SC01_09    SC01_10
14	21	SC01_11    SC01_12    SC01_13
14	22	SC01_14    SC01_15    SC01_16
15	23	SC01_17    SC01_18    SC01_19
15	24	SC01_20    SC01_21    SC01_22
16	25	SC01_23    SC01_24    SC01_25
16	26	SC01_26    SC01_27    SC01_28
17	27	SC01_29    SC01_30    SC01_31
17	28	SC01_32    SC01_33    SC01_34
18	29	SC01_35    MAP_08
18	30	SC01_36    SC01_37    SC01_38
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26	46	SC02_19		
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40	74	SC03_32	SC03_33	
41	75	SC03_34	SC03_35	
42	76	MAP_04		
43	77	SC03_36	SC03_37	
43	78	SC03_38	SC03_39	
44	79	SC03_40	SC03_41	
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45	81	SC04_03	SC04_04	
45	82	SC04_05	SC04_06	
46	83	SC04_07	SC04_08	
46	84	SC04_09	SC04_10	
47	85	SC04_11	SC04_12	
47	86	SC04_13	SC04_13A	SC04_14
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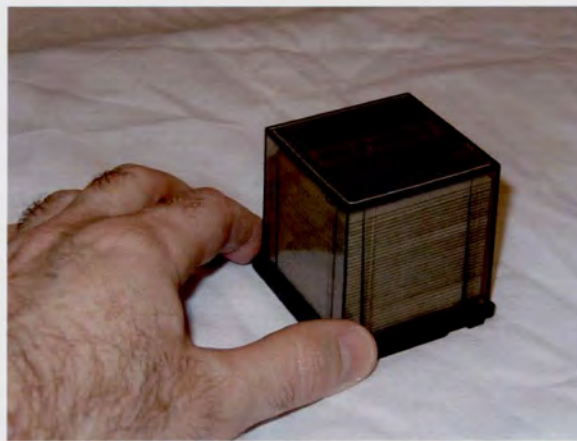
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# **APPENDIX D**

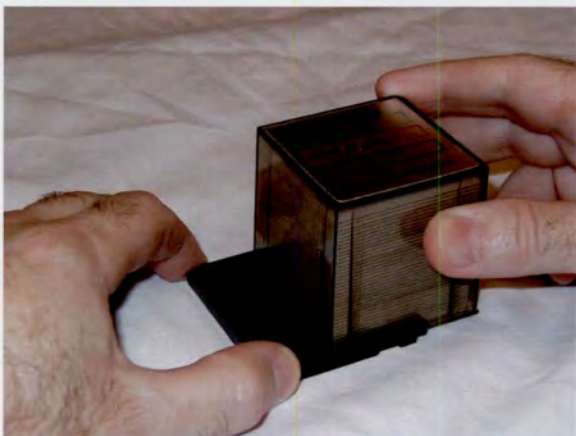
Illustrations for removing slides from cubes



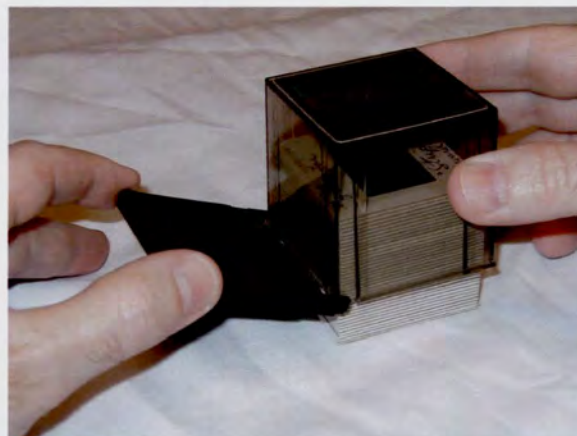
1. Place the slide cube on a flat surface with the black sliding cover resting on the surface.



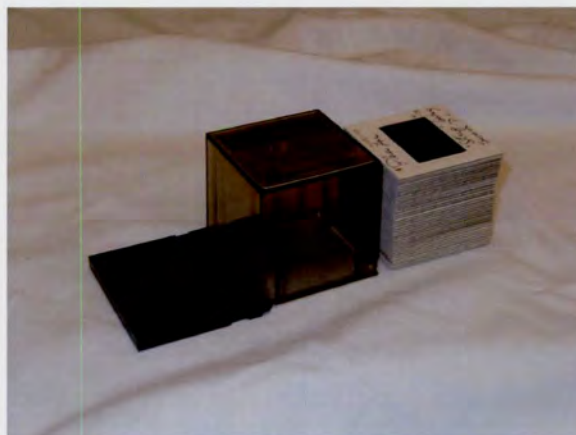
2. Grasp each side of the black sliding cover at the smooth corners, opposite of the corners with the notches.



3. Hold the clear portion of the cube while pulling the black sliding cover until it stops.  
**CAUTION:** Do not pull too hard or you may break the stops on the cover or the tabs on the clear portion!



4. Holding the black cover, lift the cover and the clear portion straight up.



5. Slide cube removed from loose, stacked slides.

# **APPENDIX E**

Printing History

<u>Version date</u>	<u>Change Description</u>
18 June 2001	Completed original document.
16 August 2001	Added Appendix C. Corrected typographical errors.
28 August 2001	Added Appendixes C and D. Added detail in text.
29 September 2001	Corrected spelling of Vietnamese words. Corrected typographical errors. Rescanned some slides to eliminate "halos" around lettering and small objects and to improve contrast and color.
6 October 2001	Corrected spelling of Vietnamese words and rescanned some slides without color correction.
27 October 2001	Corrected spelling of Minh Thanh and rescanned some slides.
13 January 2002	Added Appendix E. Reduced the size of slide SC13-2 as it exists on page 207 in order to add more information about the MOHAWK serial numbers. Added more text to the Epilog. Separated Appendix C into portions based on individuals.
21 December 2003	Use Adobe Photoshop software to color correct several photos.
9 August 2004	Added copy number to page 1. Clarified description of "click" in PREFACE. Revised description in BACKGROUND of photos that were used and added photos taken during first few weeks in the aviation battalion. Added example of date in GLOSSARY. Re-organized contents of the files containing the story and photos so that printing of double-sided pages can be performed more easily.
6 June 2006	Recreated photo files using a new scanning device to provide more detail and clarity. Moved color print photos from appendix into the story. Modified sizes of photos and the number of photos on a page. Changed name to "Twenty Klicks Up Thirteen".
17 July 2008	Corrected typographical errors. Added paragraphs in OV-1 WALK-AROUND describing the manner in which runway numbers were pronounced and about some of the men in the photographs. Added text in "Further Entrenchment" about the fate of the structures at Phu Loi.
17 October 2008	Added aerial composite photos of Phu Loi obtained from Internet web site "maps.live.com" and corrected grammatical errors.

# **APPENDIX A**

## **AFTERMATH**

Recent letters and memos from Vietnam Veterans

## Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans



The above photo was sent to me by Keith Trammell, one of the TOs of the ASTA Platoon when it arrived in Vietnam in October 1965. The picture would have to have been taken in the latter half of March 1966 because John Bussey (third from right in the back row) arrived at that time and I did not arrive until the first week in April 1966. Keith was not certain of the proper spelling of all the names, so I've included the alternate spellings in parenthesis. Their functions appear in square brackets [ ]. There are eight men standing and thirteen men kneeling. Not all of the men kneeling are identified.

Standing, left to right: Hosley (or Horsley) [unknown]; Ernie Salazar [crew chief]; Nelson Hopcus [SLAR TO]; Ed Barr [crew chief]; Don Miels [SLAR TO]; John Bussey [IR TO]; Bob Chandler [photo technician]; Darby (or Darcy) [photo technician].

Kneeling, left to right: Richard Amerault [platoon sergeant]; Howard Keller [pilot]; unknown behind Keller; Bill Cyrus [pilot]; unknown behind Cyrus; Robert Borer [pilot]; Gene Stocker, behind Borer [pilot]; Keith Trammell (maybe) [SLAR TO]; MAJ Goff [pilot, platoon commander]; two unknowns behind MAJ Goff; Fritz [IR TO]; Vic Martowe [SLAR TO].

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans**Mike Scully (page 231)**

I made contact with Mike via a web site for the 1st Aviation Battalion on 28 July 2001.

I later met Mike in Clearwater, Florida in February 2002.



From Mike Scully - 29 July 2001

Tom

I was reading a Feb. 2000 e-mail from Primo regarding his visit to Phu Loi in July '99. He mentioned finding the ARVN base but not Phu Loi base. His guide told him it had been dismantled. It was there in '96 but may have been dismantled sometime after my visit or his guide didn't take him further up the road to the site of the US base. I too was confused on my visit. I thought the old ARVN base was Phu Loi base until I went further up the road and the everything fell into place. I tried sending an e-mail to Primo to clarify this point but it bounced back. I must have an old address. If you reach him ask him about the existence of Phu Loi base in '99. A part Di An base was still there but Phuc Vinh and Lai Khe had been dismantled. During the bad years, in the late '70's, they used or sold off for scrap almost everything we left behind. Even broke up the concrete hootch pads to sell the rebar. They needed money but also wanted to erase our presence. Some jeeps were just beginning to show up in private hands when I was last there. I had three friends with M151 jeeps. What a treat to cruise through Saigon or around the countryside in a jeep. Sure brought back the memories.

Just north of our old base is an old ARVN VC P.O.W. camp that the commies have turned into a shrine to their fallen. Do you remember the old ARVN cemeteries that dotted the landscape? The commies eradicated them and in their place are shrines to the liberation. The old statue of the ARVN Soldier in the Square near the Rex Hotel in HCMC (aka Saigon) has been replaced by Uncle Ho. And right in front of the old guy, capitalism is practiced daily by the southerners who still call the city Saigon.

I made 10 trips from '96 to '99 and always on my own. I do have western friends working there, although most have moved on, after the first rush to get the business of 70 million people ran into the inflexible policies of the Northerners. It is a shame. The Viets are basically good people who become tremendous successes here in the States, but can't get a leg up in VN with the present day rulers.

If you go, I would suggest going alone. Alone, you are much more approachable and you will have many more rewarding experiences with the people. The people love Americans. And if they pester you too much, tell them you are Lien So (Soviet or Russian). They will leave you alone because the Russians are cheap charlies and they hate them. I have a buddy that does Viet tours if you're interested in that. He can get you into areas that would be tough on your own. I have traveled the Delta, the highlands around Da Lat and the central coast from Vung Tau to Phan Thiet, Nha Trang and DaNang. No real problems. But, I have had to fight off at least one attack on every trip to Saigon. Mostly mafia kids testing themselves. Remember the saying ...We own the day and Charlie owns the night. Well, in Saigon today, it's the Mafia that owns the night. It can be dangerous at night if you are in the wrong place and don't have your street radar on. But, by all means GO. The years will peel away and you will feel 19 again.

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

My 10th visit in '99 was my last because there just wasn't any biz ops for the little guy. I now spend all my free time in Thailand. The living is easy, western conveniences when you want them and the girls are the best. I've even got a couple that no longer charge me. But that is not really such a good idea because in the long run "free sex" is the most expensive of all:-). I'm returning to Bangkok in mid September and staying thru New Years. I'm working on a plan to work part time in the States and live in Thailand 6 months of the year until a little money comes my way and then I out of here for good. I'm going to die in Asia with something young and brown next to me.

Jeez, I've really rambled here. Sorry.

C ya, Mike

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans**Ron Adolph (page 225)**

I made contact with Ron via a web site for the 1st Aviation Battalion on 29 July 2001 and sent the following shortly after that:

So, how the hell have you been?! When you left the Army, did you grab your surfboard and head for Huntington Beach or the North Shore of Oahu, or did you surprise us all and get into law enforcement or become a judge? I have a vision of some frightened teenager standing in front of His Honor, Ronald Adolph, waiting for the hammer to fall! I think you left Vietnam before I did, didn't you? I remember you lived in Fresno. Did you go back there to stay?



Ron's response from 3 August 2001:

As to what I have been up to. It is interesting that you should mention Law Enforcement... In 1970, after going to college on the GI Bill long enough to get my Junior College degree and spending another year at Fresno State, I saw an ad in the San Francisco Chronicle that changed my life forever. I went up and took the test for the San Francisco Police Department and became a San Francisco Police Officer, where I stayed until my wife talked me into moving back into the Fresno area in 1976. I returned to the Fresno area and went to work as a Sheriff's Deputy for the Fresno County Sheriff's Department. Of course, my then wife, divorced me about two years later. Fresno County encompasses 6000 square miles, and the Sheriff's Department has about 1200 employees that provide full service law enforcement to about 300,000 people. I promoted to Sergeant in 1980 and have had the pleasure of supervising Burglary, Vice/Intelligence, Gang, Training and Patrol Units throughout the Department. I have had a terrific career, and I too, will be retiring from Law Enforcement in the early part of 2002. I live out in the country, equidistant between the two small towns of Sanger and Reedley, about 20 miles east of Fresno near the Sierra Nevada foothills. We have a small fifth wheel that we are going to trade for a larger one, and we hope to do some traveling. I say we, as I am re-married, this time nearly 20 years, to a terrific lady, and we have a son, Joey, who is the great joy of my life.

I will send you the photographs sometime next week. I fear some are not very good. But, you are welcome to use which ever you like. As far as going back over there. I don't think so. I really would prefer to leave all of that behind me. I did go to "The Wall" and get pencil rubbings of several of my friends who left their souls over there. That was tough enough.

Anyway, stay in touch. I have enjoyed hearing from you.

Ron Adolph

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans**Primo Funari (page 230)**

I made contact with Primo via a web site for the 1st Aviation Battalion on 29 July 2001. He replied to my inquiry on 5 August 2001 and gave me his phone number in Lithopolis, Ohio, about 15 miles from my home. I called him and made arrangements to meet with him.



On 25 August 2001, I met and talked with Primo for four and a half hours. Time seemed to stand still; I was amazed that we had talked that long! The information and enthusiasm I sensed from Mike Scully and from Primo about the separate trips to Vietnam that they made in the 1990s made me reconsider returning there, too.

Primo is an auctioneer for a real estate auction organization about a mile from my home in Gahanna, Ohio, a suburb on the northeastern edge of Columbus. After meeting at a restaurant on the south edge of Gahanna, we moved to a conference room in his office on the north side of Gahanna. He told me that, after leaving the Army in 1969, he went to college at Kent State University, was on the campus at the time of the anti-war demonstrations and was caught up in the paranoia of the time. He was the first person arrested after a confrontation with the O.N.G. on Saturday. He wasn't involved in the burning of the ROTC building, but did watch it burn. During the confrontation he was stabbed and beaten with a M-14 and spent 4 days in jail, thus avoiding the May 4th incident on Monday.

Primo gave me a wonderful book about the OV-1 MOHAWKs entitled "OV-1 MOHAWK: The Planes and the People." There are a few photos of the MOHAWKs of the First Infantry Division in the book including a photo of HAWK 33 sitting on the edge of the runway at Vung Tau after it crashed in July 1966. I was the TO in HAWK 33 the night that it crashed. Listed on two of the book's pages are the names of men who died while flying the MOHAWKs in Vietnam. I would like to inform the reader that not one of those names is of a member of the First Infantry Division because no one from the division's ASTA Platoon died flying that aircraft! Sure, we were a small unit and had only four aircraft during most of the time the MOHAWKs were assigned to the division, but I still consider that an enviable record for an aviation unit in a combat zone!

While we talked, I told Primo of all the versions of the story about his ejection from one of the division's MOHAWKs. He was the only person who ever ejected from a First Division HAWK in Vietnam and I asked if he would tell me what happened because I wanted to include his explanation in this photo journal. What follows is what Primo can remember of that flight.

Primo cannot recall whether the aircraft was a B-model or a C-model. The pilot was MAJ Evans, a pilot that came into the ASTA Platoon after I left. The aircraft took off around 2300 hours on a night in late September 1968. As the aircraft became airborne and the wheels began to retract, Primo stated that he heard a lot of radio "traffic" and, for some reason that he cannot explain, reached for the D-ring above his head and pulled the device to fire the ejection seat. He was able to tell me that he remembers everything he saw was colored red as he left the aircraft, punching a hole in the acrylic plastic canopy that covered the cockpit. He recalls tumbling in the air and the ejection seat being pulled away from him as the parachute deployed and that, for some reason, he decided to remove his helmet, then lost consciousness. The parachute slowed his speed, which at the time would have been around 100 knots and he hit the ground a few seconds later. He recalled that the decision to remove his helmet was a big mistake because he said his head hit what he believes was the only rock in the area. He landed between the inner and outer barbed wires of Phu Loi's defense perimeter at the southeast end of the runway. He's certain that he lost consciousness for a while, either as he was coming down in the parachute or after he was on the ground. While lying on the ground, he removed his 45 pistol, flares and flare launcher from his survival vest. While

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

lying on the ground in what he described as a rice paddy, he launched a few flares to let any rescuers know where he was. Almost immediately, men in the perimeter bunkers began firing at him and he had to flatten himself to prevent being hit. In about 10 or 15 minutes, a helicopter from one of the Phu Loi units landed near him and a person that he assumed was a medic ran to him and soon gave him a shot of something. He was unable to tell me whether he walked to the chopper or was carried. He was taken to the 1st Aviation Battalion's Aid Station for initial evaluation and then flown to the hospital at either Saigon or Long Binh. He stated that he was quite belligerent with those who were attending to him, at one point striking out at one of the officers. While in the helicopter during the trip to the remote hospital, he became so aggressive that the hospital medics had a straight jacket waiting for him, but that was never used. After leaving the remote hospital, he was flown back to Phu Loi and was restricted to base pending investigation. That was his last flight.

One story that Primo flatly denies is that he was trying to cause harm or that there was a conspiracy among the technical observers to cause harm to the pilot, MAJ Evans. He does not know why that rumor gained credence and he stated that he was, in no way, attempting to cause MAJ Evans to lose control of the aircraft in such a manner that would have caused MAJ Evans to crash.

I asked Primo if he had been drinking so heavily that he was in a drunken stupor. He stated that he had been drinking, but not enough that he would have used that as an excuse. He stated that he can only recall that the radio traffic or the aircraft caused him to fear that it was not safe to remain with the aircraft as it was taking off. He reminded me that even some of the pilots drank before their flights and I had to agree with him. I flew with some pilots who had had a few alcoholic drinks prior to their flights.

In September 1968, Primo had extended his tour in Vietnam for the second time. He had arrived in the ASTA Platoon in April 1967 and had extended for six months the first time. He told me that he extended for the second time in an attempt to beat my record of 21 months with the ASTA Platoon. Unfortunately, he was forced out of the unit and returned to the States in October 1968, about a month after his ejection. He was never charged nor received any disciplinary action and left the Army three months prior to his enlistment commitment of 36 months on an "early out" to attend college.

One interesting note is that Primo Funari of the ASTA Platoon of the First Infantry Division holds the record for the lowest-altitude survivable ejection from an OV-1 MOHAWK! He was 20 years old at the time.

During our talk on 25 August 2001, Primo showed me photos of the spent ejection seat and a portion of the cockpit where the ejection mechanism stuck through the upper canopy. Those photos were sent to Primo by Wayne Taylor, the ASTA Platoon line chief at the time.

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I sent Primo a draft of the above text to proof read and make corrections. When he returned the text with only minor additions, he included some comments. I have added those comments below because I think it's important to document what some of the Vietnam veterans have learned after visiting Vietnam so many years after America's involvement there. The text in square brackets [ ] are my notes.

"Tom,

I changed a few things. I am glad to set the record straight on the rumor that there was a conspiracy among the TOs. While we didn't like him [MAJ Evans], I can't imagine that happening. If it did, I blanked it from my memory. I have never talked to anyone who was there at the time. Andy Anderson signed in the guest book but I have not been able to contact him. A Specialist Athkinson, [Larry Atkins] accompanied me to the hospital. He was there when you were, ring any bells? It would be interesting to talk to him. Maybe this article will generate information. Thanks.

I spent most of Sunday reading your tour book. [A book about a tour of European battlefields]. I believe you have a knack for this. It occurred to me how different it would be to do V.N. There are no monuments recognizing the battles or events. Khe Sanh is a pepper farm with a small museum. The rock pile is being taken apart for gravel. The Freedom bridge (where prisoners were exchanged) has no plaque. There is no information on the iron triangle. Chu Chi has tourist tunnels. There are only grave yards and monuments to the NVA and VC and the American War Museum. That is the shocker for vets. They left a country when it was at war and to return expecting a speck of recognition is unsettling for many. The winners of the war write the history. I will try to buy

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

some books written by Giap or the government. I would like to read their view. It was strange for me to be viewed as the aggressor as I was brought up believing that the country I pledged alliance to was protecting the world. I wonder how the ARVN troops feel, they don't have a VFW or dare speak of the time. Their position after reeducation is reduced to a cyclo-driver.

This is the first time in history that VN has not been ruled, split or controlled by outside governments. It is a new country. I believe that free enterprise not bullets will change the country. They have many problems among the Minorities. During February 2001, there was an ethnic minority protest and Daklak was closed to foreigners. The country makes me nervous and at the same time I am overwhelmed when there. The battles and history unseen by many of the tourist unfolds in my mind. I enjoy sitting in the Church of Redemption in Hue, it is a reflective place. There are many pictures of it in the battle of Hue and there must be many prayers floating in the air. I do hope you decide to go. I believe you would have an unimaginable experience. The company I use is at [www.miltours.com](http://www.miltours.com). Check their web site. Take care.

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans**Dave Dorschner (page 224)**

I found Dave's name and phone number in a directory for the OV-1 MOHAWK ASSOCIATION, an organization for former members of units with the MOHAWK aircraft. I called him one evening and we talked for about an hour. I've talked with him several times and learned the following.

Dave left the ASTA Platoon a couple of days prior to 10 January 1968. On that day, I returned from the hospital in Long Binh to "clear" B Company, meaning I turned in all my Army-issued items to the Supply Room so that I could leave for my next duty assignment. Dave told me that he had forgotten which day was his DEROS and was surprised when SFC Karnovich, the ASTA Platoon sergeant, woke him up on the day he was to leave and informed him it was time to go. Dave had to rush through the "clearing" process in order to get to the division headquarters to "clear" there.



Dave's next duty station was Ft. Huachuca, Arizona, where all of us had taken our initial training on the SLAR and IR and first flew in the MOHAWK. After his enlistment commitment, Dave went to college then took some flight instruction. Following that, he re-entered the Army and was assigned to a MOHAWK unit in Germany. He continued his flight instruction and eventually received a multi-engine rating. In 1988, after 22 years in the Army, Dave retired as a Master Sergeant. During those years, he logged more than 2,000 flight hours as a TO, the highest number of hours for any TO, military or civilian.

At the time of this document's development, Dave flies for a private commercial courier service and moonlights as a flight instructor. In the "after" photo at the right, above, Dave is standing in front of a single-engine aircraft after checking out a student. He continues to receive training in newer aircraft.

Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

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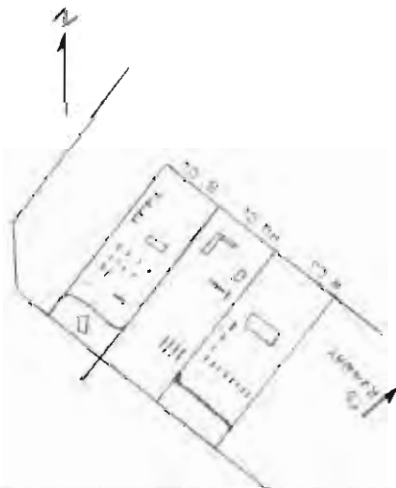
Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans

The items presented here are not letters or memos from Vietnam veterans but images of the remnants of the Phu Loi compound that I copied from the Internet. They are composites that were merged from as many as 16 aerial photos from a web site titled "maps.live.com". I created that many images because I had used the web site's "zoom" feature to get as close and, thus, as well-defined a copy of each section of the compound that I could.



This first image is as much of Phu Loi that was presented on "maps.live.com", oriented with the direction North at the top of the image. The portion further north was not available, presented on "maps.live.com" as a gray-colored area. The runway's remnants are clearly visible, as is the area where the 1<sup>st</sup> Aviation Battalion was formerly located, near the upper left corner.

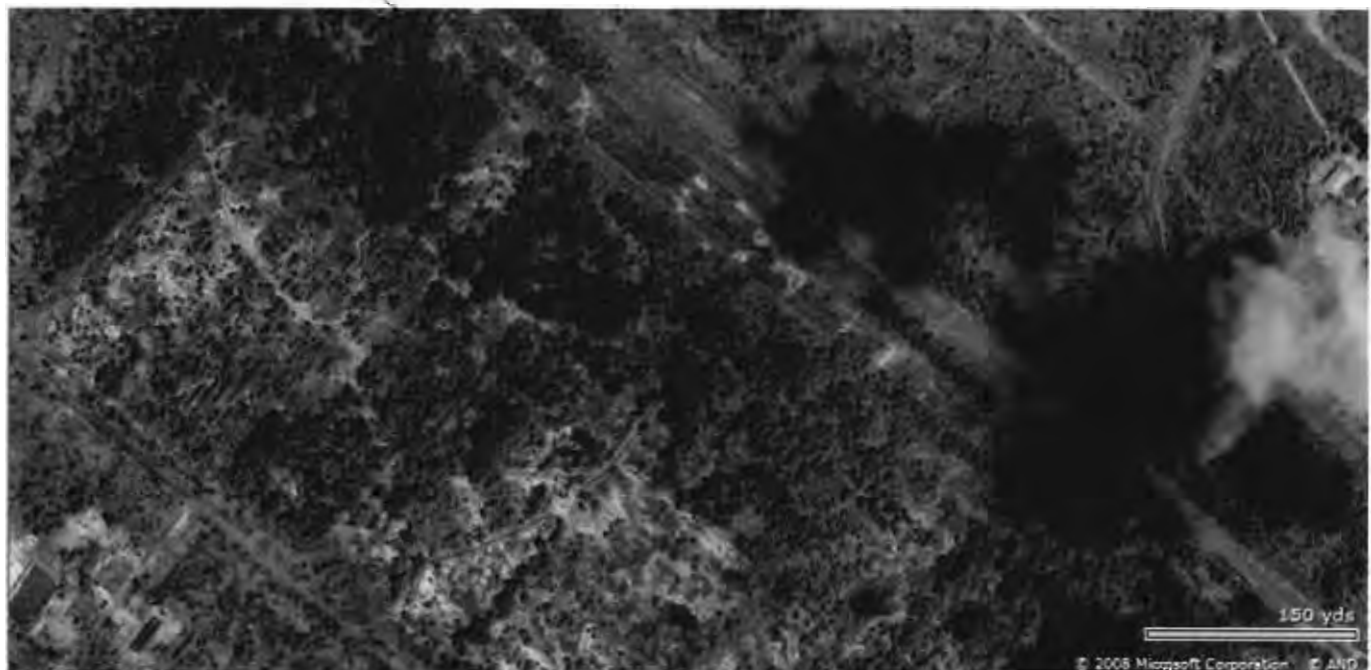
Appendix A - AFTERMATH: Recent letters and memos from Vietnam Veterans



A close-up of the 1<sup>st</sup> Aviation Battalion area, with a diagram of the area that's presented in another appendix. The diagram was created to be oriented with the photo that appears with the diagram in that other appendix. It's been re-oriented here to correspond with the photo that appears above.

The first impression that I had upon seeing the recent photo is that most of the original roads are still there! Also, the area where B Company was located appears to have the outlines of some of the foundations of the barracks. It's the green-colored rectangle with the tan-colored patches.

Below is a close-up of what remains of the runway.



# **APPENDIX B**

Black and white print photos

Appendix B: Black and white print photos

Two months after completing the 27 October 2001 version of this photo journal, I found a collection of black and white print photos that I had placed in an album in 1979. Most, if not all, of these are photos that others had given me or were left behind when people returned to the States. Included in the album are photos taken by the camera that was mounted in the mid-fuselage section of the MOHAWK, sometimes referred to as the "belly" camera. The photos were scanned at 100% and at 50%. The full size scan was made to allow prints to be made as large as the originals. The 50% scan was necessary in order to make the file size small enough to allow the photos to be inserted into this appendix. The 50% files are identified with a lower case "x" at the end of the file name. To aid in the description of the photos in the album I had added some hand-drawn diagrams and those have also been inserted into this appendix.

Now that the reader has returned his or her attention here to read this text, I can begin to describe the photo on this page, as if any description is necessary. The photo was given to me by one of the ASTA Platoon's photo technicians, most likely Bud Thomas. Our photo lab had been "loaned" the negative from which this print was made. The helicopter pilot of one of the division's commanders had obtained it somehow and asked that some prints be made. When the news spread as to the photo's subject, the requests for photos grew to about 100, so there were at least that many prints made.

For the uninformed, the photo is that of actress Raquel Welch and was taken in 1966 or 1967. Why is it here? Because it's part of my black and white print photo collection ... as if a reason is needed!



Appendix B: Black and white print photos

V



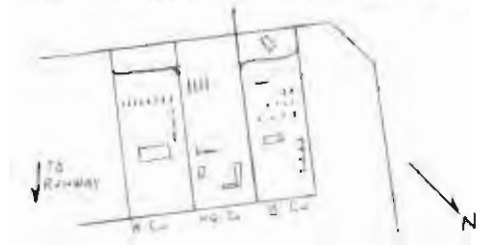
This photo was taken by the belly camera of a MOHAWK with the camera in the vertical position.

<- The 1st Aviation Battalion area is opposite this arrow and below the "V" at the top of the photo. (See the diagram and text, below).

<- The old HAWK section is the narrow, dark strip next to the runway in alignment with this arrow and the "A" at the bottom.

A

PHOTO LOT COMPOUND AND OLD WORLD WAR II  
TAPANESE WAR STABLE - MAP BELOW IS FOR THE  
THREE BATTALIONS OF THE 1st AVIATION BDN



I can only guess at the altitude from which the photo was taken, possibly 1,270 meters (5,000 feet). North is toward the lower right corner of the photo. Compare this photo with slide SC3-15 on page 58.

The diagram at the left is one that I drew and included in the photo album in 1979. The object in the lower right corner of the rectangle of the B Company area is an outline of the revetments for the four OV-1 MOHAWKs. That object cannot be seen clearly in the above photo but is quite apparent in some of the photos that follow.

Appendix B: Black and white print photos



This view of the 1st Aviation Battalion area was taken from a lower altitude than the one on the previous page. I deliberately left the borders on the print when I scanned it to show the raw print as it was created in the photo lab.

The text on the bottom border of the photo was written there when I placed the photo in the album in 1979.

The revetments for the four MOHAWKS are just above the arrow that's above the word "MOHAWKS".

The building with the light colored roof to the left of the revetments is the B Company hanger.

A

Above the hanger, the six tents of the officers for B Company are in a line on one side of the company "street" and the six, tin-roofed barracks of the NCOs and enlisted men are on the opposite side of the "street" in two rows, one row of four and a second row of two. Just above the black-colored article at the left in the lower border is the battalion's HQ Company. Most of the members of that organization were still in tents at the time this photo was taken and the 30 or so tents of HQ Company were for the enlisted men. Those tents were located on the side of the HQ Company "street" opposite the battalion mess hall and kitchen, which are the two buildings in the shape of a "T" just above the "A" at the lower edge of the bottom border. This photo would have to have been taken between February 1967, the month that MAJ Carlile moved the vans near the B Company bivouac area and had new revetments built, and April 1967, the month the first of the new B Company officers' barracks were built.

Appendix B: Black and white print photos

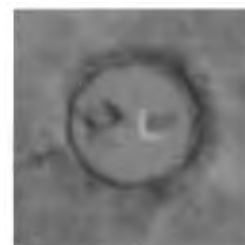


A closer view of the B Company area. The tent between the second and third tin-roofed barracks is that of the company's higher ranking NCOs. The frame for the base of the NCOs tin-roofed barrack is to the left of the first EM barrack. The lumber for the frames of the officers' barracks is laid out on the ground next to three of the officers' tents.

The Operations Room and the Company Orderly Room are the two buildings that are end-to-end at the left of the photo. A jeep is parked at one end of the Orderly Room. The hanger is the large structure near the bottom of the photo. The revetments for three of the four MOHAWKS can be seen in the bottom right corner.

At the top of the revetments, the 7 vehicles of the HAWK Section can be seen lined up side-by-side. From right to left, they are: TO van, HAWK Operations van, MI Section (2 vans), photo van, photo supply van, and crew chief supply trailer. The white, circular object to the upper left of the HAWK section is a canvas-covered gazebo. (Hey, I've mentioned more than once that we had it pretty easy!) The two hexagonal-shaped tents that share a common side was the quarters for the Company CO and XO. At the top of the photo, the brick shower house for the NCOs and EMs is the narrow building above the first and second EM barracks. Look closely at the lower side of the shower building and you can see the water tower that's pictured in slide SC6-27 on page 115. There would have to be people on the ground in a photo that covered this much area but it's difficult to determine exactly where they are from this altitude. It's possible that there are people standing on the PSP "porch" that runs along the rear of the vans in the HAWK section. The officer tents below the company "street" are the ones that appear in slide SC2-3 on page 29.

The circular-shaped object to the right of the Operations Room is the concrete pad and the VC machine gun shown in slide SC02-29 on page 51. At the right is an enlargement of the circular concrete pad with the machine gun. The division emblem, that is, the Big Red One, is visible at the right edge of the circle.



## Appendix B: Black and white print photos

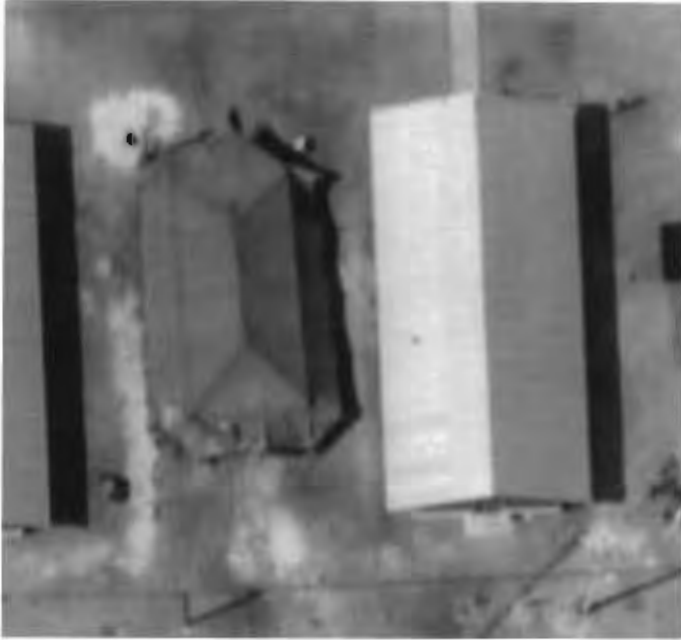


This photo was taken on the same pass by the MOHAWK above the B Company area as the previous photo. I'm not certain which direction the aircraft was flying at the time but I'm quite certain this photos and the previous one were next to each other on the strip of negative film.

The company motor pool is in the upper right corner of the photo. The entrance to the motor pool is in the lower left of the motor pool's rectangle formed by the vehicles and the barded wire. The long building near the center of the photo that has two appendages on either side was the second EM club and was later made into the E-5 barrack.

The rectangular objects along the road to the left are remnants of the sand bags placed around tents. Those were probably the original tents of the company when the battalion arrived in the latter half of 1965. I did not arrive in B Company until April 1966 and the tents that made up the company when I arrived were located where the four tin-roofed barracks are shown in this photo. The tent that is located between the second and third tin-roofed barracks was that for the company's higher ranking NCOs and was one of the line of tents that existed when I arrived. The tent to the right of the fourth tin-roofed barrack is the tent shown in slide SC12-03 on page 219. The porch shown in SC12-03 was at the top end of the tent in this photo. I think the officers' shower is the small, square-shaped object next to the dark, angled ditch near the lower right corner of the photo. The officers' sand-bagged bunker shown in the background of slide SC06-18 on page 128 is located below the third and fourth officers tent. A large light-colored section of ground appears on the ground next to the bunker. The lower edge of the motor pool is located where the tent shown in slide SC02-05 on page 35 used to be.

Note that the four tin-roofed EM barracks are connected by a concrete sidewalk and that part of the sidewalk is being extended to the left, toward the other barracks. The barrack that I lived in for several months is the third one from the left of the four on the company "street". The sidewalk at the rear of that barrack is the one the Vietnamese hooch maid is standing on in slide SC06-27 on page 133. After I left in January 1968, another barrack was built to the left of the one where the floor frame is shown and another one built in back of that one. The sidewalk connected them all. In 2001, I saw a photo on a computer web site of those newer barracks.

Appendix B: Black and white print photos

An enlarged view of a portion of the previous photo. The tent was for the company's higher ranking NCOs and the tin-roofed barrack is the one in which I lived from November 1966 to July 1967. The door and the concrete pad at the door at the end of the barracks can be seen here and two of the utility poles, with shadows, are visible at the bottom edge. Some of these poles were made of shipping canisters for artillery shells. The canisters were welded together to make a utility pole.

The pole in the lower right corner is made of cast concrete. The canister pole near the lower left corner is the one with white stripes in slides SC06-15 and SC06-16 on pages 126 and 127.

The flaps on the sides of the NCO tent are propped open by small wooden poles. Closing the flaps would have increased the temperature in the tent to a point

where no one could stay in there very long. Entrance to the tent was through an improvised door in each end. Netting and screens kept out flying insects.

The light-colored patch with the dark spot at the upper left corner of the tent is probably a hole for a replacement utility pole. The light color is the clay that was dug up from below the laterite. The red-colored laterite that covered most of the Phu Loi compound was about 8 to 10 cm (3 to 4 inches) thick. After digging through the hard laterite, the clay could be easily excavated and thus was not a good substance in which to anchor the utility poles. However, if the poles were buried deep enough and no one leaned on the poles after they were installed, they served their purpose well. Once, after a heavy rain had covered the area, I saw one of the poles leaning. I was able to push it back to a vertical position and press on the ground with my boot to compress the clay around the pole. Without the laterite covering, the area would have been a soupy mess whenever it rained and none of the buildings would have remained stable.

Two electrical wires can be seen going above the tent in the photo. That was the main trunk from the generator that was located outside the company area. The horizontal line at the bottom of the photo that passes in front of the tin-roofed barracks is a feeder line to the barracks. The generators were massive, diesel-powered units capable of producing enough electricity for the entire battalion. There were usually two generators at a power station so that there was power available 24 hours a day, 7 days a week. While one generator was running, periodic maintenance (PM) was performed on the second. After so many operational hours, the second took over the generating functions while PM was performed on the first. Once, I was in the sandbag-protected bunker where two of these generators were located and I was amazed at their size. Each was about 2.2 meters (7 feet) high and the noise was deafening, though each had a muffler the size of a man. Anywhere I traveled on the Pho Loi compound, I could hear the sound of generators.

When I first arrived in B Company in April 1966, the company had its own generator, a device about the size of a 6-cylinder engine of an 18-wheel semi tractor-trailer rig. It was too small to run 24 hours a day with the increasing demands placed on it, so we did not have dependable power. That generator was replaced with a larger one and then the battalion created a remote power station made up of the two huge generators described above.

When I returned from special leave in May 1967, I brought back a rechargeable electric razor. (That's how "rough" our unit had it at Phu Loi). During the mortar and rocket attack of 29 July 1967, shown in slides SC08-20 through SC08-30, the rocket that did the damage shown in SC08-23 severed the electric line coming into my barrack. When I returned to my bunk, I smelled what seemed like burning tar. In my locker, I saw the melted remains of the razor's charging transformer. A few weeks prior to the attack, I had repaired the fuse with a small wire and it failed to protect the device from the surge from the severed electric line. I returned to shaving with a safety razor. Ah, such were the troubles of living in the non-combat areas!

Appendix B: Black and white print photos

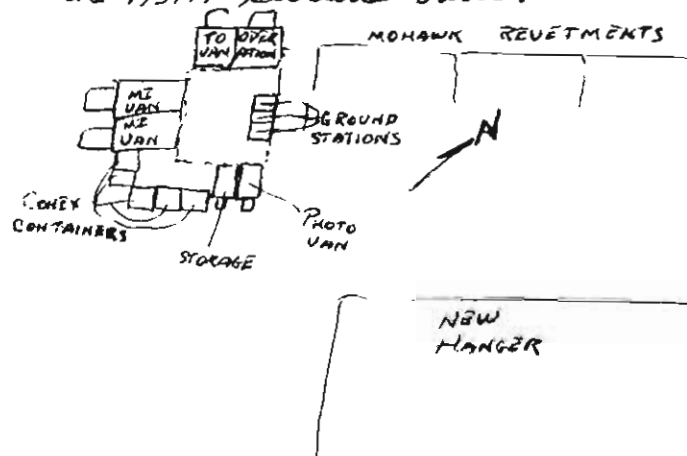


The HAWK section after it was rearranged by MAJ Richard Urick, the ASTA Platoon commander who arrived in October 1967. The photo was taken by someone who had climbed to the same position on the new hanger that I had climbed when I took the night photo shown in slide SC10-11 on page 196. This shows the newly arranged section much more clearly than SC10-11. This photo must have been taken at nearly the same time in December 1967 that I took SC10-11

because there is a cardboard Santa Claus mounted on the van extensions between the TO and Operations vans at the right of the photo. I drew the blue-colored "N" and arrow when I placed the photo in an album in 1979. The buildings in the background are those of E Company of the 701st Maintenance Battalion of the 1st Infantry Division. Note the total lack of any tents, as the Army was continuing to make strides toward permanency and making Phu Loi look more like a State-side Army post. The task to look more State-side continued until the United States left Vietnam in 1973. I have been informed by those veterans who have returned to the area that it is completely void of any U. S. presence, having been stripped bare by the Vietnamese Communists in the late 1970s. Even the concrete pads of the barracks were broken up to remove any evidence of the Americans being in the country and to attempt to recover any reinforcing bars that may have been used in the concrete construction.

The diagram at the right is one that I created when I placed the black and white print photos in an album in 1979. The ground stations are the three boxes in the open end of the U-shaped configuration. These were to have functioned as ground-based links for receiving the SLAR and IR signals from the MOHAWKs. However, these were never used for that purpose while I was assigned to the ASTA Platoon. The orange-colored SLAR display screens that were to have been used in these stations were, instead, installed in the aircraft. The U. S. Air Force now has aircraft to provide the aerial reconnaissance that the MOHAWK and the ground stations were designed to furnish.

*This is the new arrangement of the ASTA section's vans.*



## Appendix B: Black and white print photos



This photo was taken by the "belly" camera of one of the division's OV-1 MOHAWK aircraft. The OV-1B in the center of the photo is the second HAWK 34 (S/N 62-5863). I think the compound is Di An, the location of the 1st Infantry Division's administrative headquarters, referred to as "DANGER REAR". The mobile combat headquarters is called "DANGER FORWARD". The Di An airfield is the horizontal strip at the center-right edge of the photo. I cannot be certain, but I think the photo is looking south toward the town of Di An. The compound near the upper right corner is probably that of the Republic of Korea (ROK) Army, which also had troops in Vietnam.

There were five positions in which the MOHAWK's camera could be placed: two oblique (to the side) positions on the left, two oblique positions on the right and straight down. The positions were defined by their number of degrees from horizontal and the side of the aircraft in which they were aimed: 15-left, 30-left, 90, 30-right and 15-right. The more shallow, 15 degree angle meant that the auxiliary wing tank would appear in the photo. On the film's negative, the wing tank appeared clear, or light-colored. That light color provided the right format for text to be added, as in this photo. The "GOCO" in the text referred to "Good Ole Cecil O", the nickname for the ASTA Platoon (ASTAP) commander at the time, MAJ Cecil O. Carlile. Cecil had first joined the 1st Infantry Division following World War II as a member of the division's 26 Infantry Regiment. From there, he attended Officer's Candidate School (OCS) and re-joined the division in July 1966 as the ASTA Platoon commander/pilot. He liked to educate those people who were not familiar with the functions and capabilities of the MOHAWK by asking the MI section to add notes like this to photos that our platoon provided. If I had been a 37-year-old Major in command of a section of aircraft like the MOHAWKS like Cecil was, I would have done the same thing. I did not meet Cecil again until the Summer of 1996 and we've been in contact ever since.

## Appendix B: Black and white print photos



This is an enlargement of HAWK 34 shown in the previous photo. I made this enlargement simply because it's a great photo of the MOHAWK and it's over the division's headquarters.

It's not obvious in this photo, but the engines of the OV-1 MOHAWK do not point straight ahead. Look at the prop of the Number 1 engine, that is, the engine on the far side of the aircraft. Note that the view of that prop appears to be nearly in a plane perpendicular to the viewer. Now look at the prop on the near engine, that is, the Number 2 engine. It looks like the prop is being viewed more from the front. That's not an optical illusion. Each engine is mounted on the wing at an angle, with the nose of the prop's hub pointing toward the wing tips. That was done to provide more stability, much like the stability provided by the "toe-in" on the front tires of a car. Only in this case the stability is provided by a "toe-out" arrangement.

During initial design of the MOHAWK, there was only one vertical stabilizer on the tail and the horizontal portion was on the top of that vertical portion, like the "T-tail" of a Boeing 727 aircraft. Early tests determined that there was a lot of turbulence from the huge props and that a "traditionally positioned" horizontal stabilizer and two more vertical stabilizers significantly countered that turbulence. The first time I saw a MOHAWK, I was reminded of the triple-tailed, Lockheed-built, Super Constellation airplane.

At the right is an enlargement of an area near the right edge of the photo on page E9. The area is forward of the MOHAWK in the photo and at the lower left of the airstrip. I've enlarged the area because I think the U-shaped building in the center is that of the division HQ shown in slide SC01-03 on page 17. The object on the opposite side of the dark rectangle from the U-shaped building is probably a larger, more ornate sign than the simple board and two-by-four sign shown in SC01-03.



Appendix B: Black and white print photos

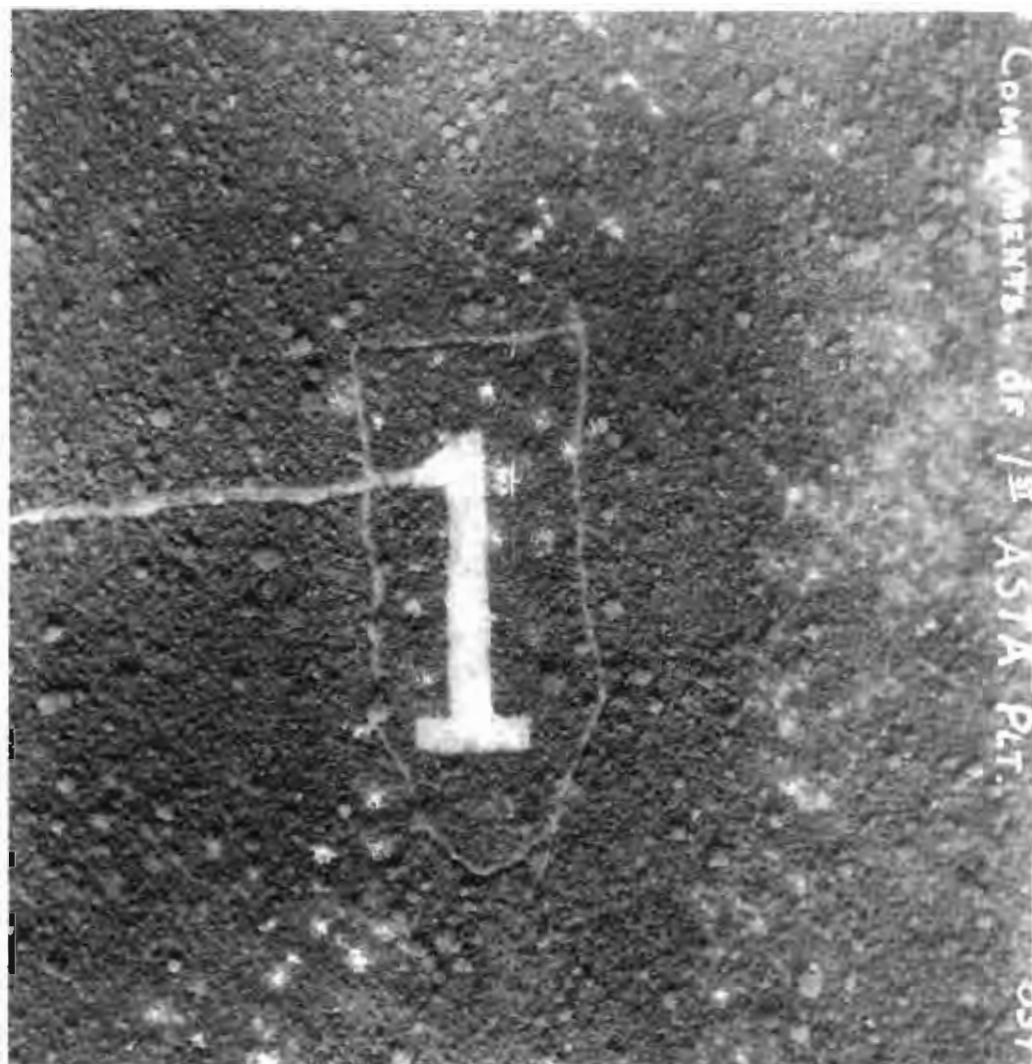
On another flight, another MOHAWK took this photo of HAWK 35. The TO sitting in the right seat of HAWK 35 and looking toward the camera is Larry Atkinson, a TO who arrived in the ASTA Platoon in the Spring of 1967. In this photo, the SLAR antenna appears to have a downward "droop", but I cannot recall whether that was the actual position during flight. Diagrams of the MOHAWK that I saw during our training show the antenna in a horizontal position. I know that the video traces on the cathode ray tubes (CRTs) had a shallow V-shape to represent a forward deflection, a feature designed into the SLAR system by Motorola, the equipment's manufacturer. That would mean that each of the antenna's reflectors inside the fiberglass pod may have had a forward angle. That forward angle may have been there to offset a downward angle of the forward end of the antenna. It's possible that wind tunnel tests determined the "droop" provided better aircraft control in that angle. In the event the aircraft had to be flown in a left or right yaw (referred to as a "crabbed" position), there was a dial on the TO's control console that was used to rotate the traces on radar's video tubes to the corresponding angle, though there were few times, if any, that I used that dial. There was an airspeed dial that was used to set the speed of the film passing over the CRTs but since the pilots usually flew the HAWKS at the same speed every time, I checked the dial at the beginning of the mission and left it alone, even if the aircraft's ground speed might have been different due to a tail or head wind. The reason for the lack of attempts to set the speed and crab angles was that any attempt would have been a guess and probably not one that would have improved the resulting image by much. Most of the missions were long enough that terrain features would appear on the film with enough regularity that any skewed image could be compensated for by the MI people. We were once told by the 1st Infantry Division's G-2 (intelligence section) that the SLAR-equipped MOHAWKS were used as a strategic recon device, to gain information about enemy movement over a period of weeks or months, so it was not that important to be extremely accurate.

Appendix B: Black and white print photos

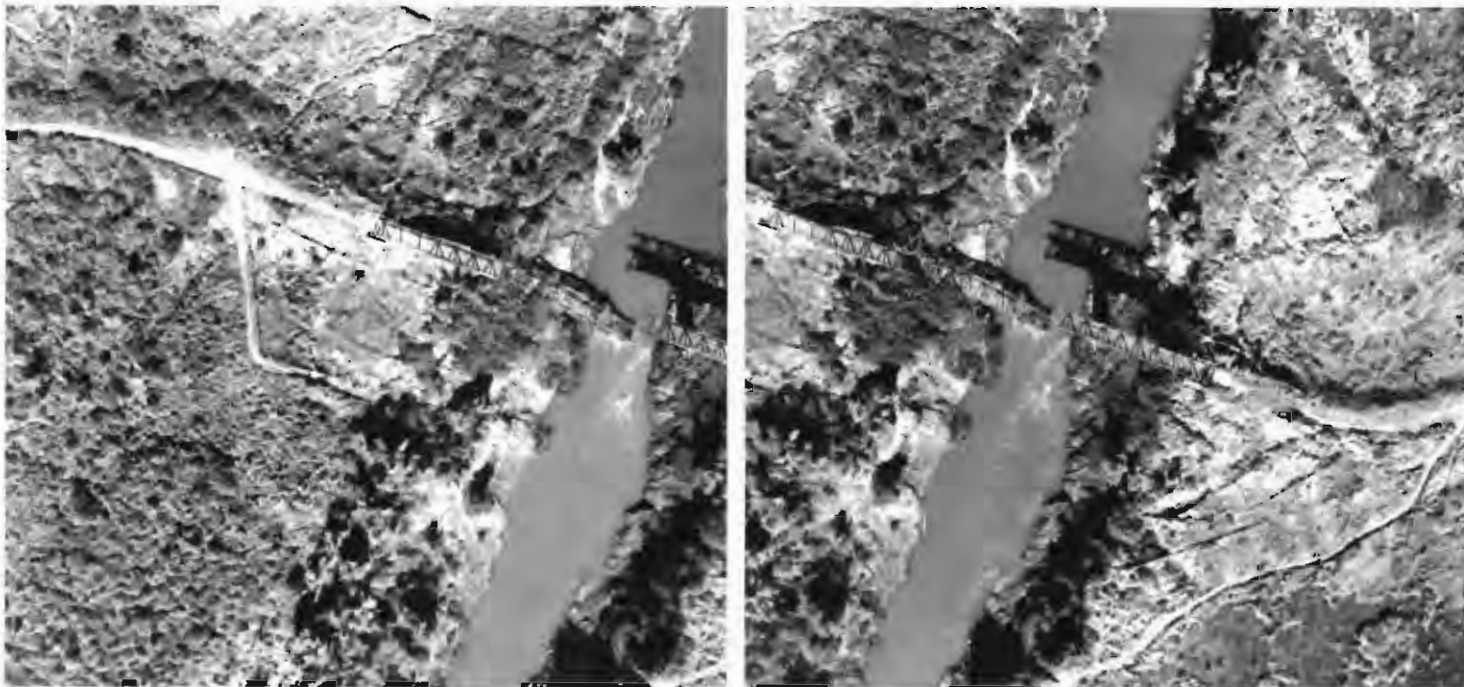
This is a view of Nui Ba Dinh (Black Virgin Mountain), also called Tay Ninh Mountain, the same mountain that appears in slide SC03-21 on page 68. I recall that the smaller hill to the right was to the southeast of Nui Ba Dinh, so this view would be looking toward the east or northeast. The 30-degree OBL. note on the bottom of the photo refers to the angle of the camera from the horizontal. However, the 30-degree angle was not high to the horizontal to allow the wing tank to appear in the photo, so this would have to have been a 15-degree oblique. Since the fin of the wing tank is to the right, the nose of the aircraft has to be to the left of the photo, thus this is a 15-degree right oblique. The spots and discoloration on the print are due to the age of the print.

When power was applied to the KA-60 camera by a switch in the MOHAWK cockpit, a door on the bottom of the fuselage opened to allow the camera to take pictures in the 90-degree-from-horizontal position, also referred to as the vertical position. That was the position the camera needed to be in when the aircraft took off and landed because it placed no stress on the gears used to move the heavy camera body to the oblique positions. When a dial in the cockpit was moved to one of the oblique positions, the door at the 90-degree position closed and a door on the side chosen for the oblique photo opened. The side door remained open for both the 15-degree and the 30-degree oblique photos. The doors at each of the three openings did not expose the camera to the atmosphere because each opening was protected by thick glass. One of the tasks of the TO was to check that the three glass "windows" were clean prior to the mission. Turning off the power to the camera did not cause it to return to the vertical position, so it was important to insure the camera was in the vertical position prior to turning off the power.

Appendix B: Black and white print photos



This is a MOHAWK camera view of the emblem of the 1st Infantry Division, the Big Red One, carved into the terrain of the area known as the Iron Triangle. It is the same one shown in slide SC03-23 on page 69.



These are two sequential photos of a bridge that, I can only assume, U. S. forces destroyed to deny its use by the VC. The MOHAWK camera was probably used to photograph the bridge in order to monitor whether the VC would attempt to repair it. The photos are laid out this way and the text has been rotated so that the viewer can look at the photos as a stereoscopic pair with a stereoscopic viewing device.

The river gorge is much deeper and more pronounced and the height of the trees is so much more noticeable in stereo than can be seen in two dimensions. Each time I look at this pair with a stereo viewer, I think I'm looking at a scale model railroad diorama.



The photos on pages E5 and E6 are reproduced here to allow the viewer to see the B Company living quarters in stereo. The photo on the left is from page E5 and the one on the right is from page E6. The photos have been offset in this manner in order to align the tin-roofed buildings and the tents properly for the lens of the stereo viewing device. Only the objects that appear in each photo can be viewed in stereo, so it's not possible to see the vehicles of the HAWK section in 3D. However, it's possible to see the water tower of the NCO/EM showers rise above the roof of the shower building.

Appendix B: Black and white print photos

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# **APPENDIX C**

List of files used to create this document

**TWENTY CLICKS UP THIRTEEN**

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**Part****No. Page File name inserted into the page**

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1	2	(None)		
2	3	(None)		
2	4	(None)		
3	5	(None)		
3	6	(None)		
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6	12	(None)		
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8	14	MAP_02	MAP_03	
9	15	MAP_05	MAP_06	
10	16	SC01_01	SC01_02	SC01_02A
11	17	SC01_03	SC01_04	SC01_05
12	18	MAP_07		
13	19	SC01_06	SC01_07	
13	20	SC01_08	SC01_09	SC01_10
14	21	SC01_11	SC01_12	SC01_13
14	22	SC01_14	SC01_15	SC01_16
15	23	SC01_17	SC01_18	SC01_19
15	24	SC01_20	SC01_21	SC01_22
16	25	SC01_23	SC01_24	SC01_25
16	26	SC01_26	SC01_27	SC01_28
17	27	SC01_29	SC01_30	SC01_31
17	28	SC01_32	SC01_33	SC01_34
18	29	SC01_35	MAP_08	
18	30	SC01_36	SC01_37	SC01_38
19	31	SC02_01	SC02_02	SC02_03
19	32	(None)		
20	33	PRINT_01	PRINT_02	
20	34	PRINT_03	PRINT_04	

**Part**

**No. Page File name inserted into the page**

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21	35	SC02_04	SC02_05	
21	36	SC02_06		
22	37	PRINT_05	PRINT_06	
22	38	PRINT_07	SC02_07	
23	39	SC02_08	SC02_04A	
23	40	SC02_09		
24	41	SC02_10	SC02_11	
24	42	SC02_12	SC02_13	
25	43	SC02_14		
25	44	SC02_15	SC02_16	
26	45	SC02_17	SC02_18	
26	46	SC02_19		
27	47	SC02_20	SC02_21	
27	48	SC02_22	SC02_23	
28	49	SC02_24	SC02_25	SC02_25A
28	50	SC02_26	SC02_27	
29	51	SC02_28	SC02_29	
29	52	SC02_30	SC02_31	
30	53	SC02_32	SC02_33	
30	54	SC02_34	SC02_35	
31	55	SC02_36	SC02_37	
31	56	SC02_38	SC02_39	
32	57	SC03_01	SC03_02	
32	58	SC03_03	SC03_04	
33	59	SC03_05	SC03_06	
33	60	SC03_07		
34	61	SC03_08	SC03_09	
34	62	SC03_10	SC03_11	
35	63	SC03_12	SC03_13	
35	64	SC03_14		
36	65	SC03_15		
36	66	SC03_16	SC03_17	
37	67	SC03_18	SC03_19	
37	68	SC03_20	SC03_21	
38	69	SC03_22	SC03_23	
38	70	SC03_24	SC03_25	

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**No. Page File name inserted into the page**

39	71	SC03_26	SC03_27
39	72	SC03_28	SC03_29
40	73	SC03_30	SC03_31
40	74	SC03_32	SC03_33
41	75	SC03_34	SC03_35
42	76	MAP_04	
43	77	SC03_36	SC03_37
43	78	SC03_38	SC03_39
44	79	SC03_40	SC03_41
44	80	SC04_01	SC04_02
45	81	SC04_03	SC04_04
45	82	SC04_05	SC04_06
46	83	SC04_07	SC04_08
46	84	SC04_09	SC04_10
47	85	SC04_11	SC04_12
47	86	SC04_13	SC04_13A SC04_14
48	87	SC04_15	SC04_16
48	88	SC04_17	SC04_18
49	89	SC04_19	SC04_20 SC04_20A
49	90	SC04_21	SC04_22
50	91	SC04_23	SC04_24
50	92	SC04_25	
51	93	SC04_26	SC04_26A
51	94	SC04_27	SC04_28
52	95	SC04_29	SC04_30
52	96	SC04_31	SC04_32
53	97	SC04_33	SC04_34
53	98	SC04_35	SC04_36
54	99	SC05_01	SC05_02
54	100	SC05_03	SC05_04
55	101	SC05_05	SC05_06
55	102	SC05_07	SC05_08
56	103	SC05_09	SC05_10
56	104	SC05_11	SC05_12
57	105	SC05_13	SC05_14
57	106	SC05_15	SC05_16

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58	107	SC05_17	SC05_18	
58	108	SC05_19	SC05_20	
59	109	SC05_21	SC05_22	
59	110	SC05_23	SC05_24	SC05_24A
60	111	SC05_25	SC05_26	
60	112	SC05_27		
61	113	SC05_28	SC05_29	
61	114	SC05_30	SC05_31	
62	115	SC05_32	SC05_33	
62	116	SC05_34	SC05_35	
63	117	SC05_36	SC05_37	
63	118	SC05_38		
64	119	SC06_01	SC06_02	
64	120	SC06_03	SC06_04	
65	121	SC06_05	SC06_05	
65	122	SC06_07	SC06_08	
66	123	SC06_09	SC06_10	
66	124	SC06_11		
67	125	SC06_12	SC06_13	
67	126	SC06_14	SC06_15	
68	127	SC06_16	SC06_17	
68	128	SC06_18	SC06_19	
69	129	(None)		
69	130	SC06_20	SC06_21	
70	131	SC06_22	SC06_23	
70	132	SC06_24	SC06_25	
71	133	SC06_26	SC06_27	
71	134	SC06_28	SC06_29	
72	135	SC06_30		
72	136	SC07_01	SC07_02	
73	137	SC07_03	SC07_04	
73	138	SC07_05	SC07_06	
74	139	SC07_07	SC07_08	
74	140	SC07_09	SC07_10	SC07_11
75	141	SC07_12	SC07_13	

**Part**

**No. Page File name inserted into the page**

76	142	MAP_09		
77	143	SC07_14	SC07_15	
77	144	SC07_16	SC07_17	SC07_17A
78	145	SC07_18	SC07_19	
78	146	SC07_20	SC07_21	SC07_22
79	147	SC07_23	SC07_24	
79	148	SC07_25		
80	149	SC07_26	MAP_10	
81	150	SC07_27	SC07_28	
82	151	SC07_29	SC07_30	
82	152	SC07_31	SC07_32	SC07_33
83	153	SC07_34	SC07_35	
83	154	SC07_36	SC07_37	
84	155	SC07_38	SC07_39	SC07_40
84	156	SC08_01		
85	157	SC08_02	SC08_03	
85	158	SC08_04	SC08_04A	SC08_05
86	159	SC08_06	SC08_07	
86	160	SC08_08	SC08_09	SC08_10
87	161	SC08_11	SC08_12	
87	162	SC08_13	SC08_14	
88	163	SC08_15	SC08_16	
88	164	SC08_17	SC08_18	
89	165	SC08_19		
89	166	SC08_20	SC08_21	
90	167	SC08_22	SC08_23	
90	168	SC08_24	SC08_25	
91	169	SC08_26	SC08_27	
91	170	SC08_28	SC08_29	
92	171	SC08_30	SC08_31	
92	172	SC08_32	SC08_33	
93	173	SC08_34	SC08_35	
93	174	SC08_36		
94	175	SC08_37		
94	176	SC09_01	SC09_02	

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95	177	SC09_03		
95	178	SC09_04	SC09_05	SC09_06
96	179	SC09_07	SC09_08A	SC09_09A
96	180	SC09_10	SC09_11	
97	181	SC09_12	SC09_13	
97	182	SC09_14	SC09_15	
98	183	SC09_16	SC09_17	
98	184	SC09_18	SC09_19	
99	185	SC09_20	SC09_21	SC09_21A
99	186	SC09_22	SC09_23	SC09_23A
100	187	SC09_24	SC09_25	SC09_26
100	188	SC09_27	SC09_28	
101	189	SC09_29	SC09_30	SC09_31
101	190	SC09_32	SC09_33	
102	191	SC09_34	SC09_35	SC09_36
102	192	SC10_01	SC10_02	
103	193	SC10_03	SC10_04	
103	194	SC10_05	SC10_06	
104	195	SC10_07	SC10_08	
104	196	SC10_09	SC10_10	SC10_11
105	197	SC10_12	SC10_13	
105	198	SC10_14		
106	199	SC10_15	SC10_16	
106	200	SC10_17	SC10_18	
107	201	SC10_19	SC10_20	
107	202	SC10_21	SC10_22	
108	203	SC10_23	SC10_24	SC10_25
108	204	SC10_26	SC10_27	
109	205	SC10_28	SC10_29	
109	206	SC10_30	SC10_31	SC10_31A
110	207	SC10_32	SC10_33	
110	208	SC10_34		
111	209	SC11_01	SC11_02	
111	210	SC11_03	SC11_04	
112	211	SC11_05	SC11_06	
112	212	SC11_07	SC11_08	

**TWENTY CLICKS UP THIRTEEN**

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113	213	SC11_09	SC11_10		
113	214	SC11_11	SC11_12		
114	215	SC11_13	SC11_14		
114	216	SC11_15	SC11_16		
115	217	SC11_17	SC11_18		
115	218	SC11_19	SC11_20		
116	219	SC12_01	SC12_02	SC12_03	
116	220	SC12_04	SC12_05	SC12_06	
117	221	SC12_07	SC12_08	SC12_09	
117	222	SC12_10	SC12_11		
118	223	SC12_12	SC12_13		
118	224	SC12_14	SC12_15	SC12_16	
119	225	SC12_17	SC12_18	SC12_19	
119	226	SC12_20	SC12_21		
120	227	SC12_22	SC12_23	SC12_24	
120	228	SC12_25	SC12_26A	SC12_27	SC12_28
121	229	SC12_29A	SC12_30A	SC12_31A	
121	230	SC12_32	SC12_33	SC12_34	
122	231	SC12_35	SC12_36	SC12_37	
122	232	SC12_38			
123	233	SC12_39			
123	234	SC13_01			
124	235	SC13_02			
124	236	SC13_03	SC13_04		
125	237	SC13_05	SC13_06		
125	238	SC13_07	SC13_08		
126	239	SC13_09	SC13_10		
126	240	SC13_11	SC13_12	SC13_13	
127	241	SC13_14	SC13_15		
127	242	SC13_16			
128	243	SC13_17	SC13_18		
128	244	SC13_19	SC13_20	SC13_21	SC13_22
129	245	SC13_23	SC13_24		
129	246	(None)			
130	247	AUTHOR_AT_57			
130	248	(None)			

# **APPENDIX D**

Illustrations for removing slides from cubes



1. Place the slide cube on a flat surface with the black sliding cover resting on the surface.

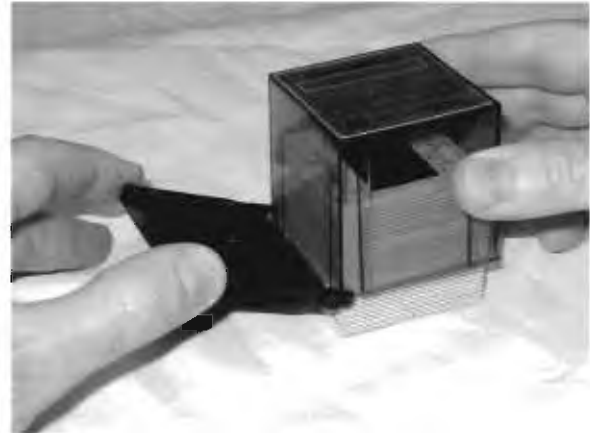


2. Grasp each side of the black sliding cover at the smooth corners, opposite of the corners with the notches.



3. Hold the clear portion of the cube while pulling the black sliding cover until it stops.

**CAUTION:** Do not pull too hard or you may break the stops on the cover or the tabs on the clear portion!



4. Holding the black cover, lift the cover and the clear portion straight up.



5. Slide cube removed from loose, stacked slides.

# **APPENDIX E**

Printing History

<u>Version date</u>	<u>Change Description</u>
18 June 2001	Completed original document.
16 August 2001	Added Appendix C. Corrected typographical errors.
28 August 2001	Added Appendixes C and D. Added detail in text.
29 September 2001	Corrected spelling of Vietnamese words. Corrected typographical errors. Rescanned some slides to eliminate "halos" around lettering and small objects and to improve contrast and color.
6 October 2001	Corrected spelling of Vietnamese words and rescanned some slides without color correction.
27 October 2001	Corrected spelling of Minh Thanh and rescanned some slides.
13 January 2002	Added Appendix E. Reduced the size of slide SC13-2 as it exists on page 207 in order to add more information about the MOHAWK serial numbers. Added more text to the Epilog. Separated Appendix C into portions based on individuals.
21 December 2003	Use Adobe Photoshop software to color correct several photos.
9 August 2004	Added copy number to page 1. Clarified description of "click" in PREFACE. Revised description in BACKGROUND of photos that were used and added photos taken during first few weeks in the aviation battalion. Added example of date in GLOSSARY. Re-organized contents of the files containing the story and photos so that printing of double-sided pages can be performed more easily.
6 June 2006	Recreated photo files using a new scanning device to provide more detail and clarity. Moved color print photos from appendix into the story. Modified sizes of photos and the number of photos on a page. Changed name to "Twenty Klicks Up Thirteen".
17 July 2008	Corrected typographical errors. Added paragraphs in OV-1 WALK-AROUND describing the manner in which runway numbers were pronounced and about some of the men in the photographs. Added text in "Further Entrenchment" about the fate of the structures at Phu Loi.
17 October 2008	Added aerial composite photos of Phu Loi obtained from Internet web site "maps.live.com" and corrected grammatical errors.