

HAWK

SEPTEMBER 1970





HAWK



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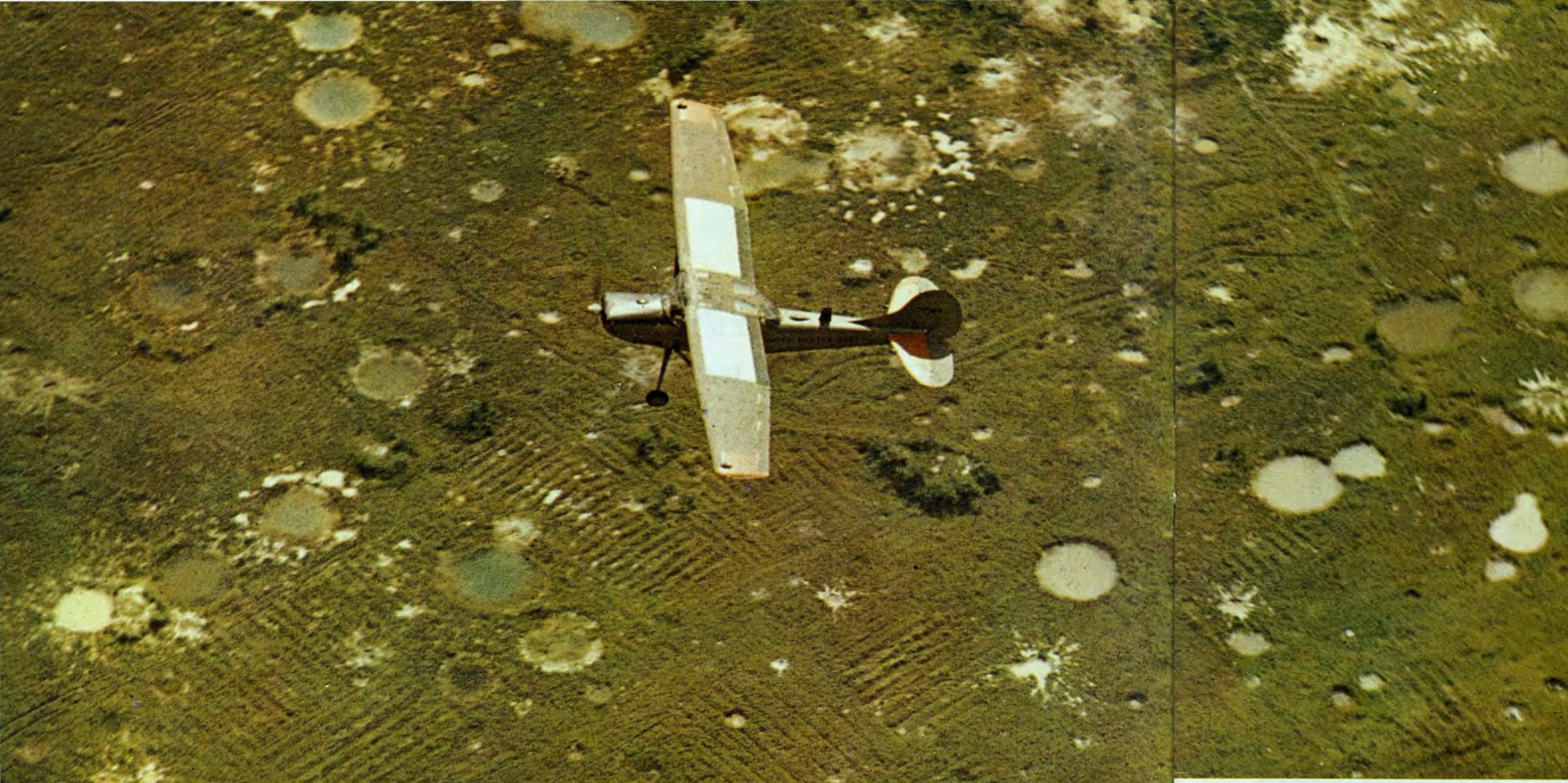
The newest member of the Army Aviation inventory, the YO-3A, flies "quietly" over Vietnam seeking out enemy encampments and supply caches. Photo by CWO Michael S. Lopez. Story on page 19.

BACK COVER:

Lines of age are also those of experience and learning. This elderly woman has lived and worked in Vung Tau for many years and goes every morning to sell her wares in the market. Photo by 1LT Tom Turner.



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A 220th RAC "Bird dog" recons in the A Shau Valley.

ROADRUNNER COUNTRY

*Story and Photos by
SP5 Brian S. Shortell*

As you travel north, the boundaries of South Vietnam narrow a great deal, virtually converging at the demilitarized zone. Any map will acknowledge this fact, but it cannot begin to show the most distinctive features of the area—scarred, pock-marked and crawling with North Vietnamese soldiers.

The hostile terrain of I Corps has been a scene for many of the more notable battles of the Vietnam War. Foremost are such familiar names as Khe Sanh, Hamburger Hill, and A Shau.

Much has been written of these skirmishes and the events that led to them. Too often, however, the accounts neglect the intricate plan-

ning involved and the units that support the "behind the scenes" activity.

The men of the 212th Combat Aviation Battalion, headquartered at Marble Mountain Air Facility in Da Nang, are among those who choose to forego the glories of notoriety. The "Roadrunners" provide aviation support with both fixed and rotary wing aircraft to designated Free World Military Assistance Forces in the I Corps Tactical Zone.

Composed of two Reconnaissance Airplane Companies (RAC), a Surveillance Airplane Company (SAC), Corps Aviation Company (CAC), and an Assault Helicopter Company (AHC), the 212th units are sometimes referred to as the "eyes of I Corps". Appropriately, SSG Dennis Martin of the 101st Airborne remarks, "they really are very much like eyes. You don't notice how much they do for you until you don't have them. And, in I Corps, there is so much for them to see."

There are numerous types of

operational aircraft within the battalion, allowing for a wide variety of missions.

The 220th RAC operates the O-1 "Bird dog" in Northern I Corps—an area including such enemy infested spots as the DMZ and Tri-border areas.

From their position in the air, "Cat Killer" pilots of the 220th are able to detect seemingly impossible targets on the ground. In the opinion of Major John H. Stokes III, commanding officer, "It may take up to four months for a pilot to learn the terrain, but at some point he will learn it like the back of his hand and become an invaluable asset to the entire allied effort."

The 21st RAC "Black Aces" use the same aircraft to recon the rest of I Corps. Headquartered at Chu Lai, the mission of the 21st is similar to that of the 220th in Hue-Phu Bai.

In addition to visual reconnaissance missions (VR), these bird-dog pilots direct Naval gunfire and Army artillery to their targets.

A Mohawk from the 131st SAC flies a reconnaissance mission along the coast near the DMZ.





A Charlie Model Gunship from the 282nd AHC provides gun cover for a Marine "Sea Knight" as a beleaguered outpost is resupplied.

They may double as forward air controllers in directing Army helicopter or Marine tactical air strikes while busily reconning an area for further signs of enemy activity.

The big sister to the RAC companies is the 131st SAC, better Known as "Spuds." For their mission, the Spuds utilize the OV-1 "Mohawk"—a twin turbine all-weather aircraft that distinguishes itself in the Army inventory by its speed, maneuverability, and sophistication.

The Mohawk, designed especially for reconnaissance, provides the capability of three separate surveillance missions. Mounted with a camera system, it can furnish single or sequence shots of point and route targets. The Side Looking Airborne Radar (SLAR) system allows the crew to scan an entire province area. Utilizing an infrared sensor system—detecting temperature differences—intelligence gathered indicates whether or not a location is occupied.

The Spuds require highly skilled personnel both to fly the aircraft as well as operate the sensor systems. Mohawk pilots are the end result of a rigid selection process among "top of the line" aviators. Likewise, technical operators (TO's) occupy a class all their own. Enlisted men by rank, TO's are also the cream of the crop.

How do such talented crews work together? SP4 Richard Keyster, a TO with the 131st, sums it up. "The aircraft belongs to the pilot and the mission belongs to the TO." He might have added that the complete reassurance that the other man can do his job allows you to better concentrate on yours.

Among the men of the 131st, morale runs high. Another unit with a radiant spirit is the 62nd CAC, the Royal Coachmen, who say of themselves, "When you care enough to send the very best, call for the Royal Coachmen."

Outfitting their Huey's, Kiowas, and sleek U-21's with the finest in Army passenger service equipment,

the "Royal Coachmen" are noted for their VIP passenger treatment and attention to meticulous detail. "Service with a smile," beamed SP5 Eddie Gonzales, "and proud to do it."

The 282nd AHC rounds out the units of the 212th. The single Assault Helicopter Company in the battalion, the "Black Cats" provide a diversified effort throughout I Corps.

Maintaining eight C-model gunships and 21 Hueys, the Black Cats operational capabilities include combat assault, liaison, and resupply, throughout the entire I Corps area.

It may be difficult to characterize the 212th battalion in any one mold, owing to their varied missions and types of aircraft, but a motto awarded to the unit after the TET offensive of 1968 serves as a clue. "Wings of Freedom" is that motto and it very well describes the purpose of the 212th, in the busiest Corps in Nam.

The Snake's First Rattle

Story and Photos by 1LT Tom Turner

“Okay Gentlemen, you’ve got two weeks to learn. Your lives and others depend on *your* comprehensive and complete knowledge of the Cobra AH-1G gunship, its capabilities and its restrictions. FAIL-and men will die; missions will be aborted.”

This might well be the opening statement from any of the instructors at the Army’s Cobra Transition School now located in Vung Tau.

Snake instructor pilots (IPs) have more experience than any

similar sized unit in Vietnam. All are qualified at Fort Hunter, Alabama and are on their second or third tours. They are a proud bunch who between the 15 of them have 11,513 hours of instruction time and over 35,000 total hours.

CAPT Robert Jacobsen was with the 1st Air Cav during his first tour. CAPT Dave Sale was with the 1st Aviation Brigade. Others were with other divisions.

Commanded by MAJ Jerome B. Daly, the school includes 40 hours of ground transition school in the

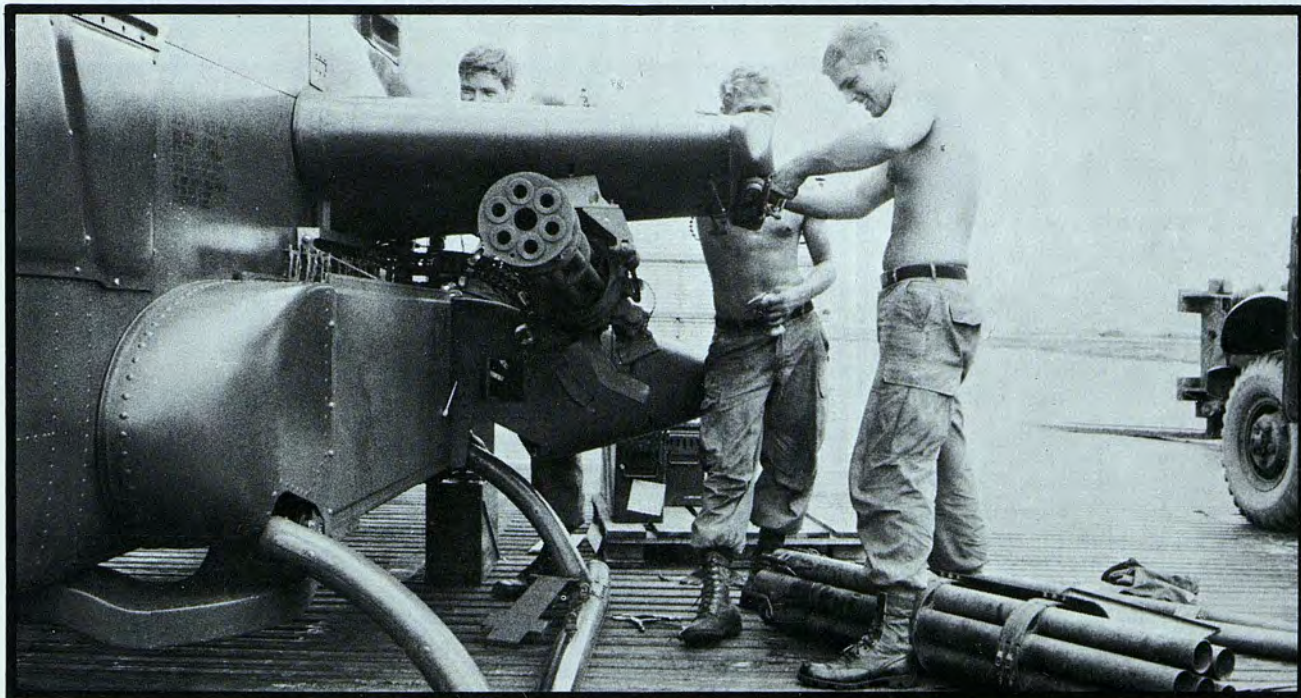
classroom and 25 hours of flight time. The flying hours are allocated to gunnery, night flying and instrument flight.

Classes are limited to eight students so that each man can obtain the individual instruction he requires.

“It’s a very satisfying job,” noted CW2 Gordon Oxford, an IP, “because we know that what we’re doing is contributing directly to the war effort.”

And so it is. Since the school’s inception in September, 1967, a

Maintenance men from the 147th AHC prepare rocket pods for the Cobras.



total of 763 pilots have been graduated and 73 IPs have been trained and qualified. In addition, 18 standardization IPs have completed the course.

The training is all done within a 20-mile radius of Vung Tau, and firing is done in free-fire zones rather than in support of friendly forces. This is due to the inexperience of the trainees. However, once in a while, a ground commander will call a TACH emergency and the instructors have a chance to "work out" on a mission.

Although the students would like to spend more time in the school, their praise of it is complete.

"It's a tough course, but worth it," observed WO1 Charles Doyle of the 7/17th located at Pleiku.

"The basic flying and maintenance principles I've learned here can be applied to other aircraft and have helped my technique a great deal," commented WO1 Thomas Balistrere of the 114th AHC in Vinh Long.

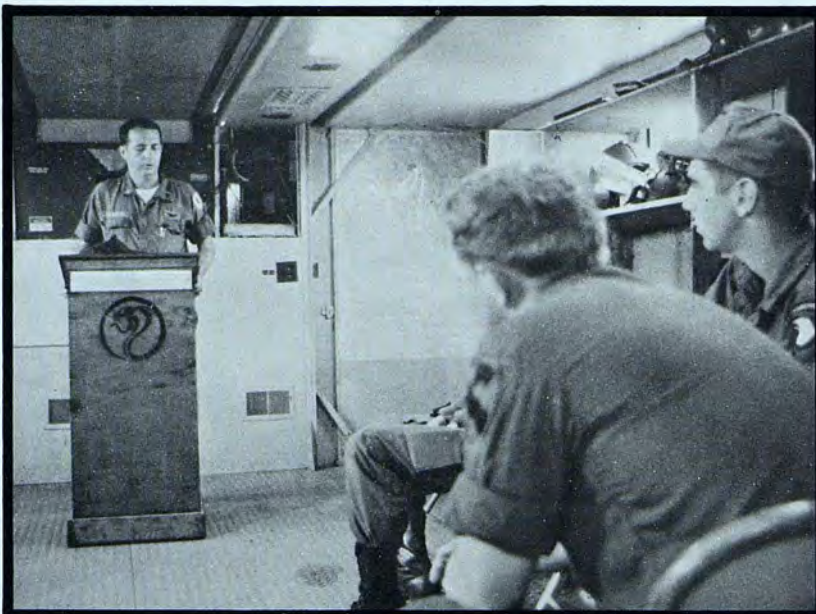
CAPT Sale pointed out that in addition to the technical knowledge gained from the school, the pilots leave with "self-confidence" that they can fly the Cobra in combat.

Ninety-six per cent of those enrolled in the Cobra Transitional School graduate. This is because they are carefully screened before they are selected to attend. They are the cream of the crop. Students range all the way up to company and battalion commanders. Forty per cent are from the 1st Aviation Brigade, whose 147 AHC provides administration and support for the school.

It is more challenging to a student to train in a real combat environment and that's just what the transition school offers. It is a school taught by pros, who emphasize professionalism, and their success is their highest tribute. 



Two students and their instructors take off on a practice mission. Briefings are given prior to each training flight.



281st Intruders are always

BUTTING IN



*Story and Photos by
SP4 Art Hannum*



“Listen, this unit has worked with the Sepcial Forces for quite a few years now and has performed excellently in every type mission we could give them. And believe me, we have all sorts,” says SGT Michael E. Jones of the 5th Special Forces.

What unit is this which can elicit such high praise from a member of one of our nation's finest fighting units? The sergeant was referring to none other than



A Wolf Pack gunship provides lethal protective cover near Nha Trang.

the 281st Assault Helicopter Company located at the Special Forces base in Nha Trang.

At one time the 281st's sole mission was to support the Green Berets; now that mission has been expanded to general support of the entire II Corps area. The "Intruders" continue to fly for the Berets but also support the "White Horse" and "Capital" Divisions of the Republic of Korea, the 4th Infantry Division, the 22nd and 23d ARVN Divisions and Task Force South.

The II Corps area itself is no haven for helicopters and their crews. High mountains and dense fog banks come out of nowhere to constantly plague aviators as they attempt to complete difficult missions.

A Central Highland's pilot has not only to contend with hazardous flying conditions, but placing his passengers on the ground can also prove difficult. The impenetrable triple-canopy jungle that covers much of II Corps often makes it impossible to set a helicopter down. Openings barely wide enough to accept a helicopter are often the

only recourse.

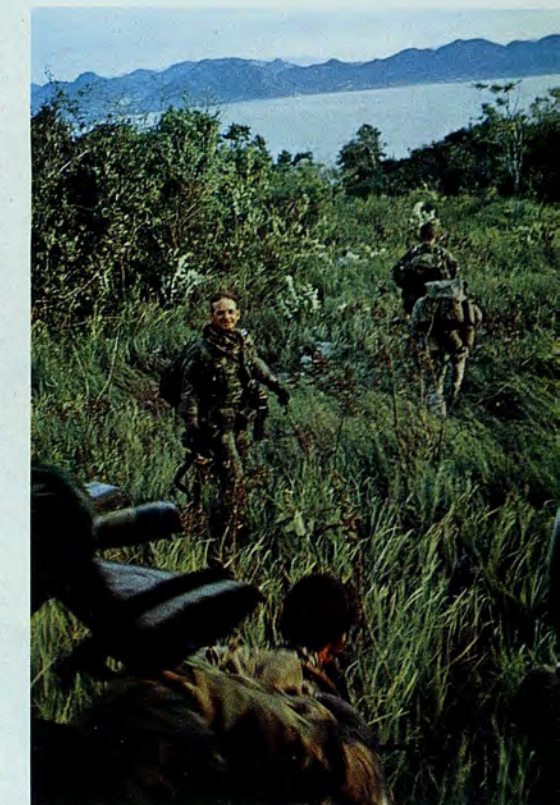
"In a hover-hole, when your crew-chief or gunner tell you to move your tail rotor two inches one way or another that's exactly what he means. Any more or less and you'll have yourself a blade strike," says WO1 Donald L. Green, a 281st aircraft commander.

There are times when no landing zone is needed. Providing the passengers are trained in the art, the only equipment needed to place men on the ground is a long rope. Rappelling out of a hovering helicopter from a height of 70 to 100 feet takes a fair amount of skill on the parts of the rappeller and the pilot controlling the aircraft. It is no easy task to keep a helicopter hovering steadily while a team of six men slide one by one down a rope from one side of a helicopter.

Most assault helicopter companies fly the normal combat assault, but it is the small, one or two ship mission which the 281st's two slick platoons, the "Rat Pack" and the "Bandits" and the gunship platoon, the "Wolf Pack" like best. It is the unique missions which they perform for the Special Forces that are their forte. "We enjoy supporting the Berets. They do some things a little differently and it keeps things exciting," says MAJ Darryl M. Stevens, former commanding officer of the Intruders.

A mission which provides excellent practice for the Peter Pilots and keeps the experienced ones in practice is that of supporting the Special Forces Recondo school outside Nha Trang. The school trains allied servicemen from all over Vietnam in the finer points of small team reconnaissance.

Just before graduation, a Recondo class puts all they have learned together on a real three-day reconnaissance patrol. Everything is strictly realistic, sometimes even the bullets fired from enemy weapons. The six-man teams are flown by the 281st slicks to differ-



Men depart slicks on insertion—advisor gives motivating yell to ARVN "Ranger."

ent points in the jungles around Nha Trang.

The insertion procedure followed is exactly the same as the real thing. Performing this mission week after week enables the Intruders to instruct the new people in how small team insertions should be conducted. The Recondo mission keeps the rust off the older pilots in the exacting technique used to put small reconnaissance teams on the ground.

Whether it is supporting the "interesting" missions of the Green Berets or performing a combat assault for the tough Korean Infantry, the men of the 281st Assault Helicopter Company continue to fly the treacherous skies of II Corps with a confidence of hard earned experience which few other helicopter companies can match.

A 281st slick pulls away from LZ on Hon Tre Island after Insertion of troops.





“Snake 37 This is Control”

*Story by SP4 Chuck Winer
Photos by SP5 Bob Birnstihl*

The sign on the bunker read TOC (tactical operations center). As Specialist Gary Daum opened the door and walked in, he could feel an increase in temperature. He was prepared, but not enthusiastic, over the prospect of spending the next eight hours in the “dungeon,” as the TOC was affectionately called by those who frequented its four walls.

Sitting down on a big red cushioned chair, his eyes scanned the wall maps and radio equipment. Almost instinctively, he reached across the desk and flipped a switch on one of the high-frequency radios to monitor a mission. There was a (Light Observation Helicopter) and a Cobra on a visual reconnaissance sortie. The Cobra working as a command ship was flying well above the LOH. He listened.

“Snake 37 this is one-one, I’m passing over a stream at this time.”

“Roger one-one, I’ve got you in sight.”

“Three-seven this is one-one, I have signs of recent traffic around a bunker... smoke’s out. I’m receiving fire 50 meters west of smoke.”

“Roger one-one, stay clear I’m rolling in.”

After the Cobra had expended some armaments, the LOH moved back into the area to check results. Back at operations there was what seemed like a long pause, and Specialist Daum inched forward on his red cushion and listened.

“Control this is three seven. My LOH! My LOH! It’s been shot down—it’s in the water.”

Without any hesitation, Daum grabbed the mike and said, “Snake three-seven this is control, give me some coordinates.”

“Roger control, coordinates are RT3467.”

“Roger three-seven, we’ll have someone out there right away.”

Daum knew that his quick action in the next few moments could be the deciding factor as to wheth-

er a man might live or die. If he was nervous, one could not detect it by the calm, distinctly clear voice that he projected over the company loud speaker.

"Attention in the troop area. Attention in the troop area. Longhorn three-five and one-five scramble north (get up in the air)." Once this was done, Daum proceeded to scramble a command and control ship (C&C) which would direct ground operations. He scrambled lift ships and the infantry to secure the area around the downed LOH. By now his recovery team was in the air.

"Control this is three-five. We are airborne at this time. Give me a sit-rep (situation report)."

"Three-five this is control. You have a LOH down in grid RT-3467. Your contact will be three-seven who is on station; anticipate hostile landing zone."

The TOC was now filled with concerned pilots who anxiously puffed away on their cigars and cigarettes. One could detect a sense of helplessness that seemed to prevail. No one spoke, but everyone stared at the radio for the next imminent report.

"Control this is six (C&C), area secured, eleven's crew is safe. Need a pipe smoke (heavy helicopter)."

"Six this is control-wilco."

Daum wiped the sweat from his brow, called up a chopper to recover the downed LOH, and switched his station to check on the status of another mission.

The men filed out of the bunker. They were relieved. For them the day was over, for Daum, it was just the beginning.

Tactical operations centers exist throughout Vietnam. Some are larger and more modern than others. But regardless of their size or conveniences, all operations have one thing in common. They are manned by intelligent, level-headed men whose devotion to duty and concern for mission accomplishment is unflinching.

Warrant Officer Michael Rains who heads the 214th battalion operations at Vinh Long points out that all his men have had combat experience. "They are people who can think quickly under fire. There is no time for mistakes. If an outpost is being overrun, you just can't sit back. A minutes delay is too long."

The men at operations are constantly calling their pilots in flight to inform them of weather conditions. They tell them the wind velocity and density altitude and relay other vital information such as new enemy 50 caliber positions.

Keeping one's cool is probably the most difficult part of the job. The pressure can become great, and that is why it is so essential to have people behind the radio who have a thorough knowledge of aircraft and have been exposed to the pressures of war. Knowing the

people who are out there in the ships often adds to the stress and strain.

An operations center is a constant flow of action. The 214th operations, for example, directs six to eight assault helicopter companies a day in the entire IV Corps area. The men, both enlisted and officer, work long hours and their work doesn't cease when a mission is over. There is still a synopsis of the day's activities to be written up, flying hours to be totaled, next day's missions to be scheduled, aircraft availability to be calculated and maps updated.

Working in a TOC is a demanding job. The rewards one receives for performing meritoriously under stress are not the kind you pin on your chest, but rather, they are rewards of self satisfaction for having performed a job competently.



PORTRAIT OF A PILOT



Story and Photos by SP4 Chuck Winer

CPT George A. Hawkins is a graduate of the University of Michigan, married and presently serving his second tour in Vietnam. This trip he is a member of the C Troop, 16th Cav. The following is an interview with CPT Hawkins in order to obtain a pilot's point of view. (*HAWK interviewer is in italics*)

When the topic of military aviation is brought up, most people think of the Air Force. Couldn't the Air Force take the place of Army aviation and support our men?

Well, they could take over our role if they would take over the vast logistics involved with that size of operation. Then again, you could turn around and say we could take over their role if we had their aircraft. There are two separate functions separated by a very thin line right now. It's nice to have Army people supporting Army people.

Is there any advantage in having Army pilots fly their own men?

Yes, we can get down into the game of gunships now, with which I'm most familiar. It's invaluable to a ground commander having a man to fly a gunship up above him that has been in the same situation, at least has a very limited knowledge of the ground situation and knows exactly what he can do.

Vietnam has long been called a helicopter war. What do you personally feel that the helicopter has given to the war?

Mobility, moving troops around and so forth. Of course, the close air-ground support role has been greatly expanded with the advent of the first B model gunships and going on to the C model gunships which are all just basic Hueys, and finally the Cobra which is an interim concept. And then, of course, you have the AH-56 Cheyenne.

There seems to be a close feeling

between pilots and their crew-chiefs and door-gunners. How can you account for this?

They have to function as a team, punctual and efficient. Every man has a job to do. You have to work very close together, especially in a hostile environment like this.

We often read about pilots who risk their lives flying under intensive enemy fire in order to rescue downed pilots or serve as a medevac. Is it your training that makes you do this?

There is very little thought given to it, I would imagine. I can't speak for everybody, but having been around for a while and knowing quite a number of people who have done this, the only thing that is foremost in their mind is that somebody is down there that needs help, and the only consideration they give to the hostile fire is the tactical consideration, how best to avoid or minimize their exposure.

Is aviation a 24 hour-a-day job or do you get an opportunity to completely remove yourself from the thoughts of war and aircraft?

It's hard to remove yourself from the thoughts of war, because we are here and it should occupy your thoughts, so you can survive it and go on home. As far as the aircraft goes, aside from the time you are asleep, you're pretty much involved in the aircraft. If not actually flying, you're getting ready for a mission or you're post flighting the aircraft after you return and getting ready for the next day. There's time to relax, but unless you go on R&R or someplace completely out of the country, there is very little chance to escape the environment here.

You fly hundreds of hours in Vietnam. How can a pilot like yourself keep a sharp edge and keen mental alertness on every mission?

Complacency is a big problem and has been for quite some time. You get so used to operating in a

hostile environment day after day that pretty soon, what used to be hostile is ordinary to you. This problem is something that the individual and his supervisor have to



It's hard to remove yourself from the thoughts of war...

be on guard against. It's not hard to tell when a man's getting complacent about what is going on.

If you had to pick one major attribute or quality that you would like to see every pilot in Vietnam have, what would it be?

Professionalism.

This is monsoon season. Does this affect helicopter flying and your missions much?

Not really. Of course, it does affect it when we are in the immediate area. The monsoon, the type that we get down here in the Delta, are mostly thunderstorm activity and it is localized. You can usually fly around it. Many pilots prefer this season because the visibility is so much clearer and the thunder storms go through and just wipe out all the smog and dust and dirt and you can see for maybe 25 miles. During the dry season of course there is no rain but the visibility is severely limited by smog and haze.

You used to fly the C&C (Com-

mand and Control) mission and now you are flying the Cobra mission. Why the switch?



Looking back at the rocket pods, where the power is...

I flew gunships on my last tour, Charlie model gunships. I volunteered for this second tour and got Cobra instructor pilot's transition in route. I was sent to that company because they were supposed to get Cobras and with my experience from the last tour I fit right in as an air mission commander. I also flew Charlie models for that company and flew a little slick time. I transferred to Cobras, as I've been trying to all along.

Do you like the Cobra mission better than the C&C mission?

Oh, definitely. The air mission commander has a tremendous amount of responsibility but he actually does very little other than tell people what to do.

Did you every get the urge when flying C&C to drop down a little closer to the action?

Sure, but you don't accomplish anything except endangering your valuable passengers. The people who are riding with you are ad-

visors, people whose loss would mean a lot, not only to their own families, but to the Vietnamese whom they are helping here.

So the Cobra mission gives you a chance to get into the action?

Yes, it certainly does. It's a job that I know pretty well after having been over here for a tour.

What is the most difficult part of the Cobra mission?

Actually I don't find anything difficult about it because I've done it so long. I'd have to go back a long way to remember.

Does it become routine or is each day different?

Each day is different, because each situation is different. I think that would be probably the hardest thing about learning to fly the gunships. You can't isolate the Cobra because we do have some Charlie model gunships and also B models. Of course, they do a tremendous job, different from that of the Cobra. I imagine the hardest thing, the thing that takes so much time before a man is qualified to become an aircraft commander in a gunship, is having to develop a lot of instincts. He has to learn how to cope with various tactical situations and it's not anything that you can sit down and tell a man or give him a book to read about. It's something that he has to do time and again with somebody that knows how to do it, before he is fully capable.

How has Army aviation in Vietnam changed since your last tour here? Have there been any changes?

Yes, there have, and most of the changes have come about with the influx of new and better aircraft into the system. It has allowed it to be more flexible. Returning to the gunship, where you did have the old Charlie model (B model) that was performing all of the gunship role, it was also a reconnaissance vehicle. You had a compromise of two different missions, and it did both missions fairly well. But

now, particularly in a Cav troop, you have a LOH up there which is almost purely a reconnaissance vehicle, although it does have limited ordnance on board. And you have a Cobra, which is strictly an ordnance delivery unit aircraft. So you no longer have the compromise mission and each aircraft can perform its mission better than the Charlie model. But, its taking two aircraft to do it. Overall, if you have the two aircraft it's a much better way to do things, I feel.



Each day is different because each situation is different.

What do you see as the future of Army aviation?

I hope it continues. I see no reason why it shouldn't. It has certainly proven itself over here and of course I have read a lot about the tests they are going to do in Germany. Nobody can say how it will work in a conventional war. One thing for sure, you've got to have air superiority before you can use helicopters in the manner that we are using them, which is, of course, the Air Force's job.



Ranger low levels in search of the enemy on a recon mission.



Sky Trackers

*Story and Photos by
SP4 Art Hannum*

Jim Bridger, Kit Carson, "Buffalo Bill" Cody: famous names that were made during the 19th century in the profession of scouting for the United States Cavalry. Today the term is "Air Cavalry" and the scouts have gone from horses to helicopters. But the job remains much the same; it still requires men who are quick of movement and mind, who disdain danger and who are capable of remaining cool in the thickest of situations.

The Air-Cav mission, as it's



known in the 1st Aviation Brigade, is to find the enemy. "Once we make contact, the primary mission of the Cav is accomplished," says MAJ Oscar C. Mack, commanding officer of Troop B, 3/17th Air-Cav Squadron located in Di An. "We extend the surveillance and reconnaissance capability of whatever ground unit we support."

The highly responsive, fast-moving light observation helicopter (LOH) is the work horse of the Air-Cav's mission. The men who fly this tiny craft are to the Air-Cav what the buckskin-clad Indian scouts were to the horse cavalry.

Finding an enemy whose very survival depends upon his ability to blend into his surroundings is fully as difficult as any task faced by Kit Carson. "It's a match of wits between you and Charlie, man against man and the smarter will win," says WO Dale A. Sapp, a scout pilot with Troop B of the 3/17th. "The enemy is constantly changing his tactics and your imagination has to stay with him."

Just as the scouts of yesteryear could use a solitary bent blade of grass to tell all he needed to know of the enemy, today's scout utilizes the meager clues left by the clever Viet Cong. When the scouts fly into a new area of operations (AO) they check the fields and river banks, compare what intelligence says about civilians working in the area with what they see, look for bunkers or fighting positions at stream junctions or in Nippa palm squares and observe the number of streams in the area by which Charlie could transport himself. Things such as sleeping positions indicated by matted grass, the local populace's reaction to the presence of helicopters, a cooking place or abandoned eating utensils, a mark along a river bank where a sampan was beached are all signs pointing to the presence of the enemy.

Along a stream bank or muddy rice paddy dike a single footprint

can tell a detailed story. Depending on the color of the mud inside the footprint and the amount of water which has seeped into it, a scout pilot can approximate the time the print was made. The footprint's direction and the amount of prints tell the direction and number of the print's makers.

Each LOH is manned by an officer pilot and an enlisted observer. The two must work together if they are to detect any sign of the enemy. "My LOH pilots and observers are good because they like their job. It gets kinda hairy sometimes but these people are aggressive, they want to get in there and mix it up," says Troop B's scout platoon leader, CPT Douglas M. Bohrisch.

The observer is armed with his choice of a variety of weapons including the M-60 machine gun, the M-16 rifle, the M-79 grenade launcher or a CAR 15. Some scout platoons carry a crew-chief in the back seat while others prefer a minigun mounted on the observer's side of the LOH. In case the pilots should become incapacitated, the observer is usually taught the basics of guiding their LOH to safety.

However good the people in the LOH are at their job of seeking

the enemy, they could not possibly succeed in their mission without the close teamwork provided by the gunships and the Aero-rifle Platoon (ARP).

A team usually consists of one LOH and a Cobra patrolling an AO while two or more ARP slicks standby at a nearby landing strip.

The Cobra flies protectively above the LOH like a big brother watching the little guy nose around picking a fight. The instant the LOH indicates trouble, the Cobra is "Inbound Hot" suppressing the enemy with his minigun, rocket and 40mm grenade fire. "The Cobra pilot takes care of everything. He's on the way down the minute you say you're receiving fire and has the VC where he wants them, that's when he gets his kills," says SP5 Dave Dean, an observer-crew chief with Troop B.

When further investigation of a suspected area is required the scouts may request the services of the ARPs. The team's slicks fly the small group of infantrymen to the location and insert them, in order that they may carry on the ground probe.

The LOHs carefully check out the landing zone before the slicks arrive. While the ARPs are on the

ground, the scout flits back and forth above, advising the ground troops of possible enemy locations, enemy movement, best routes for advancing and, with the Cobra, neutralizes suspected enemy positions. Says slick pilot LT John Royster, "I believe anyone who doesn't listen to the LOHs is crazy. The vector us into and out of the landing zone, give us tips on what to expect while we're in there and keep the enemy off our back while we're on the ground."

The price of making a mistake has not lessened over the years in the profession of scouting. The enemy then and the enemy now are equally unforgiving. The art of scouting remains that of quickness, cunning and courage.

"While the enemy is still hiding below, he has all the advantages over us. He knows pretty much where we are, what we're doing there and what we're capable of," says CPT Bohrisch. "We don't know how many of the enemy are down there, how they are armed or even *if* they are down there."

Then with a wink and a deadly serious grin he says, "But once he takes a shot at us or tries to run, then we have the advantage and he's ours!"

Answering the LOH's call, a Cobra expends rockets; minigun fire provides an additional measure of insurance.



HAWK HONEY





The "Quiet Airplane" Searches for Charlie

Story and Photos by CW0 Michael S. Lopez

Military tacticians have argued during past years that in a counterinsurgency type environment a truly clandestine air operation is impossible. Due to the noise created by the aircraft involved, it can be heard for miles, within the intended area of operations.



Pilots check instruments on the YO-3A. Once airborne the "quiet craft" glides over the rice paddies.



The newest member of the 1st Aviation Brigade's massive fleet of aircraft is countering that old belief and perhaps paving the way for the future.

From the distance, the YO-3A resembles a World War II vintage fighter—but upon approaching the new craft, it becomes apparent that the YO-3A has a tailwheel, and a pair of sleek, thin wings which have been taken from a popular civilian glider. Perhaps the most unique thing about the YO-3A is that it's the world's first quiet airplane.

The men who fly the aircraft explained the factors which help contribute to the "Quiet Airplane" concept. A quick look at the aircraft's exterior shows a clean-laminated body, with no extra frills which might make noise in the wind. Of course, the aircraft has a sophisticated muffler system which nulls the engine noise, and the glider type wings provide the aircraft with much lift. It doesn't use the high power requirements of conventional aircraft. Another factor is wooden propellers—which cause less noise moving through the wind.

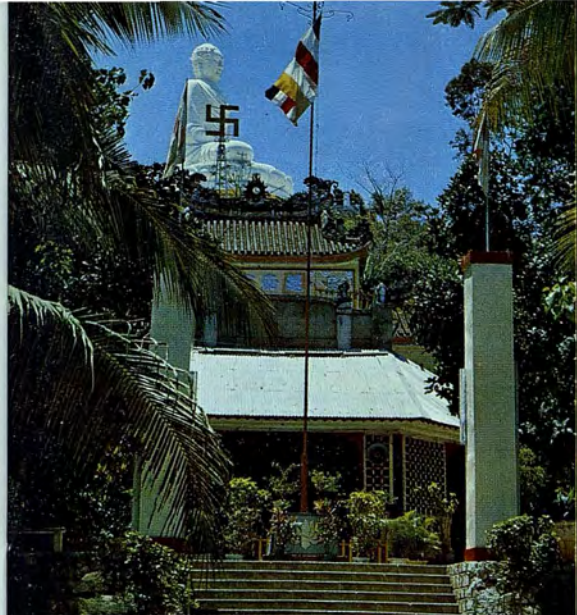
Using sophisticated equipment, the YO-3A is designated as a Night Visual Reconnaissance Aircraft. From a distance of fifteen feet away, only a minute sound can be heard as the engine is started.

Although still in the prototype stage, the "Yo-Yo," as it is affectionately called by the men who fly and maintain it, has come to the Army's biggest testing grounds for evaluation.

At its operating altitude, the noise created by the YO-3A combines with the wind and the terrain's natural noises—becoming almost inaudible. It has been described as the rushing sound that a flock of birds might make as it flies overhead.

At the present time YO-3A's are flying throughout the military regions of Vietnam and have the capabilities of detecting and plotting enemy movements on the darkest of nights...flying over enemy concentrations without being detected... and serving as a forward air controller...calling in and directing artillery, gunships or Tac Air on an unsuspecting enemy.

The men who fly the YO-3A speculate that it is the prototype of the Reconnaissance Aircraft of the future—and perhaps is opening a new realm in the counter-insurgency environment.



Nha Trang's great white Buddha is its tallest landmark and provides assurance to the large Buddhist population. A Buddhist temple lies at the foot of the hill where the great white Buddha sits.

*historical significance,
natural beauty and
friendly people mean...*

A City At Ease

Story and Photos by SP5 Brian S. Shortell



Ted and I had walked the length of Doc Lap street. Possessed with a particular spot, we retracked half of our steps. Making a closer inspection and entering, we took our seats in a decidedly pleasant French decor and began to scan the menu. An attractive waitress patiently assisted us, making each dish appear delectable, as she interpreted the entries.

Forever thorough in our search, we passed over specialties of various origins—Japanese, Chinese, Vietnamese, Korean, and French cuisine. At the same instant, we both nodded approval—shrimps a l'Americaine was the answer.

Having satisfied our immediate desire, we were ready, once again, to explore. We set out into the street, hailed a cyclo and were on our way. Putting forth our best pidgin English, we directed our driver to those landmarks of this seaside resort which were publicized by the travel bureau.

We first approached a Buddhist pagoda framed by rows of coconut trees. Looming majestically overhead was an awesome snow white Buddha. After climbing a short steep hill, we faced the snowy image at close quarters.

But as in all travels, the unexpected made the day. From our vantage point at the Buddha's feet we gained a most refreshing panorama of the city of Nha Trang.

A broad golden beach curves inward enveloping clear blue bay waters. Flanking the bay are jagged mountains of varied green colors that continue inland, meeting and encircling the city.

Our eyes wandered to the right of the bay and took in the impressive Hon Tre Island, formerly kept as a wildlife refuge for Madame Nhu. All along the ocean front fishing boats rival small island knolls for room at sea.

We noticed a gathering to our left and our attention was drawn to the fish market we had visited earlier. Propped on stilts over the Song Cai River, the market offers the tourist an insight into the alien life of many South China Sea fishermen. The market platform is a flurry of activity as vessels of all shapes, sizes and colors bob in and away from the dock.

Nearby rise the ancient Chan Towers of Po Nagar, reflecting much of the ancient history and legend of the city. Now used as a Buddhist shrine, the towers contrast sharply with the angular buildings of the Catholic monastery further along the shore.

One last scanning look to take in the skyline of plaster, wood, tin and coconut trees and we are on our way again.

Watch out! And a narrow miss from a Duc Hoa bus ensues. We hustle by the Gothic styled Thanh-Le Cathedral, but we are soon relaxed again with our final pass along beach road. Young girls, bikini clad, stroll lazily along the beach; fluttering waves lap over each other and fade in the sand. Glimpses of once elegant French villas peer through coconut palms.

Tour completed, we take leave of Nha Trang on a friendly note—100 piasters for a tour of the entire city and a warm parting smile from our cabbie.

*Nha Trang's busy fish market houses
vessels of all shapes and sizes.*



NEWSLETTER

BRIGADE ACQUIRES NEW CG

Brigadier General Jack W. Hemingway assumed command of the 1st Aviation Brigade on 12 August, 1970. General Hemingway replaces MG George W. Putnam, Jr., who is now serving as Commanding General of the 1st Air Cavalry Division (Airmobile). COL Samuel G. Cockerham will remain in the position of Deputy Brigade Commander.

HEADQUARTERS WELCOMES NEW DBC/ADMIN

Colonel William D. Proctor, former commander of the 165th CAG, assumed the position of Deputy Brigade Commander/Administration, on 15 August.

C TROOP MOVES

C Troop 3/17 Air Cavalry Squadron is now a subordinate unit of the 212th Combat Aviation Battalion. They were previously under the control of the 12th Combat Aviation Group.

CHANGE ANTICIPATED IN "HAWK" MAGAZINE

USARV is in the process of limiting publications under its control. "HAWK" magazine will be affected by this policy. Our status is presently under consideration on whether we are to be allowed a monthly, quarterly, or semi-annual publication.

HIGH FLYERS SILVER STARS 26 JUNE-6 AUG.

SP4 John Churchill
SP4 Edward L. Menifee
LTC Larry J. Baughman
WO1 Carl S. Deaton
SP5 Terry O'Kelly
WO1 Francis T. Simmons
CPT Larry E. Cardell
WO1 Denly D. High
CPT Owen L. Hoskins
CPT Rodney E. Willis
SSG Thomas Wells
CWO Billy Smith McDonald, Jr.
*posthumous

*CPT Michael C. Hope
WO1 Jack T. Holland
SP4 Leonard R. Zonarich
WO1 Randall C. Willis
CPT James R. Ousley
MAJ Stanley E. Grett
WO1 Robert L. Parker
SP4 Mark Winkelpleck
SP5 Edgar L. McStay
WO1 Harold E. Kernahan
CPT Walter L. Stewart Jr.
MAJ Robert L. Phillips



FLYER'S CODE OF CONDUCT

1. I am an American flying man. I am entrusted with the technical maintenance and mechanical operation of my aircraft. I will fulfill these responsibilities to the best of my ability and training.
2. I am responsible for the life and welfare of the aircrews and passengers who ride my aircraft. I will perform the highest quality pre-flight inspection and follow all regulations to assure the safety of each flight.
3. I will allow no personal consideration or desire to affect performance of duty. I will remember that a crew as a team is no stronger than its weakest member. I will endeavor to be a crewman of sound technical training and good moral character.

WING TIPS...



4. I will keep my tools and equipment in top condition. I will remember that a clean aircraft is a well maintained aircraft, and a clean crew a good crew.
5. I will keep both myself and my flying machine within the flight-envelope. I will never push my aircraft beyond its capabilities, nor will I perform duty when my own mental or physical condition could lead to maintenance of pilot error.
6. I pledge perpetual loyalty and faithfulness to my God, my country, my fellow-airmen, and myself. I will do everything possible to ensure the success of each mission and the safe return of the aircraft.

