

HAWK



JUNE 1970





“GOLDEN HAWKS” 4 YEARS OLD

The 1st Aviation Brigade celebrated its fourth anniversary on May 25, 1970.

Since entering the Army's force structure on May 25, 1966 at Tan Son Nhut, Republic of Vietnam, the brigade has compiled a distinguished combat record reflecting the highest standards of valor, dedication and professionalism. From a modest beginning of a few helicopter companies, the brigade has grown to the largest aviation unit in the Army. Today more than 23,000 officers and men are members of the “Golden Hawks.”

During the past four years the brigade has flown over 14 million sorties; carried more than 23 million passengers and logged almost 6 million hours. The brigade is credited with over 66,000 enemy dead. These statistics represent the magnitude of our support in aiding the people of the Republic of Vietnam in their struggle for freedom. Each current and former member of the brigade can take great pride in these accomplishments.

I ask that you pause to pay tribute to the courage and self-sacrifice of the brigade's fighting men and to dedicate yourself again to the achievement of a just and lasting peace for the people of South Vietnam and the world. I congratulate each of you for your personal sacrifice and outstanding performance, and to each I wish only the best and continued safe flying.

A handwritten signature in cursive ink, appearing to read "George W. Putnam, Jr."

GEORGE W. PUTNAM, JR.
Brigadier General, USA
Commanding

HAWK



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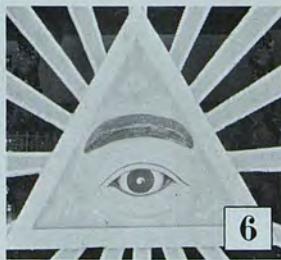
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1st AVN BDE

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COVER:

Skimming the sunset-drenched waters of the Delta, a 1st Aviation Brigade OH-58A "Kiowa" seeks VC sampans laden with contraband. HAWK photo by CWO Michael S. Lopez.



HAWK

#1701V.

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Deputy Commander
COL JOHN C. HUGHES
Commander 12th CAG
COL WILLIAM R. MC DOWELL
Commander 17th CAG
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BIRD DOG JOCKIES OF III CORPS

Nestled in the triple-canopy jungles of III Corps, in the quiet of the night, five men anxiously await the opportunity to observe and exploit Charlie. It is a tough existence, and one that would challenge the intestinal fortitude of any man. These men are members of a Long Range Patrol (LRP) and their only contact with life is

"Aloft," a small fixed-wing aircraft that criss-crosses their position 24 hours a day. The men that fly Aloft are some of the most reliable and dedicated pilots in the Vietnam war.

Aloft is the nickname for the 74th Reconnaissance Aviation Company (RAC), the oldest 0-1 Bird Dog company in Vietnam.

Night maintenance helps keep availability up.



Activated in March of 1965, the unit is commanded by MAJ Max G. Marks, who is proud that his company ranks near the top of all units in the 1st Aviation Brigade. Commenting on his company's excellent performance, MAJ Marks stated, "Everybody does his job and a little more and it is that extra step they take that makes the difference."

That extra step is reflected in their 96 per cent availability, one of the highest in Vietnam. "If something goes wrong we fix it right away, these men know what they're doing and they are not lazy," says maintenance platoon SFC Bob L. Farmer. He also attributes the high availability rating to the quality of the pilots. "A good pilot will help keep an airplane in the air and decrease maintenance. He will place less stress on the aircraft and consequently help keep the availability up."

It is vitally important that



Teamwork is often an essential factor.

availability is up, since the Bird Dogs in the unit fly a varied assortment of missions around the clock. Testimony to this is the 36,142 hours flown and the 24,443 sorties registered during 1969.

The company is composed of four flying platoons. The third and fourth platoons are based at Phu Loi, 22 miles north of Saigon, while the first and second are outlying platoons. Lam Son is the home of the first platoon and the second makes its home at Xuan Loc. Both the first and second platoons live with and provide direct support for ARVN units. Commanded by CPT Alvin V. Dean, the first platoon is divided into two sections with the first section flying for the 5th ARVN and the second section flying for the 25th Infantry Division.

The second platoon, commanded by CPT Bob G. Pickrom, is also broken into two sections. The first



Pilot maneuvers into position for landing.

section flies for MACV and the 18th ARVN while the second section flies for the 199th, II Field Force's artillery, and the 23rd Artillery Group.

Along with support for the 2nd Battalion, 32nd Artillery and the 1st Battalion, 27th Artillery, the third platoon, commanded by CPT William Wightman, flies a naval gunfire mission. When an Army pilot takes off on a naval gunfire sortie, he is embarking upon an extraordinary joint-service mission which requires maximum coordination and cooperation.

First the Army pilot must journey to Nui Dat, Luscombe Field, an Australian base where he refuels

and picks up a Marine who acts as observer for the mission. Army pilot and Marine observer then fly along the coast, skimming over the aqua-blue water of the South China Sea, the pure sandy beaches and inland up to 15,000 meters. They seek out Viet Cong encampments, bunkers and any potential enemy hazard. Relaying the information and grid coordinates back to the Navy, they adjust the gunfire and watch as a vessel engages the enemy with its big guns.

The mission is a rewarding one and shows how close interaction between the services can be performed in a precise manner.

The fourth platoon, better known

Bird Dog flies naval gunfire mission over South China Sea.



**Story and Photos by
SP4 Charles B. Winer**

as the "LRP Platoon," is commanded by CPT Don R. Crider. These men act as radio relay for the LRP teams 24 hours a day. WO1 Richard R. Fegreus, who flies the mission, talks about his job. "We're the life-line for those guys. You get to know them and feel for their problems and you'll do anything you can to help them. They need us. I like the mission because you are your own boss, in control of the situation at all times. We fly in all types of weather conditions. Sometimes in the pouring rain at night with bad visibility, but it's part of our job and the guys on the ground really appreciate us."

These pilots have, on occasion, dropped cigarettes and much needed water in plastic containers to the patrols who were extended for a day or two on a particular operation.

The overall mission of the 74th RAC is to provide combat aviation support to elements operating in the III Corps area. With a mission such as this, versatility becomes an essential factor, and the O-1 Bird Dog, the unsung hero of the war, is unquestionably versatile. Its missions range from visual reconnaissance, which includes taking hand-held photos, mapping, check-

ing for infiltration routes and new bunkers, to adjusting artillery fire and directing air strikes.

Regarding the various missions, operations officer, CPT Edgar L. Dobson commented, "Our men like the diversity of missions, it relieves the possible boredom of performing the same mission every day."

The 74th also distinguishes itself by being one of the safest units in Vietnam. An in-country "Aviator Training Program" is one reason the unit has avoided mishaps. Under this program the neophyte pilot spends a total of 38 hours in the air with the guidance of an instructor pilot. This in-country orientation gives the new member of the company added confidence, and enables him to familiarize himself with the wide variety of terrain.

Safety officer WO1 Joe F. Prokop, says that everyone is made safety conscious. The need to watch winds, not to ground loop, and to stay alert is continually stressed. "We try to keep pilots aware of things that might cause accidents: density, altitude, and the need to carry a little more power when landing," says WO1 Prokop.

Safety meetings are called whenever something happens that the

safety officer feels everyone should be made cognizant of. "We stress professionalism," states WO1 Prokop, "One of the best ways to make your unit a safe one is to encourage each pilot to think of himself as a professional and hence act like one." A lot of credit should go to CW2 Mike Magonigal, an instructor pilot who knows the aircraft and is quick to recognize any mistakes a pilot is making.

When the men of the 74th are not flying, they channel their energy toward a civic action program. The program, headed by SSG Jackie C. Larkin, evolves around Lai Thieu, a deaf-mute school run by the sisters of Saint Paul deChartres. The company makes monthly trips with food, clothing and toys for the 421 boys and girls. Donors from the U.S. help support the program but the company relies mainly on voluntary monetary contributions from within.

The 74th RAC has established a precedent that is difficult to follow—excellence. As long as these O-1 Bird Dog jockies continue to fly the skies of III Corps, ground units can feel secure that the best flies overhead.



TWO "GOLDEN HAWKS" HONORED POSTHUMOUSLY

The Medal of Honor has been awarded by the President of the United States in ceremonies April 7, 1970, at the White House to two former members of the 7th Squadron, 17th Air Cavalry, 17th Combat Aviation Group, for conspicuous gallantry above and beyond the call of duty.

SERGEANT RAY MCKIBBEN

SGT McKibben was a member of the Ruthless Riders' Troop B, 7/17 Air Cav. The Felton, Ga., native was serving as a team leader of a 16 man reconnaissance patrol near Song Mao in southern II Corps December 6, 1968, in an area of known enemy personnel and equipment. SGT McKibben was a team leader of the point element and the third man in the formation maneuvering along a well traveled trail, when the men came under heavy automatic weapons fire from a fortified bunker.

SGT McKibben, assessing the situation, charged through the bamboo and heavy brush to the armed position, killed the enemy gunner, secured his weapon and directed the patrol element forward.

Later, his patrol again came under heavy fire from bunkers and as the men took cover one fell wounded. SGT McKibben sprang to his comrade's side and, under fire, pulled him to safety behind the cover of rocks and administered first aid.

SGT McKibben, seeing that his patrol was pinned down, then charged through the brush against a hail of automatic weapons fire, killing the enemy with a rifle shot and capturing the enemy's weapon.

He then continued his assault against the next bunker, firing his weapon as he charged. But as he approached the position, his own rifle ran out of ammunition and he switched to the captured enemy weapon.

When that was emptied, SGT McKibben silenced the enemy position with two hand grenades. As his men moved forward another position opened fire. He then reloaded his M-16, and as he single handedly attacked the position he was hit by enemy fire.

Though mortally wounded, he was able to fire a final burst from his weapon, killing another enemy soldier and enabling the patrol to continue with the operation.

At the end of the patrol a total of eight enemy bodies were uncovered, five of the foe killed by SGT McKibben.

PRIVATE FIRST CLASS GARFIELD LANGHORN

On January 15, 1969, PFC Garfield Langhorn, an RTO in the C Troop Aero-Rifle platoon, 7/17 Air Cav, accompanied his unit on a search and rescue mission north of Plei Delta Jereng in the rugged Central Highland mountains.

Minutes later the aero-rifle platoon was jumping from C Troop's UH-1H slicks into the LZ, approximately 300 meters from the downed aircraft. After hacking their way to the Cobra, the patrol found only remnants of the chopper and the bodies of the two pilots. Because of the additional load and the terrain, the patrol was forced to travel down the mountain side to the river where a better PZ was located.

As the point men lead the way down to the stream bed, less than 50 meters from the PZ, the entire visible length of the river bed erupted with a holocaust of weapons fire. As the platoon leader hurriedly directed his men into a hasty perimeter, PFC Langhorn had already radioed the platoon's critical situation to orbiting gunships and the C&C ship. The Cobra's rolled in with their rockets and minigun fire, but darkness soon intervened, prohibiting accurate aerial support.

Realizing this, the NVA began to probe the perimeter, lobbing hand grenades inside. PFC Langhorn was lying between the platoon leader and a rifleman, providing cover fire for them and his wounded comrades in addition to controlling the radio.

Suddenly, a hand grenade sailed into the perimeter, rolling to a stop on Langhorn's left side, a few feet from some of his wounded comrades.

Without hesitation, PFC Langhorn chose to protect the lives of his buddies. Thrusting his body at the grenade, he scooped the object beneath himself and absorbed the explosion.

Smothering the blast with his body, Langhorn, in devotion to his fellow comrades, rendered the final ultimate act above and beyond the call of duty.



Devout followers worship
Cao Dai in the Great De-
vine Temple of Tay Ninh.

CAO DAI

A Middle Course In A Divided Land

*Story and Photos by
SP5 Brian S. Shortell*

"I am...years of age; from now on I decide to follow Cao Daism; I will never change my mind. I will live in harmony among all people with other disciples. I will obey Cao Daist Laws. Later, if I make any betrayals, I will be punished by God." This oath, taken before the main altar of the "Holy See" of Tay Ninh, could vault one into possibly the most uniquely blended religion to be found in the world, the Cao Dai religion of South Vietnam.

Although virtually unheard of in the Western world, the Cao Dai exert a dominant influence in many sections of Vietnam. Claiming upwards of two million adherents, this indigenous Vietnamese religion traces its success to the peculiar aptness with which it is applied to Vietnamese society and culture.

It is a well known fact that religion plays a prominent role in the whole of Southeast Asia. Vietnam, with its extensive history of dominance by other cultures, has assimilated many values and beliefs characteristic of these alien life styles.

Organized in 1925 by a small group of Vietnamese scholars "dabbling in Spiritism," the Cao Dai was "an attempt to create a

Two griffins, symbolic of harmony with nature, welcome visitors to Holy See.



universally acceptable religion in an area of the world where an intermingling of religious beliefs might be found in the same person."

As explained in the official "Outline of Cao Daism," the various religions throughout the world were "based on the usages and customs of the races particularly called to practice them."

Accordingly, in 1926, Cao Dai (the symbolic name for God—literally translated the two words mean "high palace" or the place where God reigns) revealed himself as the Supreme Being... "to unite all those religions... because, with the very multiplicity of those religions, men do not always live in harmony with one another."

"Those religions" refers to the pantheon of religious cults to be found in Vietnam. Some of these are: Buddhism, Taoism, Confucianism, Catholicism, Islamism, and the Worship of the legendary Genii.

The Cao Dai believe that... "The Great Way of God" . . . has been revealed in three different epochs: the first revelation was given to a handful of missionary saints involving a Buddhist, a Taoist, an ancestor worshipper, and Moses. The second revelation occurred to Sakyamuni (for Buddhism), Lao Tse, Confucious, Jesus and Mohammed.

The third revelation of God was given to the Cao Dai founder, Ngo Van Chieu, on Phu Quoc Island, South Vietnam in 1919. This third revelation is revised at various times by messages from the Great Spirit Cao Dai and from a number of historical personages including Victor Hugo, Joan of Arc, and Sun Yat Sen (the revolutionary who overthrew the last of the Chinese dynasties). These messages

are transmitted through a device labelled by spiritualists as the corbeille a bec—a device similar to what Westerners refer to as an ouiji-board. Such revelations, however, must occur at the Tay Ninh Temple.

The temple is situated in a well ordered area of 1,000 acres which includes the infamous Nui Ba Den mountain. Styled in the same vein as the Tiger Balm Gardens of Hong Kong and Singapore, the temple employs the devilish figures so characteristic of Asiatic superstitions and offers a thrilling kaleidoscopic panorama of colors and shapes. Also strikingly evident is the traditional upswept Chinese roof—impelling the omnipresent demons to slip off.

The interior is a "riot of pillars" embellished with multicolored dragons and miscellaneous sculpture. Further cordonning off the far end of the temple are brightly embroidered banners which lead up to the main altar.

The main altar is a huge globe symbolizing the universe. Painted on the globe is a huge eye depicting the all-seeing "eye of divinity" and the "source of universal life." (Americans will recognize the eye with its usual triangle as the same eye and triangle on the back of American dollar bills.)

Amid this glittering decor of symbolism, there emerges a unique blend of principles and dogma. In the process of reconciling the various religious convictions, five basic principles have evolved to guide the lives of the Cao Dai:

not to sin by word,
not to be tempted by luxury which attracts a cruel Karma (the Buddhist concept of the "cycle of existence"),
not to practice high living,

not to be materialistic, and
not to kill living beings because of the spark of life that is in them.

In addition, the Cao Dai practice four primary observances: obedience, modesty, honesty and respect.

Baptism, Marriage and Cure are also offered as sacraments. In marriage, prior publication of martial banns is required and divorce is forbidden. If the first wife bears no children and consents, however, the husband may take a second wife.

The organization of the Cao Dai is a reflection of the Roman Catholic hierarchy. The present acting pope, Cao Hoai Sang (differences of personality and opinion have precluded the selection of a pope since 1934) is assisted in his duties by numerous cardinals, bishops, and priests.

The predominantly oriental character of the Cao Dai hierarchy, however, is evidenced in the three major branches—all representing native Asiatic religions: the members of the Buddhist branch who wear yellow robes symbolic of love, the Taoist group which robes itself in blue as a symbol of peace, and the Confucian group which garbs itself in red signifying authority.

Having combined the major oriental influences in one religion, the Cao Dai has proved fertile in this land of its origin. Although some Vietnamese religious leaders refer to the Cao Dai as a "salad religion," its peculiar Vietnamese flavor, the appeal of pomp and pageantry, and the underlying adherence to the ancient practice of ancestor worship have all contributed to the Cao Dai's rapid growth in both numbers and influence.

DOUBLE TROUBLE

121st AHC AND 21st
ARVN DIVISION—
“DYNAMIC DUO.”



ARVN's destroy VC
resupply cache.

2nd Company, 1st Battalion, 33rd Regiment of the 21st Division of the Army of Vietnam (ARVN) await liftoff just outside of the Battalion perimeter. The day is hot and the humidity is high. The air is saturated to an almost unbelievable 100 per cent. With the pre-flight plan already arranged, the men await in their small groups of designated chalks. The pick-up zone (PZ) is a plowed rice paddy that has baked for days under the hot 90 degree plus temperature. Having the characteristic of a ceramic glaze from the intensity of the sun's rays, the earth acts as a reflecting inferno, which plain-

ly shows on the perspiring faces of these Vietnamese fighting veterans.

Not a breeze is blowing. Not a sound is heard. The time is 1400. As one looks around, he sees the solitude, not only on the ARVN's faces, but also on the faces of the Vietnamese families who were fortunate enough to accompany their husbands to the newly established base camp. Even the children sense an air of concern. They have experienced the sadness of war and watched their fathers leave many times before, praying they will be able to enjoy the comfort of his conversation and strong arms tomorrow.



“Famed Tiger” gunships furnish protective fire for ARVN ground troops.

ARVN commander evaluates tactical situation.

HAWK





The cost of war is oftentimes high.

Over at the Command Post (CP) tent the battalion commander and the American advisor stand in the entry, conversing over the day's operation. Suddenly, the drone of aircraft engines is heard in the distance. Movement of the troops is immediate and impulsive. Packs containing rice rations, ammo, cooking utensils and footgear are thrown on backs. Last minute inspections of weapons are made.

The choppers, six Vietnamese UH-1D's and their Vietnamese Air Force (VNAF) pilots, land in a line formation stirring up huge dust bowls from the wash of the rotors. Immediately, they shut down. A couple of minutes later, more choppers are heard in the sky. As they approach, you recognize them as three UH-1B "Viking" gunships from the 121st Helicopter Company (Assault), headquartered in Soc Trang under the 13th Combat Aviation Battalion. After they land, the aviators head over to the CP to make coordination with the Vietnamese aviators and ground troops.

Take-off time is five minutes after the arrival of the gunships. The ARVN troops are impatient, for waiting seems to occupy an eternity. The Hueys are cranked up and the insertion troops loaded on. Meantime, the gunships from the

types of operations the 21st ARVN Division prides itself in. Brigadier General Nguyen Vinh Nghi, the young, dynamic, division commander, states, "We protect six provinces in the Southern Delta, conducting search and clear operations in each of them. We clear sections and stay a limited period of time to allow the Popular and Regional Forces to take over control of the pacified area."

The 2nd Company is loaded on the slicks and in a matter of seconds the six Hueys are airborne. The only sounds to be heard are the rotors and the company commander communicating with the lead ship with his PRC-25 radio. A few minutes later the LZ is spotted. The rice paddies seem to spring to life as the gunships roll in, furnishing protective suppressive fire with their mini-guns, M-60's and 2.75 rockets. The dried rice paddies and tree lines immediately burst into flames. The slicks touch down and instantly the aggressive ARVN's saturate all surrounding hedge rows and tree lines with

automatic weapons fire.

Movement is slow and cautious. On this operation a V-shaped formation is used, providing protection to the front and flanks. The point element slows down even more. Charlie has been here. Booby traps are in evidence everywhere. Punji stakes, 40mm grenades and 105mm artillery shells are marked and blown when they are found.

Meanwhile, the 121st continues to furnish protective fire overhead. Bringing their gunships down to almost ground level at high speed, the mini-guns and door-gunner's expend their ammo on any suspected target. After moving for 300 meters on the ground, the company commander receives word from the gunships that they are heading back to Soc Trang. With the gunships breaking off, the ARVN's continue on.

Suddenly, the troops draw to a halt. The point element has sighted a small hootch ahead occupied by two Vietnamese women. Cautiously, they move forward. The women do not run. Interrogation proves that the Viet Cong have been here recently.

The Company continues on. Again, the point element spots hootches, these being surrounded by bunkers. Setting up a hasty perimeter around the hootches, a squad is sent in to recon the area. No resistance is met, but ammo and



VNAF slick lifts off for another LZ.

rice caches are found. The commander directs the squad to continue.

In the same instant an explosion is heard; mine! A well concealed 105mm artillery shell has been triggered. Immediately, the CO pulls his troops back and off the main avenues of approach. The medics rush the stretchers forward and the perimeter guard initiates suppressive fire in all directions.

The wounded are extracted from the area and a squad is sent in to blow up the bunkers and set fire to the hootches. Charlie will use this base camp no more.

The Company pulls back and sets up another perimeter in a rice paddy that will be used as a PZ. Later, the slicks come in to pick up the 2nd Company and extract the wounded. It is late afternoon, but 2nd Company does not head back to the base camp. No, they have another LZ to encounter before darkness sets in. For this is the way the 21st Division operates.

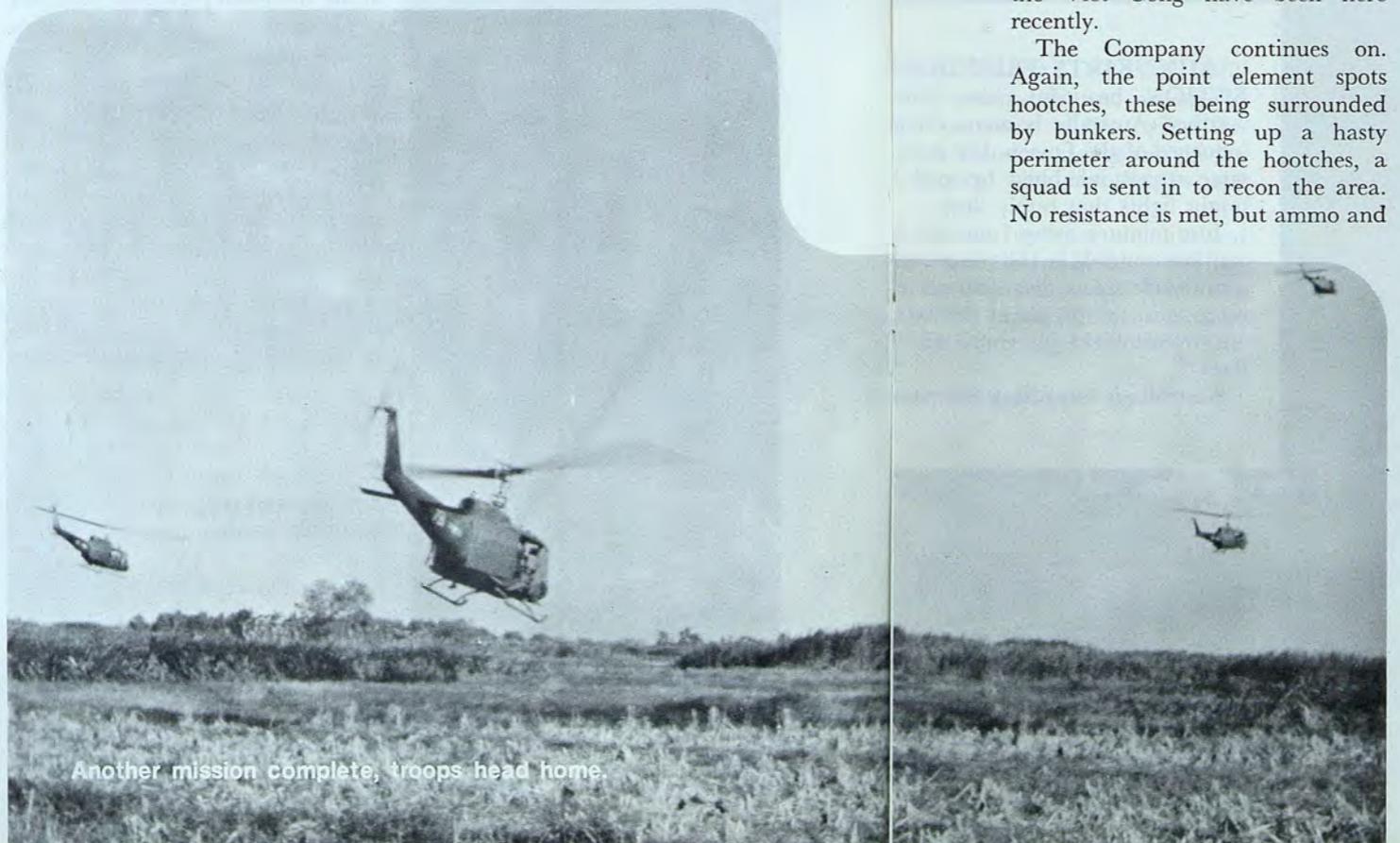
As MAJ Walter M. Smith, the American advisory division operations officer and his Vietnamese counterpart, MAJ Truong Phuoc stated, "Many times the ARVN's will remain out in the field for 30 to 60 days and have two or three missions during the day. General Nghi, who plans the daily

operations, does his utmost, tactically, to strike the VC hard, fast and often, to keep them off-balance."

The 21st has a big responsibility, a Divisional Tactical Area (DTA) composing 14,000 square miles in the Southern Mekong Delta. This includes the NVA and VC sanctuary, the U Minh Forest. Tremendous progress is being made through the combined efforts of the ARVN troops and Army Aviation, specifically, the 13th Combat Aviation Battalion. As General Nghi said, "The 21st is very proud to have the 13th Aviation Battalion in support of us. We receive the best of cooperation from them. Their pilots are very courageous and will fly day or night for us."

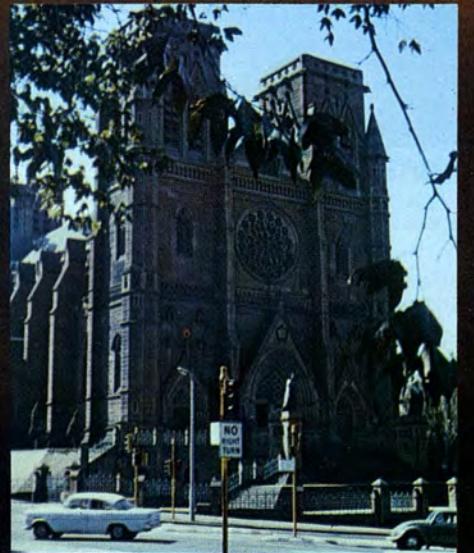
Respect between the Americans and the Vietnamese is very high. CPT John W. Hicks, American advisor of the 1st Battalion of the 33rd Regiment, and SGT Dennis Taylor, NCO advisor for the same Battalion, reiterated many times, "The ARVN is a very proficient soldier. He is very aggressive and competent under combat conditions."

With the Americans and Vietnamese coordinating aviation assets from the 13th CAB and the ground support of the 21st in the Mekong Delta, the VC and NVA have learned from experience they have "double trouble" to contend with.



Another mission complete, troops head home.

AUSTRALIA '75...



...GOTHIC CHURCHES



...MODERN BUILDINGS



...MAJESTIC SKYLINES



...SYDNEY HARBOR BRIDGE



...PRETTY GIRLS



FANTASTIC!

...MINISKIRTS, FRIENDLY PEOPLE AND LIVELY NIGHT ACTION, beautiful cities, fantastic countryside and wonderful weather. Australia is many things, a potpourri of life styles. The influence of the Queen, her pomp and splendor, can be felt on the same streets inhabited by mod boutiques, wild discotheques and bright lights that rarely sleep.

Just minutes away from the hustle and bustle of city life you can lose yourself in the peace and quiet of the beautiful Australian countryside. How deep you go into the "Back Country" is entirely up to you; the people at the Sydney R&R center can even arrange an aircraft flight for you if you really want to get into the "Out Back."

Australia is something for everyone, but most of all, it is...



PILOT'S BEST FRIEND

Air Traffic Controllers of the 125th Aviation Company (ATC) and the 325th Aviation Detachment face a demanding mission, as do all new controllers, upon their arrival in the Republic of Vietnam

It is early morning. A chain of mountains tower upward to the left—level country extends to the right. The sky is curtained with undulating cumulus formations.

In an instant, a giant C-130 Hercules breaks out from the clouds. A new arrival to Vietnam rides quietly, intently preoccupied with the pilots and their motions. This has been his first opportunity to observe the "up front" quarters. And it is a scene he hopes to never forget.

His future missions will require directing these same craft and others toward the ultimate safety of the ground. The attentive youth is an Air Traffic Controller.

Having recently completed a 16 week study of Air Traffic Con-

trol at Ft. Rucker, Ala., comparable to a much lengthier FAA version, the "bookworm" controller must now adapt himself to the practical application of his knowledge.

For the first 120 days after his arrival, the new controller must face the voluminous training manuals pertinent to his operation and the familiarization with the equipment peculiar to his control unit.

The controller will commit to memory all airfield approach patterns within his Area of Operations (AO), all holding patterns for aircraft to follow while awaiting their turn to land, and also, all airways and air corridors that will eventually come under his direction.

Letters of Agreement with other controlling facilities, emergency procedures for sundry problems, and many other complex programs must be included in his portfolio of knowledge.

After numerous written tests, the apprentice controller will be monitored while controlling on a normal day. A few items to be

examined are aircraft controlling technique, aircraft separation procedures, and correct controller phraseology. Then he is on his own.

The 1st platoon of the 125th Aviation Company (Air Traffic Control) and the 325th Aviation Detachment located at Hue-Phu Bai airfield are very well acquainted with these laborious experiences. The Hue-Phu Bai airfield merits recognition as one of only two "Army" Approach Controls in-country. Of the two, it is the larger.

The 325th took over tower control operations from the Marine Corps in October of 1969 and, more recently, ground control approach (GCA) operations from the Air Force. The 125th replaced the Air Force in approach control operations on April 1st of this year.

The Army primarily utilizes conventional approach controls, as opposed to radar approach controls used by the Air Force. Rather than directing air traffic on a set of radar scopes, the Army achieves

**Story and Photos by
SP5 Brian S. Shortell**

the same purpose employing lateral, vertical, and longitudinal positioning along with time separation in routing and keeping aircraft apart.

Approach control is not to be confused with actual landing guidance. Approach control, at a center of activity such as Hue-Phu Bai, will normally control airways for a very large area including a number of other airfields lacking sophisticated approach control facilities. For instance, Hue-Phu Bai handles aircraft operating in and out of five airfields in Northern I Corps.

When an aircraft enters the vicinity of an airfield, the approach control will "hand off" to either the tower or GCA depending upon the weather conditions.

Under Visual Flight Rules (VFR, usually associated with clear weather) the tower will normally guide the aircraft in the final approach. In every case, however, the tower will clear an aircraft for landing.

During unfavorable visual conditions, the approach control will hand off to the GCA. Flying under Instrument Flight Rules (IFR), the aircraft appears on the Split-Screen Radar Scope in the GCA. The controllers at the GCA facilities then direct a precision final approach.

The Split-Screen Radar Scope indicates a "glide path" for guiding a rate of descent. Below the scope's glide path, the "on course" line ensures the aircraft is aligned with the runway.

In the absence of a GCA, there are two other navigational aids available: the Automatic Direction Finder (ADF) and the Tactical Air Navigation (TACAN) approaches. By adjusting takeoff times, varying the altitudes, and keeping aircraft distant from one another, the aircraft may be safely guided through inclement weather

conditions. The approach control performs the actual "coaching" in these latter two instances.

Although Air Traffic Control operations may appear perfunctory, they require a great amount of controller's judgement. At Hue-Phu Bai airfield it is possible to detect over 30 different types of rotor and fixed-wing aircraft arriving and departing in a brief period. Accommodating large C-130's to minute Air America porters, the controller must account for the varying speeds of the aircraft, the difficulties that smaller craft encounter from the weight turbulence of larger planes, and so on.

It is impossible to underestimate the vast responsibility of a controller. "When the quarterbacks in the sky are in the 'soup' and, as a

result, flying under IFR conditions, the weight of his safety and all that he carries lies on the shoulders of his coach on the ground," commented SP4 Earl Lassiter of the 125th.

The controllers at Hue-Phu Bai have compiled an excellent safety record. The absolute confidence they bear, reflected in their own self composure, is passed along to the comforted pilots they direct.

Hue-Phu Bai is, indeed, a complete operation, including all the human intangibles that comprise approach control. Unique in its completeness, the operation may not typify Army Aviation in Vietnam. But it does portend a new twist to a familiar cliche: "the Army takes care of its own."

Controller eyes Split-Screen Scope guiding aircraft in.



HAWK HONEY



EDITORIAL

ARC INITIATES "WRITE HANOI."

Americans at home commemorated World Red Cross Day on May 8 by protesting to Hanoi the treatment received by U.S. prisoners held by North Vietnam.

The "Write Hanoi" campaign called for an outpouring of letters to the Office of the President of North Vietnam urging that government to honor provisions of the Geneva Prisoner of War Convention, which both North and South Vietnam have signed.

Last February, the Board of Governors of the ARC adopted a resolution calling on all Red Cross organizations throughout 113 countries of the world to form a solid front in demanding that the North Vietnamese meet humanitarian standards in the treatment of American prisoners. The resolution pledged the ARC would "pursue without interruption or abatement every effort to bring about humane treatment of POW's to which they are entitled under the statutes of international law and the dictates of moral decency."

The efforts are producing results. Recent disclosures indicate some easing of the intransigent stand which the North Vietnamese government had originally followed.

The Red Cross has contributed much time and effort towards the men and their families in the Armed Forces. Their latest "Write Hanoi" campaign is proof they are continuing and will continue to commit their efforts to the cause of humanity.

CHAPLAIN'S CORNER

Chaplain (MAJ) Thomas R. Merrill

214th Combat Aviation Battalion

Hey Man, what is your DEROS? Whether you are a man about town or a real square, as a member of the Armed Forces in Vietnam, you know what that question means. Like: "How short are you?" "When are you leaving here?" DEROS is a big thing to you, especially if there are loved ones waiting for you at home. Did you realize that the term DEROS is nothing new in your life? As a matter of fact each of us had already faced a number of DEROS' before even thinking of Vietnam. I am sure I hear a couple of doubters. So what is DEROS? It is the military term meaning "Date of Estimated Return From Overseas." The most important aspect of a DEROS is not the date, but how the individual receives it. For DEROS means change, an upsetting of routine affairs, a rearranging of values in life.

So you see, each of us has faced a DEROS before. For example, do you remember your first day of school when Mom left you with the teacher and all those strange kids. What about high school graduation, induction into the Army and marriage? All of these are DEROS', big changes in life. The mature man is able to adapt to change, using each situation as a stepping stone to better things. The immature man can not adapt. He is so busy seeing the negative side of things he can't see the benefits. How do you stack up? To the Christian, DEROS' of life come easy, for he knows that with God by his side he can face every hurdle. So now, where are you? It's a good time to re-examine yourself. Happy DEROS!



from the

CAREER

COUNSELOR

Aside from promotion in rank, which increases a soldier's pay, longevity pay increases are automatic. Certain proficiency attainments, and reenlistment bonuses can add a substantial sum to basic pay rates.

Cash pay is only a part of the compensation. Besides food, clothing, and housing, there are rations allowance, and quarters allowance for married men.

Thirty days annual leave with pay and no loss of income while unable to perform duty because of illness or injury are further elements which afford security. Beside annual leave, the Army has a liberal policy of three day passes. This extra paid time off is usually given as a reward for duty performance.

There are also many personal advantages in staying in the service. The security in an Army career is a particularly important point to consider. Retirement may begin after only twenty years of active federal service. Early retirement from the Army means that you are still young enough to enjoy those carefree years.

The opportunities for travel in foreign lands, enjoyment of splendid recreational facilities, and the opportunities for acquiring further education are all important "bonus" advantages of Army service.

For all Army personnel, the satisfaction of performing worthwhile duty as part of a great team pledged to the defense of our country's principles should constitute a reward.

THE PINK PANTHERS

The striking power of the 361st Aviation Company's Cobra gunships keeps Charlie on the defense in II Corps.



Pink is a color not generally associated with military units unless the unit happens to be the "Pink Panthers" of the 361st Aviation Company (Escort) in Camp Holloway, Pleiku.

Perhaps it is even more unique that this "pinkness" should be a part of a hard-fighting Cobra.

The AH-1G Cobra is an evil weapon the 361st uses well.

gunship company. Though MAJ John L. Deryck, commander of the 361st, bears no resemblance to David Niven of "Pink Panther" movie fame and was not with the company when it adopted the name and the color, he has a plausible explanation.

"In both the movie and cartoon versions, the Pink Panther is a very daring individual or animal and displays a great deal of cunning, stealth and resourcefulness. "Since these are desirable traits in a Cobra pilot," said MAJ Deryck, "this was probably the association that was made in selecting the unit's name and color."

Aside from the distinctive name and color, the company is unique in another way. It is the smallest aviation unit in the 52nd Combat Aviation Battalion, yet it has one of the battalion's most difficult and hazardous missions. The 361st provides gunship support for the II Corps area in the rugged Central Highlands.

Pink Panther duties include escorting combat assaults, providing

aerial fire support for ground elements, and escorting supply missions and visual reconnaissance. The company works closely with the 5th Special Forces Group and has recently seen heavy action in the area around Dak Seang, 15 miles northwest of Dak To. During this fighting which started in April, the Panthers often displayed their superlative technique and skill.

The company is also responsible for the defense of a sector of the perimeter at Camp Holloway as well as providing airfield defense. In addition to the men manning the bunkers at night, their Cobra gunships are kept ready to respond in the event of a night ground assault. Panther gunships are on stand-by and primary alert 24 hours a day and maintain a capability of being scrambled in less than two minutes.

Attached to the Panthers for combat support are the 665th Transportation Detachment and the 621st Signal Detachment, both commanded by CPT Douglas B. Brown. The Signal Detachment

handles all the avionics maintenance and the Transportation Detachment is responsible for all scheduled and unscheduled maintenance on the Cobras. "We have direct support capabilities enabling us to repair most battle damage," said CPT Brown.

The 665th includes hydraulic, engine, electrical, sheet metal and prop and rotor shops, plus technical supply. Its enlisted men and officers work around the clock to keep the "Snakes" flying.

Despite the long hours and heavy combat, "safety always takes

first priority," said MAJ Deryck. The unit operates on an incentive type safety award program, he explained, and high-time pilots without accidents are recognized through letters of commendation.

According to the major, emphasis is on prevention of accidents through constant training. Panther pilots put in five hours of instrument time per month under the watchful eye of an instrument instructor pilot, exceeding brigade requirements. In addition, they constantly practice enroute flight procedures, approach procedures,

Panther Cobras recently distinguished themselves in action at Dak Pek and Dak Seang.



**Story by
SP5 Richard M. Emerson**

emergency procedures and use of the transponder.

As in every aviation company, operations is a small but vital section. Several enlisted men, under the direction of CPT Brian R. Sweet, staff the section each hour of the day to coordinate missions, schedule pilots, maintain flight records, submit reports and maintain the communications center. The company is committed for 75 per cent of their aircraft every morning according to CPT Sweet.

"The combined efforts of these sections have made possible a 10 per cent increase in the unit's daily aircraft availability," he continued. Another indication that the efforts have been fruitful is that the unit has won the battalion's "Best Aircraft Maintenance Award" for the last six months.

The 361st is a relative newcomer to Vietnam, having arrived in April, 1968; but they have built an excellent reputation in those brief two years, to include a Presidential citation. The unit, first based in Di An with B and C-model Huey gunships, made the move to Camp Holloway in May of 1968. A month later they switched over to the more lethal Huey Cobras.

Although the 361st has adopted the nickname "Pink Panthers," derived from the movie and cartoon character, their association to one trait of this animal is non-existent. At least the Viet Cong have yet to discover anything funny about the operations of the 361st.



"SIN BUSTER 6"

It was obvious that MAJ Rodger E. Rendahl was not the usual sort of Army chaplain when he answered the inquiry of "How's it going, sir?" with "Working to beat hell—literally," and a wry grin.

A casual glance around his office at 52nd Aviation Battalion (Combat), Camp Holloway, Pleiku, in-

dicated that there was more to this beefy, six-foot Texan than just "bell, book and candle." The office was without frills and his desk was littered with the kind of disarray which indicates that a man is constantly on the go with never enough time to clean up. The front of the desk bore a silver name

**Story and Photos by
SP5 Richard M. Emerson**

plate which read "Sin Buster 6," the chaplain's call sign in the air.

According to the major, the call sign was a spur of the moment creation, but it has stuck. Since he has become so well known by his nickname in the battalion, he has had his nomex fitted with a special "Sin Buster 6" name tag and wings with a small cross above them. He has orders authorizing him to wear both. When "Sin Buster 6" contacts an airfield tower, everyone knows that the chaplain is on his way to see them.

MAJ Rendahl's schedule is gruelling but that is the way he likes it. According to his chaplain's assistant, SP4 David Gritzki, it keeps both of them hopping.

"I don't know what a 12-hour day or half a day off is," said the major. "I hate to be behind a desk."

Every Sunday, SP4 Gritzki packs up the portable tape recorder, which supplies the music for the services in the field and both grab a chopper for the day's visits to Kontum and An Khe after the morning services in Holloway. The rest of the week's schedule is just as tiring. Mondays are devoted to paper work and counseling; Tuesdays, back to Kontum and An Khe; Wednesdays, staff meetings; Thursdays, Fridays and Saturdays, "Wherever I can get."

However, even the chaplain admits that the pace sometimes becomes too hectic, "I went on R&R to Hong Kong and slept."

Sandwiched between the rest of his activities are civic action projects and frequent visits to the hospitals, bringing aid and comfort to the sick and wounded in the battalion. When the fighting gets heavy and the 52nd starts taking casualties, MAJ Rendahl takes the first opportunity to get to the scene



Being an Army chaplain was MAJ Rendahl's life-long ambition.

of the action. "I want to be there to help in case I'm needed," he says.

Becoming an Army chaplain has been his life-long ambition, but circumstances conspired to keep him out of the service when he was graduated from Southwestern Baptist Seminary in 1945. World War II ended before he could enter the service and when it was over, the Army did not need chaplains. So, after a year as Chaplain for the Green Bay Packers, he turned to missionary work. He worked for four and a half years as a missionary in Canada and then spent another year and a half with the Navajo Indians in New Mexico. When the Korean conflict broke out, he was saddled with missionary obligations that had to be met, and missed another chance to become an Army chaplain. After he finally got all the loose ends tied, he became an Army chaplain on January 7, 1960 and is now in the middle of his second tour in Vietnam.

However, even in the Army he kept the missionary habit. "I've always been missionary minded," he said. His first tour in Vietnam was in the Cholon district of Saigon where he was instrumental in building the Children's Home of Blessing, an orphanage constructed with money raised by the 79th Ordnance Battalion.

His second tour has also been marked by missionary efforts among the Montagnards near Pleiku. Since September of last year he and SP4 Gritzke have been instrumental in building two churches for the Montagnards, distributing more than a ton of clothes in nearby villages, opening a souvenir shop at Camp Holloway, which

sold more than \$300.00 worth of Montagnard products in less than two weeks, constructing two parsonages for native ministers, building a school and aiding lepers in a colony between Pleiku and Camp Enari.

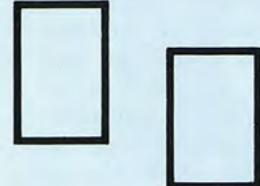
"When Christianity comes to a Montagnard village, it becomes more prosperous. Prior to that time, their lives are ruled by an animistic religion of fear and superstition, which interferes with the optimum times for planting crops. The pastor becomes an educator and the people lose their fear of medical treatment and realize the value of cleanliness and hygiene," he said. He has noted that since the churches in Plei Monu and Plei Brang II were built, the school systems have improved from third to fifth grade level.

"Unless we can change their way of thinking and life, our war efforts aren't going to be much good," he said.

SP4 Gritzke assists chaplain with his Montagnard program.



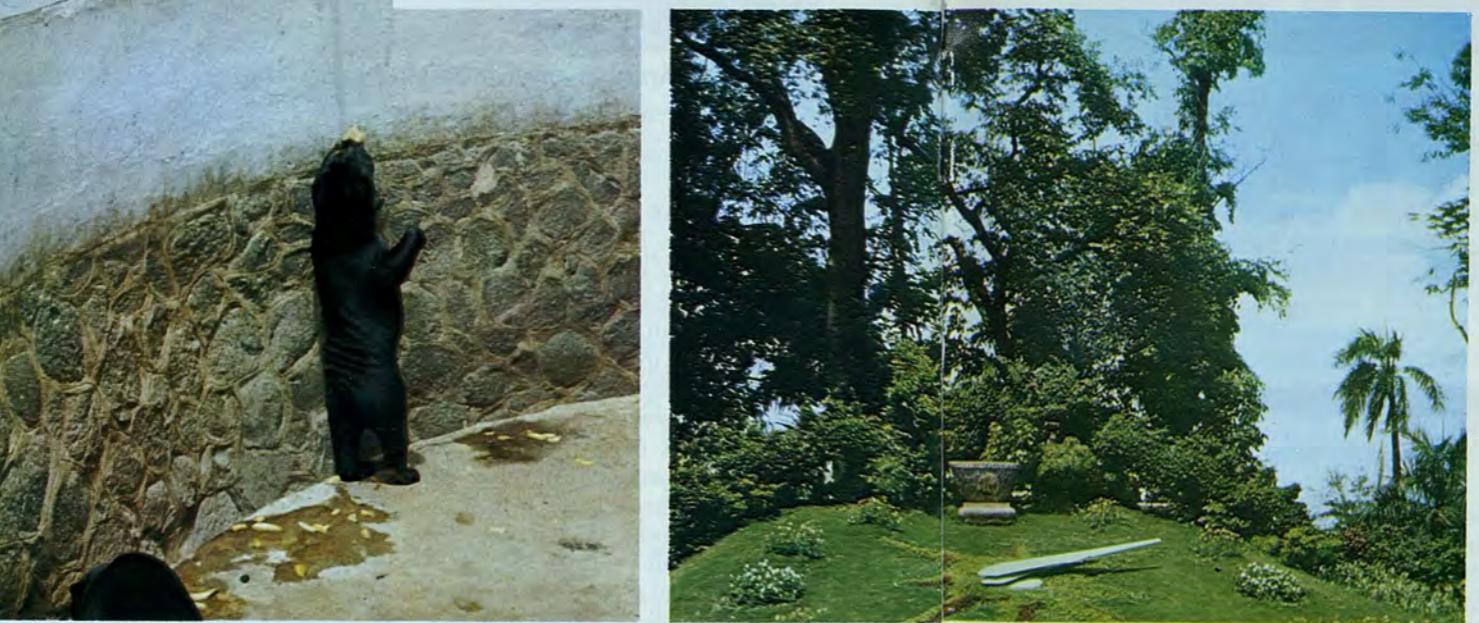
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SAIGON

STYLE

*Story and Photos by
SP4 Charles B. Winer*



There I was, arms hung lethargically over a rail, talking to this elephant when a skinny Vietnamese boy approached. Forcefully he sputtered out, "Hey G.I. what you doing, elephant no understand your language." I laughed and watched as he began teasing the elephant with peanuts and coaxing him in his native tongue.

It was Tuesday afternoon at the Saigon Zoo and it was hot! But I really did not mind. At first I was amazed that such a picturesque setting existed in the heart of Saigon. Lavender lilac bushes falling upon plush green grass, and the sight and sound of school children laughing brought back fond memories.

Wandering about aimlessly, I readily agreed when two dirty kneed, barefoot boys offered their services as guide. Together, we walked what must have been miles, searching out a surprisingly large variety of animals.

We watched a monkey proudly go through his acrobatic maneuvers on a miniature trapeze, bears beg for peanuts, deer graze in the grass and a host of other animals contentedly perform for the engrossed spectators. One animal in particular caught my fascination. It was a lion, at least it looked like a lion. Lying in the shaded corner of his small cage, with large, sad, glossy eyes he was easily the most apathetic lion I had ever seen.

All the children around the cage were making frantic, vociferous attempts to bring him to life but it was useless. Then out of nowhere an empty coke can came rolling into the cage and made an abrupt stop against the lion's jaw. Undaunted, he slowly lifted his chin and settled it on the coke can in one smooth motion. A Vietnamese lion resting on a Coke—I thought a moment; that has got to be symbolic!

The three of us left the lion and paraded on through the grass, past the young female artists painting pictures, the many food and

beverage concessions and the one or two amusement rides.

Kids react the same the world over. Each time I raised my camera and focused in on some children, invariably they would smile, wave or say, "take picture please." I obliged.

From atop a bridge spanning the canal, which runs the length of the zoo, I watched as a group of noisy boys splashed and frolicked in the water below. They gestured for me to dive in. It looked refreshing but I decided to postpone it until a later trip.

After some intricate and intense financial negotiations, I bid farewell to my two guides and watched as they excitedly ran off and disappeared into the crowd.

Along the water's edge sat a boy and a girl. They held hands as she read to him. Lovers at peace in a war-torn land; it was a moving sight.

A slight breeze was now evident as the afternoon sun began to set.

Everything looked serene and peaceful. The Saigon Zoo—maybe not a famous landmark, but certainly a great place to spend an afternoon.



NEWSLETTER

CWO Surpasses Milestone

CWO Peter H. Cranford, 18th Utility Airplane Company, 223rd Combat Aviation, 17th Combat Aviation Group, recently recorded 16,000 accident-free flying hours. Mr. Cranford, from Cranbrook, Mich., has been flying for 22 years, four of those with the United States Air Force and seven years with the United States Army. To name just a few, the aircraft Mr. Cranford has been credited with flying include: the Piper Cub, Fokker Tri-plane, B-17, B-24, B-57, U-2, P-38 Lightning, Thunderbolt, F-104 Starfire, and the CH-34 helicopter; an impressive record for a 39-year-old youngster.

Aviation Veteran Records 12,000 Hours

In ceremonies conducted at Long Thanh, Republic of Vietnam, COL William D. Proctor, Commanding Officer, 165th Combat Aviation Group, presented a plaque to LTC Robert D. Bayne, Commanding Officer, Command Airplane Company, Long Thanh, commemorating his 12,000th hour of flight time. LTC Bayne's hours can all be associated directly with Army Aviation.

HIGH FLIERS SILVER STARS 24 MAR — 8 APR

SSG Michael A. Davenport, 7th Armored Squadron, 17th Air Cavalry
SFC Charles W. Smith, 7th Armored Squadron, 17th Air Cavalry
CW2 Robert T. Pillion, 7th Armored Squadron, 17th Air Cavalry
SGT Vernon C. Shepard, 7th Armored Squadron, 17th Air Cavalry
CPT Harold A. Smead, 336th Aviation Company (Assault Helicopter)
WO1 Michael T. Peterson, 7th Armored Squadron, 17th Air Cavalry
SP4 Richard J. Shaffer, 175th Aviation Company (Assault Helicopter)
SP5 Alan J. Holmes, 175th Aviation Company (Assault Helicopter)
WO1 James F. Elkin, 3rd Armored Squadron, 17th Air Cavalry
CPT Donald W. Duncan, 3rd Armored Squadron, 17th Air Cavalry
SP4 Thomas H. Furnish, 335th Aviation Company (Assault Helicopter)
MAJ Walter E. Kedwell, 7th Squadron, 1st Air Cavalry
WO1 William F. Walters, 175th Aviation Company (Assault Helicopter)
1LT David M. Flint, 7th Armored Squadron, 17th Air Cavalry



WING TIPS...

Army aviation is a serious business. It is the task of the aviation safety officer to keep it that way, but at times some of our more persistent performers try to turn it into a deadly three-ring circus. A few examples are in order.

THE HUMAN TORCH. Ever notice the crew chief or door gunner who works on his ship while wearing his nomex flight suit? Watch him as solvent and oil spot his uniform. Pay particular attention to the glee with which he lubricates his mini-gun. PM is a worthwhile endeavor, but not in a nomex. A spark, electrical fire or an unfriendly tracer round can turn our flammable nomex wearer into a **HUMAN TORCH**. Moral of the story: nomex is only fireproof when it is not saturated with combustibles.

THE FLYING ROCK TRICK. Have you ever seen a mechanic or crew chief work on his main rotor system with a pipe wrench, or other tools not specified by the proper TM? Working on any of the complex and precision made parts of a helicopter without the correct tools can cause burring and scratching. This scratching, in turn, causes components to become weakened and eventually give. When, as a result of scratches in excess of acceptable tolerances, the main rotor blade comes off in flight, we have what is known as the **FLYING ROCK TRICK**. No friends, rocks do not fly and neither does a helicopter without a main rotor blade. This trick is not quite perfected yet.

Our third and last performance is the **REVERSAL OF GRAVITY ACT**. Watch carefully, as the crew member or passenger places in strategic locations soda cans, empty ammo containers, and other assortments of FOD. The drum rolls and the aircraft blades start revolving at high speed. **WHAMMO!** The effects of anti-gravity come into play as the cans and other debris are pulled from the ground and through the whirling blades. This demonstration has one drawback, it costs over \$6,000 to replace UH-1 blades before the next performance. There is nothing wrong with circuses, but if you happen to see one of these misplaced performers, suggest to him that Army aircraft in Vietnam are not the proper vehicles for his theatrical flair.

