

HAUK



NOVEMBER 1969



Matthew -1969-

HAWK MAGAZINE salutes

269th Aviation Battalion (Cbt)



On July 1, 1966, the 269th Combat Aviation Battalion was activated at Ft. Bragg, North Carolina. The unit was first attached to the XVIII Airborne Corps and further attached to the 82nd Airborne Division for training with the 82nd Aviation Battalion at Ft. Bragg. In October 1966, the unit was alerted for redeployment to the Republic of Vietnam. On January 6, 1967, the unit departed Pope Air Force Base enroute to the port of embarkation, San Diego. Aboard the USNS General Nelson M. Walker, the unit departed the United States on January 7 and arrived at Vung Tau on January 28. From the port, the unit proceeded by CH-47's to its present location at Cu Chi.

The 269th was assigned to the 1st Aviation Brigade on January 28, 1967, with further assignment to the 12th Combat Aviation Group. Upon arrival at Cu Chi on January 30, 1967, the unit found itself a large dusty barren piece of ground to call its new home. Soon after arrival the desolate area was quickly transformed into an area suitable for Black Baron inhabitation. Improvement of existing facilities is a continuing project.

The Black Barons look proudly on their insignia. The golden colored triangle represents a three runway complex on an airfield. The quarrel is symbolic of aircraft using the runway and the two electrical flashes represent an aviation battalion's capability of providing a ground control approach, aircraft-to-ground communications, and control facilities. Blue and golden yellow are the colors of an aviation battalion.

HAWK



(2855)

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1st AVN BDE

NOVEMBER 1969

VOLUME III NO 3

FRONT COVER:

Watercolor of Pathfinders directing a flight of troop-laden slicks into a freshly cleared Landing Zone, by SP5 Mel Ehler. Story on page 21.



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BACK COVER:

HueyCobra of the 361st Aviation Company (Escort) heads home in the gathering Vietnamese dusk after a long day of operations in the II CTZ. Photo by CW2 Michael Lopez.



MG ALLEN M. BURDETT, JR.
Commanding General
BG FRANK MESZAR
Deputy CG
COL LEO D. TURNER
Commander 12th CAG
COL BILLY R. WRIGHT
Commander 17th CAG
COL JACK M. TUMLINSON
Commander 164th CAG
COL WILLIAM D. PROCTOR
Commander 165th CAG
LTC TURNER J. TRAPP
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269th Aviation Battalion (Cbt)

June 9, 1918, American "Doughboys" prepared to make their second assault on the entrenched Ger-

man forces, after being repulsed in a bitter battle three days previously. The Germans had made a bas-

CH-47 Chinook prepares to resupply an isolated FSB as the doorgunner watches for obstructions.



tion of a small patch of trees called "Belleau Wood" and had to hold to preserve their offensive momentum. The entire Allied Forces watched the outcome of this battle, for the American troops were relatively new to the business of war and their mettle was yet to be tested. After two weeks of fearfully bloody, close quarter fighting, a simple message was relayed to the American's Headquarters which read, "The wood is entirely ours."

Belleau Wood was a testing ground for U.S. troops during WWI, and now, so many years later, Vietnam has its own version of those famous woods.

Located approximately 24 miles northeast of Saigon is an area of land called Ho Bo Woods. Tall trees stood on this location once, but now only scrub brush, rocks and battle scarred earth can be seen.

For years now, the VC in-

**Story and Photos by
SP4 Art Hannum**

filtrators have been using this, and nearby areas, for a halfway point between the Angel's Wing (a section of the Cambodian border directly east of Cu Chi which resembles the shape of an Angel's wing) and Saigon.

Time and time again U.S. and ARVN forces have tried to dislodge the entrenched VC. The combined forces have torn, and ripped, and gouged, and swept Ho Bo Woods, reducing them to an ugly boil on the earth's surface. And yet the VC somehow continue to hold, rebuilding their fortifications and forming new plans to infiltrate Saigon.

The unit which performs the role of air support to the Ho Bo Woods, as well as many other areas of III Corps, and some of IV Corps, is the 269th Combat Aviation Battalion.

The Black Barons are comprised of three helicopter companies, two of which, the 242nd Assault Support Helicopter Company and the 116th Assault Heli-



AH-1G HueyCobra noses over and sights in on his target.

copter Company, are located in Cu Chi. The third company, the 187th Assault Helicopter Company, makes Tay Ninh its home.

The mission of the 269th is to provide tactical airlift of combat units, resupply, aerial escort, ground combat operations, medevacs and direct fire support.

The 25th Infantry Division is the main recipient of the Black Barons' support, but the 269th is also involved with the 5th Special

Forces, ARVN, Royal Thai Volunteers and the Australians.

Of his battalion, LTC William A. Lawrence says, "Every man in our entire battalion knows and appreciates the fact that he is getting his job done to support the man on the ground."

The 269th not only provides air cover and aircraft with which infantry units can insert troops, but also quickly transports the food, ammunition, weapons and sundry supplies needed to keep the infantry supplied in the field. The task of supplying the different infantry units falls to the 242nd Assault Support Helicopter Company, commanded by MAJ Allan W. Hammerbeck.

The 242nd Muleskinners use the CH-47 Chinook as their "pack mule" and haul everything from sling-loaded artillery to an occasional water buffalo or pregnant ARVN wife who decided that a Chinook was a fine place to have her baby.

The fact that the 242nd is a professionally run outfit can be seen by the 10,000 accident-free hours that they have accumulated since January 1, 1968. That figure is a credit not only to the pilots of the 242nd, but especially to their aircraft mechanics.

A hungry grunt helps unload supply Chinook at desolate FSB.





A "Rat Pack" snake covers inserted troops in the III CTZ.

The 25th Infantry Division's famous patrol bases near the Angel's Wing section of the Cambodian border, "The Diamonds" and "Frontier City", were constructed and defended with invaluable assistance from the Muleskinners.

Artillery pieces, ammunition, sand bags, C-rations and even the observation towers were brought in by the 242nd's Chinooks.

The Muleskinners' home at Cu Chi also is the residence of the 116th Assault Helicopter Company. The 116th "Hornets" range from Ho Bo Woods to the southern boundaries of III Corps, and are commanded by MAJ Alvin T. Jones.

Since January 1969, the Hornets have accumulated an enemy kill total of 317 VC. Commenting on his company's success at picking the VC out of his hiding places, Major Jones said, "These men know their areas of operation and they know what they are looking for. They are willing to go all out to cover and support the ground troops."

The people who insert the in-

fantry for the 116th are the "Yellow Jackets" and the "Wasps." Flying a tight formation, the two slick platoons transport various ground troops into and out of their mission site.

The 116th's "Stinger" platoon flies the "Charlie" model gunships, which they believe to be the best helicopter for low level air

coverage.

"The Charlie models are better for close ground work with troops because you have four extra eyes, the door gunners, back there spotting for you," says WO1 Ken Young, a Stinger pilot. "The trick is in close team work between the door gunner and the pilot. Once spotted, you can't let the door gunner loose sight of the enemy in the heavy foliage."

The 187th Assault Helicopter Company, located in Tay Ninh, and commanded by Major Purvis L. Parker, has their own gunship platoon called the "Rat Pack", which is made up entirely of AH-1G Cobras. It is the first Assault Helicopter Company in Vietnam to be all Cobra.

"They can do at high altitudes what Charlie ships have to come to the ground to do," says MAJ Parker. "Thus they suffer fewer hits."

The 187th "Crusaders" fly more hours than any Assault Helicopter Company in Vietnam. But after all those long hours of flight, the Crusaders often find themselves spending sleepless nights. Being only eight miles from the Cam-

A "Muleskinner" Chinook drops off passengers at a remote FSB.



bodian border, Tay Ninh is a favorite target for VC rockets, thus giving the Crusaders ample reason to call their home base "Rocket City East".

In a recent extraction operation, "Red Ryder" and "Maggot," the 187th's slick platoons, demonstrated the coolness and professionalism that is required of Crusader personnel. After making a dusk pick up of infantry and proceeding to transport the troops back to their base, the plans were reversed by the infantry unit's CO. He not only wanted his men reinserted into the area that they were taken out of, but wanted additional troops inserted also.

Although it was by then quite dark, an extremely hazardous condition in which to make a helicopter insertion, the Red Ryders and Maggots returned and inserted the troops, after rearranging their formation in flight in order to place each unit of the infantry into its correct spot on the LZ. They then proceeded to insert the additional troops.

First Lieutenant Dewey McCullen relates the feeling that his



A small FSB in the III CTZ awaits resupply.

187th Company and the rest of the 269th have in regards to their job of supporting the people on the ground when he says, "I was

flying with our gunships, covering some infantry up around Ho Bo Woods. Charlie had the guys pinned down pretty bad but their CO was directing me and my Cobra to the enemy positions that were keeping them pinned. I spotted the target and squeezed off a couple of rockets. Their CO didn't say anything at first, then I heard over my earphones, 'Yes ... YES, that's it! They've stopped FIRING!?' That was one of the greatest sounds that I have ever heard."

Maybe someday Ho Bo Woods of Vietnam will be as famous as the Belleau Wood of WWI. This is an entirely different war with many different goals, but the men of the 269th Combat Aviation Battalion, and the men that they support from the air, know that Ho Bo Woods, and similar areas can only be taken with the same team work, and calm determination as was demonstrated by our men at Belleau Woods.

PFC Martin Leo Stewart, Waldorf, Md., works on the main rotor of a Huey slick.



EDITORIAL

GETTING TO KNOW VIETNAM

Being in Vietnam is many things to many men. Some men volunteered to come here, each for his own specific reason. For some others, coming to Vietnam was not their idea, but their duty.

Whatever your reason for being here, there is one thing that we all have in common: none of us are going home until our appointed time arrives. Which means that we are all spending a good deal of time in a land that is about as foreign, and far away from our own land as is possible.

What about this land in which most of us are spending an entire year of our lives? What do you or I know about this country? When we return, what are we going to tell those at home about this nation? Are we going to tell them things that we know from our personal experience, or "facts" that we overheard from other people?

This is the only stay in Southeast Asia the majority of us will ever be making. Let us not waste it. Not only Vietnam, but all of Asia is becoming increasingly important in world affairs.

That means the American citizen must have an accurate understanding of the Oriental way of thinking and living. Get to know this country and its people to the best of your ability. We can learn as much from the Vietnamese as they, hopefully, will learn from us.

CHAPLAIN'S CORNER

**Chaplain (CPT) James A. Edgren
212th Aviation Battalion (Cbt Sup)**



Many young men today are rejecting their responsibilities as soldiers, as citizens, as family members, as men. They refuse to respond to claims upon their time, their love, their ability or their devotion. Their sense of duty is disappearing. Many feel they have no need of anybody or anything.

Fortunately, there are still many who do recognize their personal need, their responsibilities and their duty. But recognition is not response. To respond is to act. We often recognize a problem, but do nothing about it.

The truly responsible soldier is one who responds and takes action in every area of life. There are numerous claims upon our lives. Demands on our time, our ability, our duty and our love are some of them. We do not always respond to these claims. But there is one claim that we must respond to, because we cannot afford to reject it. It is God's claim upon our lives.

God has created us and loves us. He wants us to worship with Him as His children. He only asks that we return His love. When we respond to Him in faith and trust, we commit our lives into His hands. The Bible tells us that when we respond to Him, God introduces us to His son, Jesus Christ. He gives us a new life. The result is a better soldier, a better citizen, a better man.

Perhaps you've never given God's claim much thought. Maybe you recognize the problem, but you've never acted, never responded to the call. God needs volunteers for His Army. Why not respond to the call and be a *responsible* soldier?

from the

CAREER

COUNSELOR

The Variable Reenlistment Bonus (VRB) is the biggest reenlistment attraction ever offered first term personnel. This bonus has enticed many well-trained young men to continue their terms of service, thereby benefiting themselves as well as the Army.

Much money is spent training personnel in critical military occupational specialties requiring highly skilled individuals. In order to retain these people, the Army is willing to invest varying sums of money so that the problem of procurement and training is lessened.

However, individuals cannot be swayed toward reenlistment unless they are thoroughly aware of how the program affects them and how they will benefit from it. People are rarely interested in something which does not directly affect them in one way or another. If a man can be shown through posters, articles and through personal contact that he is indeed eligible for the VRB and that by reenlisting he can add a certain sum of money to his bank account, then he becomes interested—very interested.

Publicity for the VRB must be placed on a personal level. Generalizations are not enough. The fact that there is a VRB is of little interest to an individual unless he can see exactly how it applies to him.

In the 1st Aviation Brigade we have many individuals who are eligible for the VRB. Many of our soldiers have an MOS in the 67 and 68 field which has a VRB of three or four times the normal bonus.

Reenlistment is a job for everyone. Every officer and NCO desires to retain a man in his section rather than train a replacement.



THE ARMED HELICOPTER

When the aircraft commander of a Cobra bears down on a target and cuts loose with a barrage of fire, he has a lot of things to think about.

First of all, there is the task of flying the helicopter, for no matter

how experienced he is, a good AC never lets a flight become so "routine" that he flies without thinking.

Then there is the target. How can he best engage it for the desired effect—destruction? Will

there be someone firing back at him?

And there is the possibility there may be friendly troops or civilians in the area. Where are they and what must he do to avoid jeopardizing them?

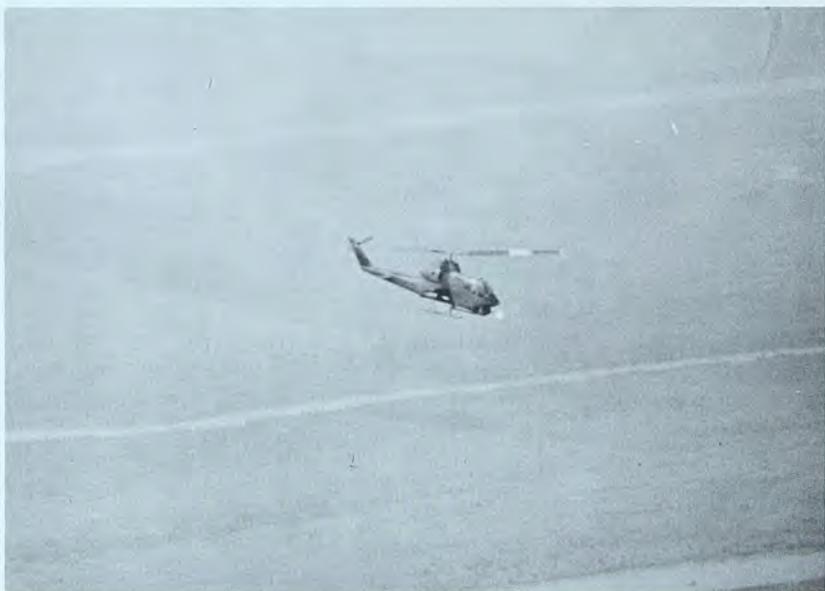
Yes, there is a lot for the commander and his front-seat gunner to think about...and no time to worry about whether their guns will fire. Chances are there are never any doubts, for they have developed great confidence in the reliability of their weapons and the ability of the men who look after them.

The gunner can take his equipment for granted because the armament specialist does not. It is his job to keep the wide range of sophisticated aerial weapons in fine working order.

Except for the CH-54 Flying Crane, which works with an escort, all helicopters of the 1st Aviation Brigade are equipped with armaments. In some cases, these guns are simply for the protection of the aircraft itself. Other

An M-60 machine gun is the only armament carried on a CH-47 Chinook.





Turret-mounted 7.62 minigun roars during HueyCobra gun run.

craft, such as the Cobra, carry no passengers or cargo and are used strictly as flying cannons.

Some aircraft armaments were designed specifically for use on helicopters, such as the rocket pods you may see mounted along-side the Cobra or the UH-1C. Others were merely adapted for aircraft use, like the M-60D machinegun on a CH-47 which is only slightly different from the machinegun carried by an infantryman. One basic Cobra weapon, the 7.62mm "mini-

gun," was unashamedly borrowed from the Air Force, which developed the gun for use on its "Spooky" ships.

The aviation arsenal has improved considerably during the course of U.S. involvement in Vietnam. Early gunships featured the M-6 system, an arrangement of four M-60C machineguns. There were also two doorgunners, using the M-60 equipped with a butterfly trigger and swivel mount.

The first Cobras, operational in

1967, were armed with a turret system called the TAT-102, which included only one minigun. That system was improved considerably in the present XM-28, a turret which includes two guns. The most effective combination is a minigun with a 40mm grenade launcher, although it can be equipped with twins of either one.

On the wing stores of the Cobra can be mounted one or two pairs of 2.75-inch rocket pods, carrying seven or 19 rockets each. Instead of one pair of rocket pods, the Cobra can also carry a side-mounted minigun, the XM-18E1.

The configuration of weapons chosen for a particular mission depends on such factors as terrain, vegetation, kinds of targets, proximity of "friendlies" and the amount of fuel needed. For if the maximum capacity of fuel is used, the weight of armaments carried must be trimmed.

According to Maj. John H. Oliver, commander of the 334th Aerial Weapons Company, a "point detonating" rocket is effective against targets in a triple-canopy jungle because it provides an air burst that penetrates the heavy vegetation. But a "variable timed" rocket, which detonates before contact, is almost useless over vegeta-

The AH-1G HueyCobra gunship.



The XM-21 weapons subsystem consisting of 7.62 minigun and 2.75 inch rocket pods.



tion or in bad weather. A "heat" rocket is useful against bunkers, and white phosphorus rounds are used mostly for marking targets.

Rockets come in 10 and 17-pound warhead sizes. Two kinds of rockets are never mixed in the same pod.

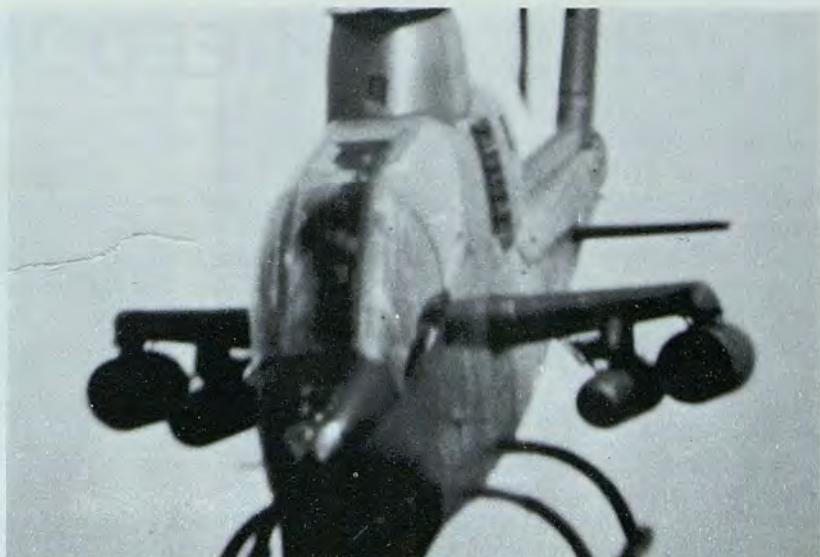
One of the most effective anti-personnel devices available is the rocket with flechette warhead, which spreads thousands of tiny metal darts, or "nails," over a wide area. By its deadly nature, however, the flechette round cannot be used in close support of troops.

Perhaps the most versatile of all helicopter weapons is the minigun, an advanced descendant of the old Gatling gun. Simple in principle, it has six barrels which are rotated by an electric motor. The action of a cam strips the rounds from a linked chain, locks them into position, fires when the bolt is forward, and then ejects. The minigun, or M-134, is at home on the OH-6A Light Observation Helicopter as well as on a gunship.

The 40mm grenade launcher, also link-fed, is also adaptable for use on a LOH. This gun, with a single movable barrel, can fire at the rate of 300 rounds per minute.

More intricate than the design of the guns is the sighting and firing system used on modern gunships. The "sight" is like a mask on the end of a flexible arm. The gunner holds the mask against his face, and the turret gun points in the direction he looks. The trigger controls are at his fingertips.

The armament specialist is an expert on all parts of the system, from sight to gun barrel. He inspects, maintains, repairs and positions all armaments on an aircraft. Generally, all weapons are pulled for periodic examination every 25 hours, and for technical inspection



Slim 36-inch wide AH-1G HueyCobra, the Army's most lethal gunship.

every 100 hours. All tolerances must be checked and worn parts replaced so the weapon will continue to function properly.

Armament specialists in gunship and assault helicopter companies are qualified to perform direct support maintenance on all their equipment. Whenever a

helicopter is grounded for maintenance, its guns go to the armament shop for repair, too.

It's the full-time job of the 45-Juliet to ensure that all guns on a helicopter are in peak working order. That gunner may not think about him, but that is just another credit to his efficiency.

OH-6A LOH equipped with a 7.62 minigun.



Story by

SP5 Harry W. Lloyd

"WINGS OF FREEDOM" CHAPEL

The scene resembled an old fashioned "barn-raising bee." The men of the 212th Aviation Battalion (Cbt) were deployed on the construction site, some holding ropes, some with hammer and nails, some with saws, sledges, crow bars and braces. Three men were grilling hamburgers for the chapel "cook-in" while the rest were supervising, giving advice or munching on snacks.

The occasion? A "chapel-raising" — with members of the battalion staff and headquarters all participating. By the time the bone-weary GI's departed that

afternoon, the framework had been erected for the Wings of Freedom Memorial Chapel.

The idea for the new chapel came out of a meeting between former battalion commander, LTC Jack L. Mullen and Chaplain (CPT) James A. Edgren, who designed the 64-foot structure. Since previous attempts to get a chapel constructed by outside sources had failed, this was to be a "self-help" project. That is exactly what it turned out to be.

Changing his MOS from Chaplain to carpenter-builder, the 212th "Padre" along with his assistant

and volunteers from the staff and headquarters company went to work. Several of the battalion's companies donated materials and labor. The local RMK-BRJ Construction people gave some assistance, a civilian electrical contractor donated the chandeliers, and several stateside churches contributed to the project. Before long the chapel began to take shape.

The men of the 212th finally completed their chapel with help and technical assistance from Naval Construction Battalion No. 4 (SEABEES).

Three volunteers work on forms for the roof of the chapel.

Construction begins on the "Wings of Freedom" Chapel.



Cement floor is poured by volunteers as work begins.



Shovels, hammers and hard work make a chapel.





Chapel nears completion as another day's work draws to an end.

Of contemporary design, the chapel combines simplicity with functionalism. It has a seating capacity of 100 with offices, reading room and recessed chancel. Full length stained glass windows rise above the entrance foyer and behind the altar. The unit crests of the battalion's seven companies are set in the foyer window.

"Wings of Freedom Memorial Chapel" was dedicated August 9, 1969 to the glory of God and to the memory of the soldiers who have given their lives for the cause

**Story and
Photos by
212th Avn
Bn (CbtSup)**



Framework goes up in early stages of building.

of freedom. Company guidons and the chaplain's flag formed a sentinel row at the entrance to the chapel. A memorial plaque listed the names of those to whom the chapel was dedicated. Chaplain (LTC) Robert Hager, Danang Support Command Chaplain, and Battalion

Commander LTC Turner Trapp participated in the dedication. Chaplain Edgren brought the dedication address.

The chapel stands as a monument to the "can do" attitude of the men of the 212th Aviation Battalion (Cbt).

First the roof...



...and then the walls.



A telephone rings. The men in the ready room quiet. Outside three Huey helicopters are waiting.

"One Twentieth Razorback Platoon, Mr. Arnensen speaking."

"Roger that, sir, we'll be on our way in a minute."

With his instructions from the Capital Military Advisory Command, (CMAC) the warrant officer tells his men to load up. It is 9 p.m. For this platoon of the 120th Assault Helicopter Company, day always begins after dark. The Razorbacks are responsible for night "Firefly" operations around the perimeter of Saigon. They serve primarily as a rapid reaction force in support of CMAC and units within the area of Saigon including Tan Son Nhut AB and Nha Be.

Special equipment is required for the "after hours" operation. A Huey helicopter slick with seven high intensity lights mounted on the right side serves as the "Firefly" or light ship. A crew member sits directly behind the light cluster to rotate the beam of light in the direction of the particular area

being reconned. The ship is protected by M-60 machine guns and 40mm grenade launchers.

Gunships are also used in this operation, ready to engage the enemy with heavy machine gun and rocket fire. They must be careful to stay away from friendly outposts and ambush positions so as not to give their locations away to the enemy. At the same time,

however, they must carefully maneuver throughout the area to conduct an intense search for the enemy. The entire team has a difficult job.

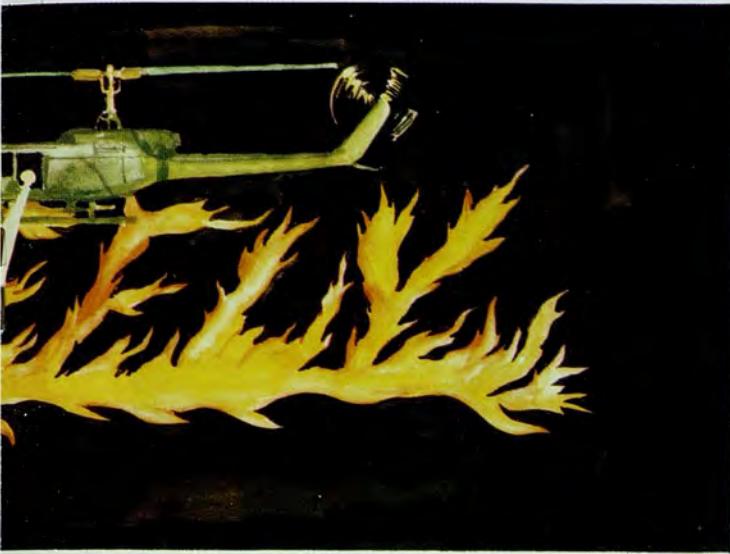
The Razorbacks usually fly at

UH-1C gunship provides the punch for the Firefly team.



Seven high-intensity C-130 landing lights spotlight Charlie.





least two missions per night. Instructions come directly from CMAC Headquarters. Primarily the Firefly team looks for signs of recent enemy activity, rocket sites, bunkers and enemy personnel.

Once they have been given the coordinates of an area of search, the Command and Control (C&C) ship commander carefully coordinates his operation with the friendly ground forces in the area. If enemy activity is discovered, the C&C ship notifies the friendly forces and gives them a complete report on what he and his team have located. Whenever possible,



Dramatic nighttime shot of a Huey Firefly ship preparing for a mission.



clearance to fire is requested and the enemy is engaged immediately by the Firefly ships themselves.

The cluster of high-intensity C-130 landing lights on the Firefly ship puts out 500,000 candle-power. It can easily illuminate an area of several hundred meters across with a halo still larger.

In addition to the nocturnal Firefly missions, the Razorbacks also conduct daylight patrols of the Saigon area under the direction of CMAC. Two shifts have been set up, 12 hours on and 12 hours off.

The duty shift is on five minute alert status. Razorback choppers are always ready to move out. The off-duty shift must also stay alert; they are on 30 minute alert status at all times. No matter what time of day or night that telephone rings, the answer is always, "Be there in a minute, sir."

The enemy has long been known for his movement at night. With the Firefly team of the 120th Razorback platoon, such movement has become just that much more difficult.

DSC Presented To Hero Of LZ Oasis

Landing Zone Oasis was named by someone with a big imagination. Or maybe it was wishful thinking. This forgettable spot, which serves as a fire support base for the 3rd Brigade of the 4th Infantry Division, is little more than a pockmark amid the desolation of II Corps Tactical Zone.

On the morning of May 11 this year, however, when a large force of North Vietnamese sappers overran its perimeter, LZ Oasis became a place of immeasurable value. Four members of the tiny 366th Aviation Support Detachment gave their lives in its defense, and three others received wounds serious enough to require evacuation.

The men of the 366th ASD, whose daily jobs involve air traffic control and maintenance of equipment, were decorated with six Silver Stars, five Bronze Stars, six Army Commendation Medals w/V device, and 10 Purple Hearts as a result of their fight to repel the enemy. The fiercest defender of all, SSG Orville W. Sergent III, received the Distinguished Service Cross for his part in the two-hour



SSG Orville W. Sergent III

ordeal.

Silver Stars were presented to Major Donald Shahan, SP4 Michael L. Lowry and SP4 William T. Doby. Posthumous awards of the Silver Star went to SP5 Edward Barlow and SFC Mills Beale.

Sergent, a 28-year-old Californian who is the father of three children, was the hero cited by all survivors of the battle. "He seemed to be everywhere at once," said the awards citation.

The quiet hero remembers waking up at 2:00 a.m. to the sound of bursting mortars. Within three minutes, he was engaging sappers at the berm. There were

so many of them, he recalls, that there was no alternative to close combat. He killed a sniper, then shot two sappers on his way to help wounded comrades. Sergent killed another sniper while going for more ammunition. Despite his disregard for his own safety, the air traffic controller was not wounded, "Just left in a daze," he said.

On September 19 at 1st Aviation Brigade Headquarters in Long Binh, General Creighton W. Abrams pinned the nation's second highest award for valor on the fatigues of SSG Orville W. Sergent III, defender of LZ Oasis.

GEN Creighton Abrams prepares to present SSG Sergent with the DSC.



GEN Creighton Abrams congratulates SSG Sergent as BG Allen M. Burdett Jr. looks on.



HAWK INTERVIEW:

The Brigade's Air Force Doctors

A shortage of surgeons in its own ranks has forced the Army to borrow from the Air Force.

The 1st Aviation Brigade presently has three Air Force doctors attached to it. They are Captain William G. Wagner, attached to the 222nd Aviation Battalion at Bear Cat, Captain Donald M. Roberts, attached to the 52nd Combat Aviation Battalion at Pleiku, and Captain Edward S. Schwartz, attached to the 145th Combat Aviation Battalion at Bien Hoa.

Hawk magazine interviewed Captains Schwartz and Roberts to discover what their thoughts and feelings are on being commissioned Air Force officers serving with the Army.

Both officers, after completing a year of residency at a civilian hospital, received Air Force commissions and were then shipped to the Army's Officer's Basic Training Course at Ft. Sam Houston, Texas. Upon completing their basic training, they attended the Army's Flight Surgeon School at

Fort Rucker, Ala., for an additional six weeks of training.

They were then sent to Vietnam. Captain Roberts was first assigned to the 5th Infantry Division (Mechanized), at that time located near the DMZ. Captain Schwartz went to the 9th Infantry Division, which was in the Delta. While with the 9th, Captain Schwartz received the Silver Star for his actions under hostile fire.

All three Air Force doctors have proven themselves to be a valuable asset since their arrival at their respective assignments in the 1st Aviation Brigade.

Says Lieutenant Colonel Ray Dinapoli, himself a graduate of the Air Force's School of Aerospace Medicine and presently the Brigade Surgeon, "The Air Force doctors attached to our Brigade are among the most outstanding flight surgeons we have."

* * *

HAWK: Capt. Roberts, you wear an Army uniform, eat Army food,

and treat Army personnel, yet you still belong to the Air Force. Is there anything, except your commission papers, that still ties you to that branch of the service?

Capt. Roberts: We spent exactly one day at an Air Force installation, in order to sign our induction papers. Then we were sent to our basic training at Ft. Sam Houston. When I go on R&R, I will wear my Air Force Blues. Otherwise I'm entirely Army. Even my stateside assignment will be at an Army base: Ft. Riley, Kansas.

HAWK: Both of you officers are fulfilling a two year obligation, does the service draft its doctors?

Capt. Roberts: Not necessarily. We came in under the Berry plan. It is an agreement between the government and a doctor which says that the service will not draft him while he is a medical student. When he has completed his studies, he comes into the service for two years.

HAWK: How much notice did you have that it wasn't the Air Force, as you had planned, but the

Captain Donald M. Roberts examines a patient.



Captain Edward S. Schwartz listens to patient's heartbeat.



Army in which you would be serving?

Capt. Schwartz: We had ample time to become adjusted to the idea.

HAWK: What were your thoughts, Capt. Roberts, when you were informed that you would be serving in the Army and not the Air Force?

Capt. Roberts: At first I was just surprised, then I wondered how the Army would be using me, especially if they sent me to Vietnam. But, of course, when I got to my first assignment, I just began to do the job that I had been taught to do.

HAWK: What were your reactions, Capt. Schwartz?

Capt. Schwartz: I have no objections. I enjoy the closer contact with the troops that being an Army doctor affords. It's a more personal thing being on an operation with Army troops. If you have to go to war, you might as well be in the thick of it. This happens in the Army, not in the Air Force.

HAWK: What do you find most interesting about your assignment in Vietnam, Capt. Schwartz?

Capt. Schwartz: About the most interesting thing that has happened to me was when I was serving with the 9th Infantry Division in the Delta. I worked aboard one of the Navy's Riverine Force boats for about three weeks. I was an Air Force doctor, attached to the Army, serving on a Navy vessel.

HAWK: How about you, Capt. Roberts?

Capt. Roberts: When I was near Khe Sanh with the 5th Infantry Division, my first assignment in country, I found the area quite interesting historically. There are a lot of very old buildings and monuments around there. But what is really interesting about



CPT Roberts makes a thorough examination.

being a doctor in Southeast Asia is that you have a chance to diagnose and treat the tropical diseases, like malaria and typhoid, that the average doctor in the States never even sees. An American doctor studies about all these exotic illnesses in medical school, but he probably will never get to work on any of them. Here you have more than ample opportunity.

HAWK: What is your prime concern as Army Aviation Flight Surgeons?

Capt. Roberts: We push pills and do examinations just as any other doctor does, but our main concern is for the fellows who fly. You have to be in good physical con-

dition and be mentally alert every second that you are in the air.

We see to it that these men are physically qualified to fly, and that none of the medicines that they are given will detract from their mental alertness while in the air. That means that we must often use a different approach in treating the flier's illnesses.

* * *

The 1st Aviation Brigade is fortunate to have these Air Force doctors included in their ranks. They have set a high standard of performance for any further Air Force personnel attached to the Brigade.

CPT Roberts advises his patient.



Story and Photos by
SP 4 Art Hannum

THE JUDGE SAYS

SEARCH AND SEIZURE - PART II

As discussed last month, a balance must be struck between the right of an individual not to be searched unreasonably and the right of society as a whole, by way of its representatives, e.g., the police, to search for evidence of crime and to seize such evidence when discovered.

The Fourth Amendment strikes the balance. It does not forbid all searches and seizures—only unreasonable searches and seizures. But who decides what is reasonable and what is unreasonable? This is important because the former type of search is legal while the latter is illegal.

What is the consequence if a troop commander or a magistrate authorizes a search which is unreasonable because not based on probable cause? The first major consequence, of course, is that the law has been violated, and not just any law but the constitution itself. The law enforcers in their attempt to bring law breakers to justice will themselves have violated the law. This would be a sorry state of affairs to say the least. A second major consequence is that any evidence seized during the course of an unlawful search may not be used in evidence against an accused, and if this is the only evidence connecting the accused with an offense, the accused goes free. This is the so-called "exclusionary rule" which the United States Supreme Court created over fifty years ago. It is important, therefore, that only lawful searches be carried out, as the alternative is that the law enforcers will be breaking the law and that the initial law breakers may well go free.

Against this backdrop let us now examine a few of the practical problems which troop commanders can expect to face. Suppose you are a troop commander and two investigators from the CID make an appointment to see you. They tell you that they have reason to believe that Specialist Four John Smith, a member of the 3d Platoon, who lives on post in one of the barracks of your command, is in possession of marijuana. They want to search his foot locker when he is not around. What should you do? First, you should inquire exactly why they feel that Specialist Four Smith has marijuana in his foot locker. Suppose they tell you that one of the military policemen who directs traffic on post and with whom they have coffee each morning told them that he observed Smith smoking what smelled like marijuana in a downtown bar two months ago. Should you authorize the search? The answer is, "No," for the simple reason there has been no connection shown between Specialist Smith and marijuana at the time the authorization to search is being sought. A full two months has gone by since Smith was observed in the bar. There is no evidence of a connection between the suspected use of marijuana downtown and the possession of marijuana by Specialist Smith in his foot locker. There is no showing that the MP is able to detect the presence of marijuana. In short, probable cause to believe that Smith has marijuana in his foot locker is absent. Does this mean that under no circumstances could Specialist Smith's foot locker be searched? No, it does not. Smith may consent to a search of his foot locker. If he freely and voluntarily gives permission to search, any marijuana found as a result of a subsequent search may be used as evidence against him in a trial by court-martial. However, a refusal to consent to a search, which some may call a silent admission of guilt, cannot be considered in determining if there is probable cause to believe that marijuana is in the locker.

The average enlisted man is used to following orders and when an officer "suggests" or "asks" him to do something, the enlisted man's natural reaction is to feel that he is required to comply. If the only evidence available to a court-martial to determine the question of the legality of the search is that you as troop commander asked Smith to open his foot locker and he did so, the result would probably be that evidence discovered as a result of the search would be inadmissible because the government would be unable to prove that the consent was freely given. To avoid this problem consent to search should be in writing. The necessary assistance in preparing a statement of consent may be obtained from the local Staff Judge Advocate. In conducting a search, evidence of any crime may be seized. If Specialist Smith consented to the search and you as commander looked for marijuana in his foot locker but found only a camera which had been reported stolen by someone else in the 3d Platoon, you could properly take possession of the stolen camera and it could be used in evidence against Smith in a criminal trial. On the other hand, if the search of Specialist Smith's foot locker for marijuana was unlawful, the fact that the stolen camera was located in his foot locker could never be used as evidence against him in a criminal trial.



54TH UTILITY AIRPLANE COMPANY

The “Bargain Basement” Airline...

The Spartan engines of two U-1A Otters undergo their 100-hour maintenance.



There is a successful short-haul, short-field, low-fare civilian airline in the United States which flies among the islands and the outlying mainland communities of the Great Lakes area. The airline carries "hash and trash," people, mail and all sorts of odd and unusual items. For many people in the particular area it is the only way to go unless one wishes to take a small boat or swim.

There is another successful short-haul, short-field, low-cost airline operating in the III and IV Corps Tactical Zone (CTZ) of the Republic of Vietnam. This Army airline also carries "hash and trash," people, mail and all sorts of odd and unusual items. It too is the only way many people, both military and civilian, could get around unless they took a small boat or swam.

The Army's "bargain basement" airline is operated by the 54th Aviation Company (Utility Airplane). It is more popularly known by its nickname "Big Daddy" and for the aircraft it flies, the U-1A "Otter." Headquartered in the famous old French resort village of Vung Tau, the 54th is commanded by Major Theophilos E. M. Nicholis.

The sister company of the 18th Aviation Company (Utility Airplane), which operates in I and II CTZ, "Big Daddy" is well known throughout Vietnam. The company operates a combination scheduled-non-scheduled and an on-call freight and passenger airline service in III and IV CTZ. The company's mission is to provide logistical airlift for movement of supplies and personnel in the combat zone and to provide tactical airlift of combat units and air resupply of units engaged in combat operations.

At the present time and for the past year, "Big Daddy" has flown in support of five missions.

The "Big Daddy" pilots fly daily for the III Corps Army Transportation Coordinating Office (III ATCO). This service transports passengers and cargo of all types to large popular airfields in III and IV Corps and to the small 1,000 foot runways where other fixed-wing aircraft are unable to land.

Flying in support of the 6th Psychological Operation Battalion in Bien Hoa, "Big Daddy" delivers psyops warfare pamphlets and posters to battalion personnel and Vietnamese province chiefs six days a week. This operation also includes occasionally dropping leaflets over suspected and confirmed enemy areas.

"Big Daddy" is also used as a transportation service for Headquarters, USARV. Originating in Long Binh, staff officers, inspection teams and key USARV military and civilian personnel are ferried throughout III and IV Corps.



A 54th UAC pilot lines up his approach on one of the shorter airstrips in the Delta.

The only support mission flown in the Delta by a unit south of Ca Mau, accomplished without armed helicopter escort, is performed by "Big Daddy" pilots. This mission is in support of G-4 in IV Corps and is in continuation of the daily courier service performed for the 1st Logistical Command. The 1st Log trips take in Vung Tau, Long Binh, Dong Tam and Can Tho. The G-4 mission is performed by two Otters, one flying north of Can Tho and the other south.

For the Joint U.S. Public Affairs Office (JUSPAO), the 54th flies two Otters out of Tan Son Nhut for the transportation of JUSPAO personnel and supplies. The JUSPAO cargo includes such items as educational materials, television and radio sets, machinery, farm equipment and technical manuals.

"Big Daddy" performs a one-of-a-kind mission for Army Aviators. That is the Aerial Photogrammetric Mission for the Corps of Engineers, USARV. This is a daily operation as long as the

A crew chief works on the exhaust system of a U-1A Otter of the 54th UAC.



weather permits. The Otter is an exceptional aircraft for such a picture-taking operation because of its slow air speed. The photographer from Asia Mapping Inc. has more than ample time to take the needed photographs.

"Big Daddy" pilots fly an aircraft that was last manufactured in the late 1950's. The single-engine, De Havilland U-1A is a short takeoff or landing (STOL) aircraft. The Otter can land on and take off from the 1,100 foot runway at Trung Lap almost as easily as he can from the 11,000 foot airstrip at Bien Hoa.

One might ask why the Army doesn't use a helicopter, such as a CH-47 Chinook, to perform the mission of the antiquated Otter. Why? Because the Otter is far less expensive to operate on a pound or person-carried basis and requires far fewer hours of maintenance per flying hour than does any helicopter in Army inventory.

It has been said that this Army airline carries everything from "hash and trash" to people. The 54th's cargo has included such items as medical supplies, food, tires, machinery, ammunition, weapons and plane loads of Vietnamese currency for military and civilian payrolls.

"Big Daddy's" passengers range

from a civilian female secretary working for the Army in Can Tho, to detained enemy soldiers. An Air Force master sergeant gave his reasons for using 54th facilities, "I'm a steady 'Big Daddy' customer; no complicated forms to fill out; no long waiting lines; no riding in dark, dingy cargo holds and no unreasonably high speeds. When I fly 'Big Daddy' I can look out the window and see the sights. With only five other passengers on board, plus the three-man crew, I get to know everybody. And if the first 'Big Daddy' I check is full, no sweat, there'll be another along shortly. Besides, I do liaison work with the Army in places where the 'Big Daddy' Otters are the only flying machines they ever see on the ground."

The 54th Aviation Company was activated April 1965 at Ft. Ord, Calif. Since their arrival in Vung Tau Sept. 20, 1965, "Big Daddy" has established and sustained a record of safety and reliability to be proud of. They fly only a few months out of every year with less than 100 per cent aircraft availability. Their superior safety record reflects great credit upon the skill of the aviators, upon IP's and the standardization program.

This unarmed, unescorted, slow-to-climb aircraft which is so vulner-

able to Charlie flies to such Vietnamese villages as Ca Mau, Soc Trang, Can Tho, Dong Tam, Moc Hoa, Long Thanh, Lai Khe, Hon Quan, Song Be and to the farthest airstrip south, Hai Yen.

The mission to Hai Yen, a part of the 1st Log mission, is one of the most talked about among "Big Daddy" pilots.

The Hai Yen airstrip was abandoned by the C-7A Caribou when this aircraft was given to the Air Force in late 1966. And rightly so—the strip is slightly over 1,000 feet long. Now only "Big Daddy" Otters land on the foliage-covered PSP.

Their mission of delivering food, ammunition, weapons and other much-needed items is an important one to the village's four MACV advisors and its inhabitants. Without the daily service of "Big Daddy," the Chinese villagers' "winter of discontent" might never end.

Whether it is flying a VIP from USARV to Can Tho or carrying a cargo of much needed recreational materials to Hai Yen, "Big Daddy's" of the 54th Aviation Company will ascend into the blue—however slow they may be—and the mission will be done.

A maintenance crew works diligently to retain 100% availability.



A "Big Daddy" pilot supervises the loading of miscellaneous supplies.





The Pathfinders

Semper Primus

SP5 John Clark, Sacramento, Calif., inspects the rigging on a 105mm howitzer.



During World War II, the need for communications and control assistance for para-drop operations was filled with the formation of airborne pathfinder units. A platoon of Pathfinders was assigned to each airborne division.

Their unique patch shows a torch lighting the way, attached to the wings of the airborne. Their motto, "Semper Primus," (Always First) indicates the nature of their early operations. The first jumpers were always Pathfinders equipped with radios, navigational aids and tools. They were the guardians of the drop zone for the rest of the troops.

The men jumped with three parachutes because the weight of the equipment was too great for a safe landing. On the way down, the radio had to be detached and its rip cord pulled.

Upon landing, the Pathfinders would set up the DZ for a safe and accurate jump for the bulk of the airborne unit. They directed the aircraft with a ground-to-air radio and watched the weather conditions in the DZ.



CPL Tom Farmer, supervises the assembly of a Bangalore Torpedo.



SP5 Clark instructs CH-47 during an artillery lift.

On June 6, 1944, Allied troops stormed the Normandy coast at such beachheads as Utah, Omaha, Sword, Gold and Juno Beaches to begin the successful OPERATION OVERLORD invasion of the German-occupied France. A vital part to D-Day was the air drop of Pathfinders behind enemy lines to mark DZ's for such airborne units as the 101st Airborne Division.

In the mid-50's, the Pathfinder teams were generally replaced by Air Force Command and Control Teams, while only a cadre for Army Pathfinder training was retained at Ft. Bragg, N.C. With the advent of heliborne assault

operations, the Army once again turned to the "torch and wing."

Ft. Benning, Ga., "the Home of the Infantry," is the training center for all of today's Pathfinders. Students enter the five-week course only after completing infantry AIT and jump school. Map reading and radio methods, DZ, PZ and LZ techniques, Pathfinder operations and demolitions are studied. The new concept of airmobility and helicopter operations is also covered including aircraft rappelling. The fifth week brings a 36-hour problem which combines all their training into a practical exercise. Upon successful completion, the graduate is awarded the 11BY MOS.

Men may also become Pathfinders by serving with a unit for six months and successfully completing the same battery of tests as school graduates.

The Pathfinders primarily provide assistance to Army aircraft through operation of route navigation, air landing and delivery of facilities on or over any spot in the Republic of Vietnam. They also assist the lifted unit in preparation and positioning of loads and then help the lift element in PZ's.

Pathfinder detachments are assigned to many of the battalions within the 1st Aviation Brigade. Each detachment is equipped with the latest tools, electronic and visual navigational aids, and like



SP4 Mike Garfield, Las Vegas, returns enemy fire in a new LZ.



Engineers, under the supervision of Pathfinders, begin clearing operations.

the infantrymen they support, their individual weapons.

One of the most active Pathfinder detachments in III Corps Tactical Zone is assigned to the 11th Aviation Battalion (Combat), "Red Dog," headquartered at Phu Loi. This 12-man detachment, commanded by 1LT Glen Hall of Montebello, Calif., is indeed a group of specially trained men in the particular areas of air traffic control, rigging and the assembly of ships and troops.

Once in the LZ area, they guide subsequent lifts in with smoke and radios. Hazards are identified and the enemy situation closely monitored. Their work begins again after the troops have reached their last objective. A PZ must be established for extraction of the troops. This could be as simple as spacing the unit into one ship "sticks" on an open paddy or it could require demolition of triple-canopy jungle. Whatever the case, the Pathfinders would be the last one out.

The Pathfinders of the 222nd Aviation Battalion (Combat) "Skymasters," often called "Blackhats" due to their distinctive headgear, have performed a variety of successful missions while attached to the Battalion.

Leading the "Skymasters" detachment is 1LT Lenny L. Uram of LaBarge, Wyo. LT Uram said his six-man detachment has done a great deal more than just rig loads on ships. "Recently we've been conducting classes in rigging and ground-to-air communication for some of the 12,000 Thais stationed at Bearcat."

SGT Timothy L. Smith of Fremont, Calif., NCOIC of the "Skymasters" detachment, noted, "Much of our work has involved working as air traffic controllers for New Zealand, Australian, ARVN

and American infantry units in Vietnam."

An important role that the Pathfinders play is with CH-47 Chinook and CH-54 "Crane" cargo operations. Whether an artillery battery must be moved or any other heavy equipment evacuated, the Pathfinder is there to coordinate the lift. He will inspect the sling rigging, make the hook-up and direct the hovering giant to the precise spot for touchdown. The specialized techniques are in many cases so new that special training must be conducted by the detachment in country.

Another Pathfinder detachment is assigned to the 269th Aviation Battalion (Combat) "Black Barons" at Cu Chi. This two-man detachment comprised of SSG Lesley L. George of Norman, Okla. and PFC Johnny Spillane of New York City has its work cut out for it.

As the airmobile concept is refined and new equipment becomes available, the Pathfinder will find his job becoming even more important. The Pathfinder is always up to the job. He has established a tremendous reputation through the years and is proud to be "Always First."



Farmer and Garfield establish communications with headquarters.



A Crane lifts a 155 Howitzer with help from Pathfinders.



Pathfinders Farmer and Garfield inspect the partially finished LZ.

**Story and Photos by
SP4 David R. Wood**

NEWSLETTER

Operation Sleigh Bell Under Way

October marked the beginning of Operation Sleigh Bell. Even though Christmas is two months away, the annual "mail early" campaign, initiated by the MACV postal officials, is under way. To insure that your Christmas bundles are delivered in the States before December 25, parcels should be mailed prior to the following deadlines:

Airmail: December 13

First Class: December 10

PAL (Parcel Airlift): December 10

SAM (Space Available Mail): December 4

Fourth Class Parcel Post: November 25

You as Vietnam military personnel enjoy two important postal benefits: one, all mail leaving the country is dispatched by air and, two, the individual pays postage to cover transportation fees only within the continental United States (CONUS). So don't disappoint those loved ones back in the States. Guarantee them Christmas joy and mail early!

R&R Extended

If you plan on taking an R&R to Bangkok, Hong Kong, Singapore, Taipei or Manila any time after November 1, plan on staying another night. Effective November 1, 1969, on-ground time for the above named R&R sites will be increased from five nights to six nights. Also, personnel in a leave status who departed on R&R aircraft must return with the R&R group with which departure travel was performed.

New Chief of Staff

The 1st Aviation Brigade's Chief of Staff, Colonel George E. Handley Jr., will be leaving at the end of November to assume his new duties at MACV's Air Reconnaissance Branch, J-2.

He will be replaced by Colonel Leo J. Turner, currently commanding the 12th Combat Aviation Group.

Colonel Handley is rated as a Master Army Aviator, receiving his initial rating in 1944. He has earned the Legion of Merit, Bronze Star, Air Medal, and the Army Commendation Medal.

HAWK would like to wish Colonel Handley as much success in his new assignment as he has had with the 1st Aviation Brigade.

HIGH FLIERS SILVER STARS 6 AUG-4 SEP

SGT David L. Crow, 3d Armored Squadron, 17th Air Cavalry
1LT James H. Burgess, 3d Armored Squadron, 17th Air Cavalry
CPT Newton M. Richard, 7th Armored Squadron, 17th Air Cavalry
WO1 Karl H. Walden, 189th Aviation Company (Assault Helicopter)
SP4 Arthur Z. Smith, 191st Aviation Company (Assault Helicopter)
1LT Alvin G. Hogsett, 191st Aviation Company (Assault Helicopter)
CW2 Craig Denny, 235th Aviation Company (Aerial Weapons)
SP4 Ronald L. Husman, 191st Aviation Company (Assault Helicopter)
MAJ Archie C. Ringgenburg, 240th Aviation Company (Assault Helicopter)
WO1 Michael A. Holt, 191st Aviation Company (Assault Helicopter)
WO1 Robert J. Gilbert, 191st Aviation Company (Assault Helicopter)

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HONEY**

