

HAWK

JANUARY 1970



HAWK MAGAZINE salutes

210th Aviation Battalion (Cbt)



Composed of four fixed-wing companies and one rotary-wing aviation company, the 210th Aviation Battalion (Combat), commanded by LTC Floyd E. Petty, flies a variety of missions throughout III and IV Corps Tactical Zones in aircraft ranging from Otters, Bird Dogs and Mohawks to Hueys and LOHs.

Activated on February 1, 1967, at Ft. Bragg, N.C., "Capitol" Battalion arrived in Vietnam in April of that year. Since its arrival in country, the 210th has earned a reputation for dependable performance of its mission.

Their headquarters are at Long Than, with attached units dispersed nearby. The officers and men of the 210th perform missions varying from transportation of VIPs to providing combat aviation support in the form of aerial reconnaissance and the transport of troops and supplies for Allied Forces in III and IV Corps, Vietnam.

The crest of the 210th is symbolic of the Battalion's responsiveness. Crossed arrows symbolize the combat readiness of the battalion. The wings refer to the unit's ability to carry out its mission. The crest's blue background represents the Battalion's area of operations, further emphasized by the Battalion motto, "Battle Line The Sky," placed at the bottom.

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FRONT COVER:

Just as troopers of the old West scouted the bad guy's lair, a light observation helicopter (LOH) slips in, marks with smoke and vanishes before the enemy can react. Photo by SP4 David R. Wood.

BACK COVER:

Before he calls an end to his strenuous day, a gunship crew chief must top off his ship's tanks and see that she is secured for the night. Photo by SP4 Dave Robson.



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HAWK



The High Flying "Capitol" Battalion

210th Aviation Battalion (Cbt)



CPT Mattice flies for Army's largest Mohawk company.

Located 12 miles south of Long Binh at Long Thanh North Army Airfield is the headquarters of one of the few battalions in Vietnam composed primarily of fixed-wing aircraft. The 210th Aviation Battalion (Combat) flies Otters, Bird Dogs, Mohawks, U-21's and even some LOH's and Hueys.

Commanded by LTC Floyd E. Petty, the 210th has its men and aircraft located in Saigon, Vung Tau, Phu Loi, Plantation, Long Thanh, Lam Son, Duc Hoa, Xuan Loc and Quan Loi. The unit was activated February 1967 at Ft. Bragg, N.C., and arrived in Vietnam in April of that year.

The only helicopter unit in the 210th is the 25th Aviation Company (Corps). Located at Plantation and known as Red Carpet, the 25th flies UH-1 Hueys and OH-6A LOH's. They also have one U-21, a twin turboprop fixed-wing airplane used for long range missions.

"Primarily we fly VIP-type missions," says MAJ Oscar B. Thoreson, Red Carpet CO, "George Wallace is one of the more recent VIPs we carried during his recent fact-finding mission in Vietnam."

Starting back in October 1968, the pilots of Red Carpet have compiled the enviable record of better than 13,000 accident-free flying

hours.

"Red Carpet provides Headquarters Second Field Forces and subordinate elements with immediate responsive aviation support and air traffic control as necessary," said MAJ Thoreson.

A miniature airline exists in the 210th Aviation Battalion under the name of Big Daddy Otter Air Service. Otherwise known as the 54th Aviation Company (Utility Airplane) it is commanded by MAJ Theophilis E. M. Nicholas and is headquartered in Vung Tau.

This short-haul, short-field, low-cost Army airline operates in III Corps and IV Corps and carries ash, trash, people, mail and all sorts of odd and unusual things, including VC detainees. The trusty steed used by the 54th is the U-1A Otter which flies at about 90 knots, arrives and departs on pulse-quickenings 1,000 foot runways and can carry six passengers and a crew of three.

Currently the 18 Otters of Big Daddy have missions for III Corps Army Transportation Coordinating Office, Sixth Psychological Operations Battalion, Headquarters USARV, Fourth Corps G-4, JUSPAO and an aerial photo mission for the Army Corps of Engineers.

Big Daddy was formed at Ft. Ord, Calif., in April 1965, and reached Vietnam in September of that year. In or out of the Army it would be hard to find an air service that does so much, for so many people, so safely and so inexpensively and with so little fuss and bother.

If you are stationed in the III Corps Tactical Zone and a triple-tail aircraft closely resembling a huge dragonfly swooshes past, chances are you are watching a Mohawk of the 73d Aviation Com-



Safety records are due to thorough maintenance.

pany (Surveillance Airplane). This company is both the largest Mohawk company in the world and the largest tactical company in the Army.

Hidden in the belly of the OV-1 Mohawk is the searching eye of the camera which has proved so effective in detecting any large troop movements by the enemy. Other "Hawks" have a long ugly tube slung beneath the fuselage—these are side looking airborne radar ships which work at night and in adverse weather.

MAJ Robert B. Holt, who commands this company, said, "Since the first of July the 73d, or 'Uptight' as we are called, has flown more than 3,000 missions per month. During October, Uptight pilots logged nearly 5,000 missions."

The 73d began as the 23d Special Warfare Aviation Detachment in July of 1962 at Ft. Rucker, Ala. August of the same year found them in Vietnam and then in December they combined with

the Fourth Aerial Surveillance and Target Acquisition Detachment to form the 73d Aviation Company.

Winging its lonely way over the skies of Vietnam the O-1 Bird Dog, unsung hero and deciding factor in many engagements, can be seen adjusting artillery fire, directing air strikes and performing visual reconnaissance missions. O-1 pilots maintain radio relay with Long Range Patrol, Special Forces and regular units and occasionally even act as combat control for small assault missions. LTC Petty pointed out, "Many missions are accomplished by the O-1 because of its ability for sustained flight and lack of physical demand on the pilots."

The 210th Aviation Battalion has two Bird Dog companies, the 74th Avn Co. and the 184th Avn Co.

The oldest and largest Bird Dog company in Vietnam is the 74th Aviation Company (Reconnaissance Airplane) located in Phu Loi with flight platoons in Lam Son and Xuan Loc. "Aloft" is the call sign of these aviators commanded by MAJ Albert E. Harvey who pointed out that during July, August and September of this year Aloft pilots flew 4,300 missions for a total of 6,700 flying hours. MAJ Harvey added, "O-1 Bird Dogs can be seen in the skies of Vietnam seven days a week in direct support of the Fifth and 18th ARVN Divisions, the 25th Infantry Division and the 23d Artillery Group."

Better known as "Non Stop" the 184th is commanded by MAJ James E. Chapman and has its flight platoons in Quan Loi and Duc Hoa. According to MAJ Chapman, "Pilots of the 184th have flown more than 4,500 missions since the first of July totaling in excess of 7,500 flying hours and have been credited with 130 kills." Fifteen Distinguished Flying Crosses were awarded to the fliers of Non Stop for the same period.

*Story and Photos by
SP5 Philip S. Dickey IV*





Bird Dog pilot scans terrain for VC rocket positions.

Supporting Second Field Forces, First Infantry Division, Fifth Special Forces and 25th ARVN Division, Non Stop flies throughout the northeastern section of IV Corps.

LTC Petty is adamant in his assertion of the superiority of fixed-wing aircraft for certain types of missions. "The big advantage of fixed-wing aircraft is low initial cost of aircraft and low maintenance costs. Bird Dogs can stay on station for four hours rather than two, as with many rotary-wing. They cover III Corps all of the time watching for rockets and maintaining radio

relay.

The easy maintainability of the fixed-wing aircraft of the Capitol Battalion, as the 210th is known, helps boost their aircraft availability rate above most other aviation units in Vietnam, in fact it seldom falls below 85 percent.

Located in the Battalion headquarters at Long Thanh North Army Airfield is the office of the installation coordinator who is responsible for the security of the post, construction, supervision of maintenance and air field operations. This means coordinating the actions of the 15 units on post, which include units in direct

support of the airfields—365th Aviation Detachment and the 5th Air Force Weather Squadron.

The mission of the 210th Battalion is not without its human aspects. Chaplain (CPT) Eugene Leso has undertaken to help the refugee village of Thai Lac three miles south of Long Thanh North. Without the help of the 210th the villagers, who were driven out of Hue by the communists, could not have painted their church and made the mass vestments. The chaplain conveys the private donations sent from the States to the village elders for distribution among the families. The Battalion also provides local assistance through WO Dan Longley, civic action coordinator, as well as medical aid from Flight Surgeons CPT Thomas Peele and CPT Morris Lucia.

It would appear that in our high speed age, publicity and headlines tend to be the standard upon which merit is based. Happily this is not always true. The 210th makes few headlines. However, fewer pleasant headlines would be made if the 210th failed. MAJ Vander P. Humphries, Battalion operations officer, summed up the situation with this statement: "Fixed-wing aircraft are as necessary in Vietnam as is running water at home in our houses."

Pilot hoists himself to check engine.



"Big Daddy" Otter lumbers off runway.



EDITORIAL

NIXON'S NOVEMBER 3RD SPEECH

Last year on the third of November, President Nixon addressed the nation on the subject of the Vietnam war. His speech covered such points as: Why and how did the United States become involved in Vietnam? What is the best way to end the war? The three principles conceived in Guam regarding future U.S. policy toward Asia. And his program for the withdrawal of all U.S. combat ground forces from South Vietnam.

Toward the end of his speech President Nixon said, "Fifty years ago . . . President Woodrow Wilson spoke words which caught the imagination of a war-weary world. He said, 'This is the war to end wars.' His dream for peace after World War I was shattered . . . and Woodrow Wilson died a broken man.

"Tonight I do not tell you that the war in Vietnam is the war to end wars. But I do say this: I have initiated a plan which will end this war in a way that will bring us closer to that great goal to which Woodrow Wilson and every American President in our history has been dedicated—the goal of a just and lasting peace.

"As President I hold the responsibility for choosing the best path to that goal and then leading our nation along it."

These are the words of our Commander-in-Chief. As he says, his is not the "easy way" but it is the "right way."

CHAPLAIN'S CORNER

Chaplain (MAJ) Donald E. Ude

164th CAG



Here in South Vietnam, as elsewhere, television daily increases the ranks of the spectators. We receive much of our entertainment, our conflicts, our emotions, our physical violence, our adventure, and even our exercise vicariously. We can take a trip into space, curb violence in the West, and laugh with Goldie—all with no great effort on our part.

Certain things in life require that we be participants and not mere spectators. The birth of American freedom, the struggle for free choice and self rule in Vietnam are examples. And Christianity is foremost among all examples.

We are not the audience in the great drama of redemption, we are participants. God does not intend that we should merely watch the agonies of the cross and see the victory of the empty tomb, and then clap our hands and scream, "Great, God has won again!"

Christianity is not a thing, it is life—the vibrant, throbbing life of the risen Christ. Christianity is involvement. This is the meaning of discipleship; for discipleship was meant to be lived, not merely to be watched.

Those who say they believe in Christ, but have no living or regular connection with His Church—through the chapel program, are mere spectators in the drama of salvation.

So, how is it with you? Are you merely watching or are you completely involved—participating—in the drama of redemption?

from the CAREER COUNSELOR

One of the greatest appeals for staying Army is the pension plan. Where else can a person retire at an age as young as 38 and receive a pension to which he did not contribute monetarily?

It is difficult to estimate the exact pension a person in today's Army will receive when he retires since the pension is based on your salary, and Army salaries keep going up. We can, however, give you some examples of what a person who retired today would get from Uncle Sam.

A 40 year-old E-6 has just completed his 20 years of service. This person would receive a pension of \$219 a month for the rest of his life, totaling \$2,628 a year. Since this person's life expectancy would be around 67 years, he would draw an estimated total of \$70,956 in pension money. To equal this retirement pay out, a person would have to have \$54,360 deposited in a bank, drawing five per cent interest a year.

Naturally, the higher the grade, the more retirement income. If this same person were an E-7, he would draw \$249 a month, \$2,989 a year and an estimated \$80,703 over his lifetime. Should he retire as an E-8, the monthly pensions would be \$282, or \$3,384 a year. This would result in an estimated lifetime payout of \$91,368.

Since this retiree would still be young, he could get a good civilian job. As newspapers have indicated, there is a very definite interest by business in hiring retired Army personnel.

We would like to note that the lifetime payouts we mention above are only estimated on the basis of a life expectancy of 67 years. Since we are living longer lives, chances are that your lifetime payout of pension funds would be greater than the figures given in this article.



The LOH Observer

The mission of the OH-6A Light Observation Helicopter (LOH) Scout Observer (11D20) in Vietnam is three sided: Find, Fix and Destroy. The men who perform this mission come from one of two different sources. They come to their scout units as either experienced combat infantry troops who have volunteered for duty as LOH observers, or graduates of the extensive LOH observer course given at Ft. Eustis, Va., where prospective observers learn the maintenance and operation of the LOH, as well as observation techniques.

Once in the air, it is the responsibility of the scout observer, better known as "Oscar," to observe the area below, searching for signs of enemy troops, bunkers and sampans. If signs of the enemy are detected, the Oscar must be able to tell the size and type of force and the direction of movement. Once the enemy has been spotted, the Oscar will fix the force and report its position to the command and control ship. If fired upon, the LOH has stand-off capabilities. The

Oscar marks his target with either white phosphorous or colored smoke grenades. He also has his choice of an M-16 rifle, M-60 machinegun, M-79 grenade launcher, or CAR 15 for defense.

LOH missions are flown in teams of two. The lead ship finds and fixes the enemy force and the wing is responsible for spotting enemy fire directed at the LOH team and protecting the lead. A well-armed pair of AH-1G Huey Cobras fly overhead as support for the LOH team. While on a scout mission the observer also monitors the FM and UHF radios of the LOH, and must be able to fly and land the craft in emergency cases.

The observer of the LOH scout team in Vietnam is a volunteer doing a difficult, dangerous and highly skilled job. He is a professional doing a job that he would not give up if he could, and one for which thousands of troops on the ground thank him every day.

34th GENERAL SUPPORT GROUP



A platoon on a search and destroy mission moves cautiously over a narrow jungle path. The stillness and quiet permeate the minds of the 23 men. With each step, anticipation of what might happen shows clearly on the American faces. Fear of the unknown is prevalent. Suddenly, the quiet jungle erupts with the violence of war... ambush! The surprised but professional soldiers instantly clear the killing zone as if it were second nature to them. Immediately, a base of fire is returned, but the surprise and greater firepower of the enemy gives them temporary advantage. The young patrol leader radios for help. Shortly, two Huey Cobras appear and are given the emplacement of the enemy. Mini-guns, rockets and

40 mm grenades annihilate the enemy.

The decisive factor in this encounter: aviation. The quick reaction of the platoon leader and of the Cobras turned sure casualties into quick victory. However, many aspects took place behind the scenes to successfully complete this mission. Even the best pilots cannot fly without a helicopter which has been properly maintained and equipped with essential parts. The logistical support required for each Army aviation item is a monumental task assigned to a monumental group with a monumental mission.

When a 1st Aviation Brigade aircraft requires maintenance, the "bird" is repaired by company mechanics if the supplies, equip-

ment and skills are available. If not, and extensive repair or a periodic inspection (PE) is required, the aircraft is delivered to its direct support company.

Those units supporting 1st Aviation Brigade mechanics and aircrews come under an organization that spreads its units from as far north as Da Nang and south to Vinh Long in the Mekong Delta. Appropriately, this unit is as unique and widespread as the "Golden Hawks."

34TH GROUP MISSION

A separate subordinate command of U.S. Army Vietnam (USARV), the 34th General Support Group (AM&S) is proud to be the first and only of its kind in Army aviation history. Formed provisionally in November 1965,

by United States Army Pacific (USARPAC) General Order dated January 14, 1966, the Group's mission is that of providing command and control of assigned and attached combat support units. It performs aircraft avionics, air armament maintenance and supply functions for the United States and Free World Military Assistance Forces within South East Asia.

GROUP ORGANIZATION

To meet the enormous task of supplying and maintaining such a large and expanding inventory of aircraft (more than 4,000), the 34th Group has geographically divided the Republic of Vietnam into four large areas by Corps. Assigned to each Corps is a battalion with the responsibility of insuring the Group's mission is fulfilled. Supporting I Corps to the north is the 58th Transportation Battalion, while the 14th Transportation Battalion at Nha Trang performs the mission for II Corps. The 520th Transportation Battalion supports northern III Corps and the 765th Transportation Battalion, located at Vung Tau, supports both southern III Corps and IV Corps.

Each battalion has one general

General Burdett's "bird" in for periodic inspection.



The 34th's floating aircraft maintenance depot.

support company with the exception of the 765th and the 58th. These general support companies furnish units with upper echelon maintenance. The 765th has two direct support companies and the 58th has one. All battalions have an avionics and electronics company. The direct support companies provide direct field maintenance, while the avionics and electronics companies are provisional companies formed from cellular teams of general and direct support companies.

USNS CORPUS CHRISTI BAY

Additionally, the Aircraft Maintenance Depot (Seaborne) USNS Corpus Christi Bay, anchored in Vung Tau Bay, provides limited depot support to the entire 34th Group. Its 26 production shops and 16 support shops manufacture critical components which otherwise would be pipeline requirements between the United States and Southeast Asia. MAJ Donald W. Ferguson, maintenance operations officer (S-2/3), is proud to note, "The 'First and Finest' solves two major problems in RVN. There is a considerable savings in time, money and materials in the return of components to units; and there is also a substantial increase in availability of operable aircraft in

overseas theaters."

CIVILIAN ASSISTANCE

Complementing the military structure of the 34th Group is an augment of technical civilian personnel. Representing many of the aircraft and engine corporations in the U.S., they supplement and add expertise to the flight line requirements and classrooms operated by the 34th.

GROUP RESPONSIBILITIES

Responsibilities of the 34th Group are many and varied. One is aircraft processing. That is, processing all crash and battle damaged aircraft out of the country to CONUS, as well as receiving new and rebuilt aircraft in-country.

The 34th also operates a refresher training school designated AARTS (Army Aviation Refresher Training School). Located in Vung Tau, the school offers 16 separate classes ranging from one to three weeks of instruction on improvements and innovations in maintenance supply procedures, airframes, technical inspections and aircraft armament. Administered by the 765th Transportation Battalion, the school graduated more than 4,000 students last year and trends indicate that figure will be surpassed this year. In the words of PFC Thomas Bell, 179th Assault Support Helicopter Com-

pany, 1st Aviation Brigade, "AARTS has helped me very much. It provided me with the detailed knowledge I need to work on aircraft engines."

The Group also has been charged with the mission of aircraft recovery from the field. Organic direct support companies rig downed aircraft and request CH-47's assigned to general support companies to perform the extraction. The Group has recovered more than a quarter of a billion dollars worth of downed aircraft in the past three years.

REQUISITIONING CHANNELS

Units attached to the 34th Group route all requisitions directly to the AMMC (Aviation Material Management Center) located in Saigon. It controls the centralized stock control activity.



Flasher unit for Mohawk receives special attention.



Stockpiled parts are released to customers by computer.

On arrival at AMMC, the requisition is placed through an IBM 1460 Computer. (In November of 1969, AMMC installed an improved computer, the IBM 360/50G. It will operate the computer supply system and in early 1970 will program the standard supply system for aircraft repair parts. It has the capabilities of a 130,000 memory point system.) If the item required is available, there is a direct release of the item to the customer from the nearest depot. These depots are located at either of two points: the Saigon Depot

supporting units in III and IV Corps, or the Qui Nhon Depot supporting units in I and II Corps. If the item is on the ASL (Assigned Stock List) and not on hand, the requisition is placed on back-order (due out) for subsequent release when replenishment stock is received. If the item is not on ASL, the requisition is passed along with replenishment requisitions through the requisitioning system direct to Defense Automatic Address System (DAAS). DAAS then directs the requisitions to AVSCOM (Avia-

tion Support Command in St. Louis.) All of the requisitions are project coded as aviation requirements and relayed by AVSCOM throughout their life system according to status. A copy image of every requisition is furnished to the Logistics Control Office at Ft. Mason, Calif., and registered in the Logistics Intelligence File.

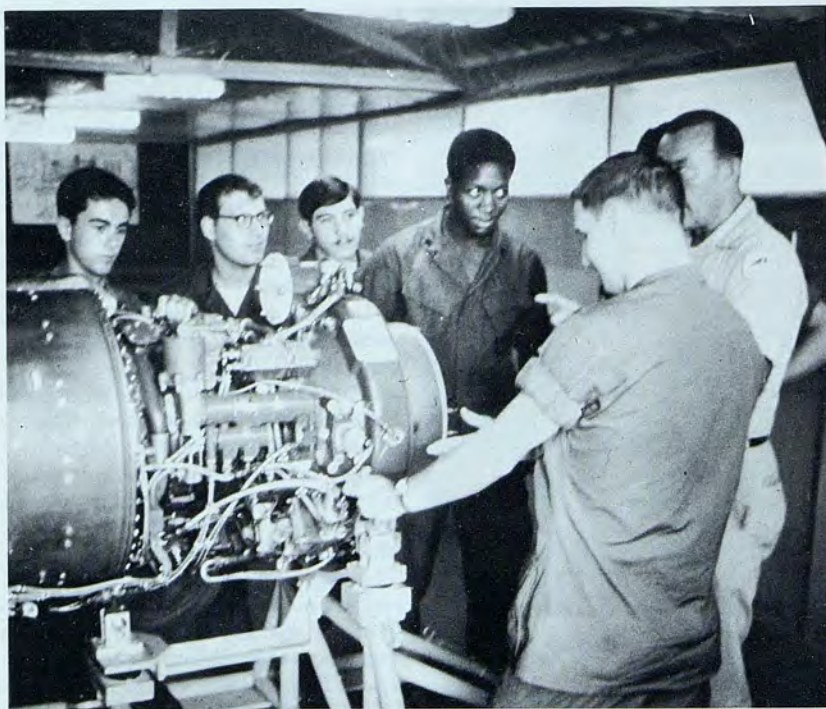
In case of high priority equipment deadlined for parts (EDP) requisitions, which average 25,000 a month at AMMC, the Red Ball Express System is utilized. These requisitions, whether ASL or fringe, which are unable to be filled from in-country assets, are transmitted directly to the Logistics Control Office at Ft. Mason. This agency in turn reroutes the requisitions directly to the responsible agency for action. Also, a duplicate requisition is sent to the 2nd Logistical Command in Okinawa on a "fill or kill" basis. Normally they fill two per cent of their requests and have a turn-around time of six days, compared to a 14-day turn around time for items from CONUS.

GROUP HIGHLIGHTS

The 34th General Support Group has contributed a great deal

Minigun is checked before being shipped to unit.





An AARTS class receives instruction on aircraft engines.

to aviation support in Vietnam. For example, autorotational landings had been a long standing problem with OH-6A Cayuse helicopter pilots. The standard OH-6A skid can withstand approximately 375 autorotational landings before it has to be replaced. Because training teams do a large number of autorotations, a desperate need arose for skid shoes to protect the skids. The training team submitted a design for a stainless steel, heat treated skid shoe to the 34th Group. Through the ingenuity of SSG Donald A. McCracken, NCOIC of the metal shop located on the USNS Corpus Christi Bay, the problem was solved. Today, the skid shoes developed wear three times as long as the previous skids, enabling a saving of many thousands of dollars and aircraft. All units in RVN, including the 1st Aviation Brigade, are now using the new skid shoes.

Another first in-country aircraft program has been improvised by the 330th Transportation Company located in Vung Tau.

Already possessing a professional sheet metal facility, the 330th has incorporated a UH-1 and AH-1G tailboom rebuilding shop. Through the efforts of CWO Telford M. Morton, the 330th's maintenance officer, a proposal was drafted and submitted for in-country rebuilding of tailbooms. The proposal was approved and its contributions to the TARP (Theater Aircraft Repairable Program) was recognized immediately. It has reduced costs approximately \$800,000 annually.

Aircraft recovery by aerial extraction teams has made tremendous progress since the beginning of the Vietnam War. This is due, in part, to the 520th Transportation Battalion located in Phu Loi. It provides both maintenance and field extractions to most of III Corps. In most recovery operations a coordinated effort is required from combined teams of a general support company and a direct support company. The 520th is unique in that it provides both rigging team and the extraction crew for aerial extraction. The

result has been a highly efficient unit made up of dedicated volunteers who have earned the reputation as one of the finest recovery teams in RVN.

The 34th General Support Group has been behind the scenes in many major and minor operations in Vietnam. Just as the running backs in football garner most of the publicity, it is the line that furnishes the stabilizing force. Such is the 34th Group. It is the commanding force behind the action. Productive, swift and efficient maintenance; this is the by-word of the 34th General Support Group. The "Golden Hawks" pay tribute to the men of the 34th and the successful role they have undertaken to keep our "birds" in the sky.

Operator reads data from new IBM 360/50G company.



THE JUDGE SAYS

COURT OF MILITARY REVIEW

(Editor's Note: Among the far-reaching changes in the Uniform Code of Military Justice brought about by the Military Justice Act of 1968 is the provision for establishment of the United States Army Court of Military Review. In the following article, which recently appeared in "Army Digest," the Chief Judge, COL George F. Westerman, outlines the role of the newly established court as the highest appellate body within the Army for review of court-martial cases.

Each judge of the newly created United States Army Court of Military Review was sworn in on August 1, 1969, at a ceremony in the courtroom of the U.S. Army Judiciary. The 12 are assigned to the U.S. Army Judiciary at Washington, D. C. (although provisions have been made to establish courts elsewhere in the world if necessary).

APPELLATE COURTS. As set up under the Military Justice Act of 1968, the U. S. Army Court of Military Review is composed of four panels of three judges each and constitutes the highest appellate body within the Army for review of court-martial cases. There is also a provision for the court to sit as a whole.

All trials by courts-martial in which the sentence includes death, dishonorable or bad-conduct discharge, dismissal of a commissioned officer, or confinement for one year or more will be automatically reviewed by the court, and general court-martial cases involving lesser sentences will be reviewed when directed by the Judge Advocate General. In the past, such appeals have been heard by the Boards of Review in the U.S. Army Judiciary.

A defendant's case may further be appealed to the United States Court of Military Appeals. This is a civilian court established in 1951 under the Uniform Code of Military Justice. It is the court of last resort—the "supreme court"—of the military justice system.

MILITARY TRIAL JUDGES. One of the primary purposes of the Military Justice Act of 1968 was to make court-martial procedures more like those followed in the U.S. District Courts. The law-officer of a court-martial has been redesignated as a "military judge." He also has been given functions and power more closely allied to those of a Federal district judge, except that in a trial with court members, the members still determine the sentence. A military judge must be detailed to all general courts-martial, just as a law officer has been required of all general courts-martial since 1950. A military judge may now be detailed to a special court-martial at the discretion of the convening authority.

The military judge is now authorized to hold pre-trial sessions to consider such matters as the admissibility of a confession and other questions concerning evidence. This will save the time of court members who, up to now, have had to stand by while technical questions were being settled.

All general court-martial judges and many special court-martial judges are full time jurists assigned to the U.S. Army Judiciary, with duty stations around the world. (They are completely independent of local commanders.) Some judges, who sit only on special courts-martial, will perform other legal duties as well and will be assigned to local commands as judge advocates.

Regarding their judicial duties, however, these judges will not be subject to the control of commanders, and will not be rated on their judicial effectiveness, fitness or efficiency by their local superiors. Judicial duties will take precedence over all other duties of these part-time judges.


The general court-martial military judges are almost all veteran law officers with many years of experience. Special court-martial judges were carefully selected after an exhaustive screening process from the ranks of experienced and mature lawyer-officers of the Judge Advocate General's Corps.

Prior to sitting on any cases, each of the new judges was required to successfully complete an intensive course for military judges at the Judge Advocate General's School, Charlottesville, Va. This course was patterned as closely as possible after the regular sessions of the National College of State Trial Judges.

PROSPECTS AND OUTLOOK. The changes made in the Uniform Code of Military Justice by the Military Justice Act of 1968 are the most sweeping since that Code was enacted in 1951. These changes place the military system of criminal justice well ahead of most civilian systems, particularly insofar as the accused's due process rights are concerned.


As former President Johnson stated when he signed the Military Justice Act of 1968 into law, "The man who dons the uniform of his country today does not discard his right to fair treatment under law . . . We have always prided ourselves on giving our men and women in uniform excellent medical service, superb training, the best equipment. Now, with this bill, we are going to give them first-class legal service as well."

With the statutory requirement for independent military trial judges and the establishment of the U.S. Army Court of Military Review, the Army now has the basic machinery to operate a system of justice second to none. Successful operation of this machinery can be assured only if it is implemented courageously, carefully and competently to carry out the intent of Congress. By so doing, there is every prospect that any existing criticism of the military justice system can be transformed into well-deserved public praise.



ANCIENT PORT OF CALL

DA NANG



Even before Columbus discovered America the Portuguese were sailing the South China Sea. It was not until 1535, however, that Antonio Da Faria, a Portuguese captain, entered the mysterious and ancient port of Tourane, now known as Da Nang.

Tourane then was only a small fishing village, but Da Faria found exactly what he was looking for in his quest... the riches of the Orient. Da Faria anchored his ship in the mouth of the Han River Harbor. He was fascinated by the many inlets and natural harbors. Within five years Da Nang had become the main port of entry for Cochinchina, the name the Portuguese had bestowed upon Vietnam.

"MAD JACK" PERCIVAL

In 1845 Captain John "Mad Jack" Percival, while commanding the American ship USS Constitution in the South China Sea, heard that the Vietnamese had sentenced a French bishop to death. "Mad Jack" entered the Port of Da Nang and marched a Marine detachment ashore, capturing several high Vietnamese officials. Captain Percival held the officials prisoner until the French Catholic

and his missionaries were released.

During the 1800's, the French under Napoleon were the dominating force in Vietnam. Da Nang was the first city to come under French influence. The city has been a melting pot of oriental customs and western culture. During World War II, the Japanese occupied the city and later the French and the neighboring Chinese again added their influence.

SECOND LARGEST CITY

Da Nang today is the second largest city in South Vietnam, a city of displaced persons, with a population density that exceeds 12,500 persons per square mile. Since the U.S. Marines again stormed the beaches of Da Nang in 1965, the city has increased in population by almost 150,000 persons... all seeking the security of the city.

There are only 600 hectares under cultivation in the small area of rice paddies that are cut off sharply by the towering mountains of the I Corps Tactical Zone which skirt the city. This small amount of cultivation does not provide enough foodstuffs for the local economy, so more than 60,000

Buddhism is one of four major religions in Da Nang.

tons of food is unloaded each month on the docks of the Han River.

Da Nang still relies greatly on its fishing industry with over 18,000 fishermen manning their nets daily in the coastal waters.

The cost of living for a Vietnamese national is much higher in this city than in other parts of the Republic, primarily because of the low supply of housing and a very overpopulated city.

VIKINGS OF SOUTH CHINA SEA

A small open air museum is located on the south end of Bach Dang Street which skirts the river front harbor and houses relics and sculpture of the ancient Cham civilization. The Chams, who occupied the land of Vietnam as early as the year 192, were recorded in history as the Norsemen or Vikings of the South China Sea. The museum's east pavilion has sculptures from the Civan city of My-Son with masterpieces dating back to the 7th and 8th centuries. The west wing is reserved for a more conventional style of art dating between the 12th and 13th centuries.

HELGOLAND

Across the street from the museum is the German hospital ship Helgoland. The ship offers its services night and day to anyone in the Da Nang area who requires medical attention. Vietnamese civilians have been known to travel as far as 50 miles seeking the

aid of German physicians.

The ship's staff maintains daily clinics in two treatment centers that were constructed on the pier adjacent to the Helgoland. More serious cases are taken aboard the ship to its surgical center and recuperation wards.

Further north, Bach Dang Street widens to become a bustling boulevard shaded by tall exotic trees with little parkways and concrete benches overlooking the serene river front. Many shallow draft vessels line the riverfront exchanging their cargos for other shipments to be taken to port cities up and down the 625 mile coastline of South Vietnam.

FOUR MAJOR RELIGIONS

Only a block west of the riverfront boulevard, the towering steeple of the Da Nang cathedral overshadows the city. Very close by is the Tin Lan, the first protestant church to be built in Vietnam. A few blocks away, contrasting the simplicity of the Tin Lan, is a towering Buddhist pagoda with four separate levels. The temple has three distinct poses of the Buddha showing different stages of enlightenment. There are many religious sects in the city including the Cau Dai, which combines an intermingling of many religions resulting in a choosing-type religion. Although the Cau Dai temple is small and simple it has some of the most exotic and beautiful gardens in all of Da Nang.

Five hundred passengers a day

Germany's Helgoland offers medical aid to Vietnamese.

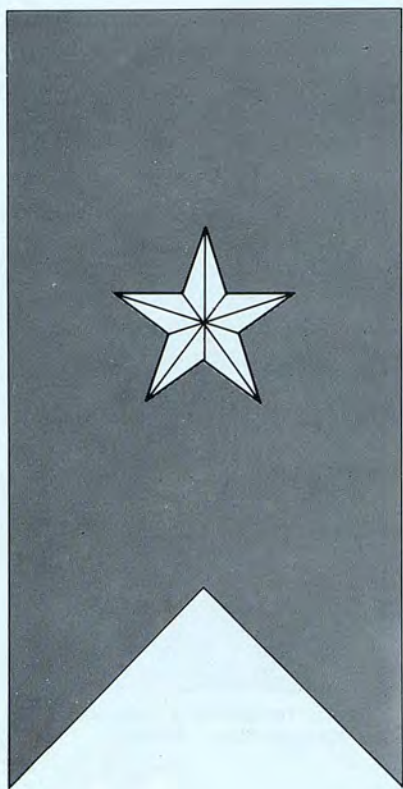


Quaint restaurant stands over Da Nang's Han River.

board a small railroad that runs through the heart of the city and winds nearly 100 kilometers through mountain passes and coastal valleys between Da Nang and the imperial city of Hue. The three hour trip costs only 59 piasters or about 50 cents, less than one third the cost of going by bus.

About eight miles south of the city is Marble Mountain. Presently there are several Buddhist temples on the mountain, and the Vietnamese government is planning to make the mountain area a national park. The marble which is mined from the mountain has been the primary source of the stone for all areas of Southeast Asia.

The white sandy beaches that line the shores of the South China Sea at Da Nang are exquisite with 15 foot breakers that in any other time would be a surfer's paradise. However, at present, Da Nang still is a historic and ancient port of call which relies heavily on its fishing fleet as well as its tremendous amounts of shipping.



Brigadier General George W. Putnam Jr.

CHANGE OF



This month the 1st Aviation Brigade welcomes a new commanding general, Brigadier General George W. Putnam Jr. He replaces Major General Allen M. Burdett Jr. who has been reassigned as the director of Army Aviation in the Office of the Chief of Staff for Force Development in Washington D.C.

General Putnam was born in Fort Fairfield, Maine, and was commissioned from Artillery Officer Candidate School at Ft. Sill, Okla., in 1942. Following his commissioning, he served as an artillery battalion S-3 and as battery commander in the 718th Field Artillery Battalion.

Early in 1945, General Putnam arrived in the European theater of operations and served there until the end of World War II. Later he served in the Eighth Army in Korea from January 1947 to June 1949.

He attended the Command and

General Staff College in 1953 and 1954. His next assignment was with the 28th Field Artillery Battalion at Ft. Carson, Colo., where he served as the commanding officer.

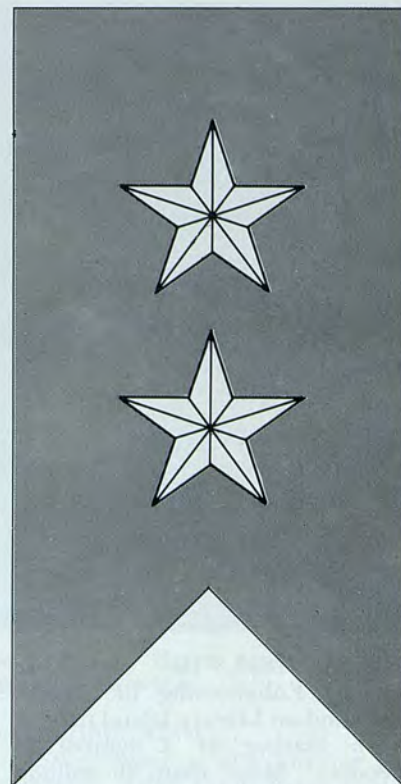
In 1955, General Putnam earned his Army Aviator Wings at what was then Camp Rucker, Ala., and since has logged more than 3,000 flying hours. His next assignment was in the Career Management Division, Washington.

After completing his tour in Washington, General Putnam was selected to attend the Army War College at Carlisle Barracks in 1959 and 1960.

His first assignment after graduating was Korea where he was the I Corps aviation officer. Upon his return from Korea, General Putnam went to the Office of the Deputy Chief of Staff for Operations, Department of the Army, where he served in various positions including the deputy director of Army Aviation until 1965.



Major General Allen M. Burdett Jr.



COMMAND

In May 1965, General Putnam was named the assistant commandant of the Army Aviation School, Ft. Rucker.

His next assignment took him to Vietnam where he served successively as division artillery commander and chief of staff of the 1st Cavalry Division.

General Putnam returns to Vietnam for his second tour from the Office of Personnel Operations, Washington, where he was the director of Officer Personnel.

The new 1st Aviation Brigade commander is rated in both fixed-wing and rotary-wing aircraft. He has been awarded the Legion of Merit with two oak leaf clusters, the Distinguished Flying Cross, Soldiers Medal, the Air Medal with 13 oak leaf clusters and the Vietnamese Cross of Gallantry with Palm.

The outgoing commander, General Burdett, assumed command of the 1st Aviation Brigade in March 1969. During his tour as

commander, he has been instrumental in the development of the organization, tactics and techniques of the combat employment of the AH-1G Huey Cobra gunship in Vietnam. He directed the Unit Integrated Aviation Maintenance concept which has greatly enhanced aircraft availability throughout USARV. General Burdett, through close coordination with the other services, was a key to the development of an efficient air traffic control system for Vietnam. The outgoing commander was instrumental in laying the ground work for the employment of such innovations of aviation as the CH-47C and the OV-1 Super C. General Burdett has also played an integral part in the current improvement and modernization of the Vietnamese helicopter war effort.

The Golden Hawks bid a fond farewell to an outstanding leader and offer a warm welcome to our new commander.



"Give me your tired, your poor, Your huddled masses yearning to breathe free. The wretched refuse of your teeming shore. Send these, the homeless, tempest-tost to me, I lift my lamp beside the golden door!"

—EMMA LAZURAS—



Since 1886, the Statue of Liberty Enlightening the World has stood on Liberty Island in New York Harbor as a symbol of freedom. More than 29 million aspirants for freedom have satisfied their ambition by swearing allegiance to the United States since the raising of the goddess.

Within the Oath of Allegiance, the prospective citizen pledges to "... bear arms on behalf of the United States when required by law..." Some of the more than 500 Vietnam fighting men from 60 countries had nearly fulfilled this pledge when they recently gathered in Waikiki, Hawaii, to swear their allegiance to the country they are fighting for—the United States of America.

These men met with two things in common. They were engaged either directly or indirectly with the combat mission in the Republic of Vietnam, and they were pledging their allegiance to the United States.

The naturalization hearing took place October 24, which coincided with the first anniversary of the passage of Public Law 90-633, more commonly known as the Rooney Act, named for New York Representative John J. Rooney who first proposed the act.

VIETNAM VETS NATURALIZED

*Story and photos by
SP4 David R. Wood*

"An Act to amend the Immigration and Nationality Act to provide for the naturalization of persons who have served in active duty service in the Armed Forces of the United States during the Vietnam hostilities, or in other periods of military hostilities." Moreover, the bill waives the residency and fee requirements as citizenship prerequisites.

A naturalization hearing is usually conducted in a courtroom. But this particular ceremony was a unique session of the United States District Court for the District of Hawaii held at the Hilton Hawaiian Village Coral Ballroom. Group naturalization ceremonies such as this have been held in the past but this was the largest.

The court proceedings were

presided over by U.S. District Judge C. Nils Tavares. Hosting the ceremony, Major General Ben Sternberg, commanding general U.S. Army Hawaii, introduced Staff Sergeant George Deutsch, the representative speaker for the new citizens; Lieutenant General Michael S. Davison, chief of staff for Commander-in-Chief, Pacific (CINCPAC), who delivered the message from the Secretary of Defense, Melvin R. Laird; and the governor of the state of Hawaii, the Honorable John A. Burns.

Sergeant Deutsch, a native of Hungary who is completing his second tour in Vietnam, summed up the feelings of the new citizens when he said, "To me this is the fulfillment of a dream... to become a part of such a great country

is the dream of millions . . . I feel just like you—that this is the greatest moment of my life. I am now a part of the people who can fulfill their opportunities without the fear of government intervention.”

Governor Burns told the men that they are not the only ones to gain from their swearing allegiance to the country, the United States has also gained from the blending of cultures. He went on to say, “You have earned the right to life, liberty and the pursuit of happiness.”

Many units were represented at the ceremony as were all the military services. Fifteen men were from the 1st Aviation Brigade.

From Denmark, SP5 Jorn Christensen, 225th Surveillance Airplane Company at Phu Heip. From Germany, SP4 Eric Wolf, 317th Aviation Support Detachment at Di An; SP5 Alex Roberto Hybel, 7/17th Air Cav at Camp Enari; SP5 Michael Traczuk, 210th Aviation Battalion (Combat) at Bear Cat; SP4 Wacław A. Rutkowski Jr., HHC at Long Binh; and SP4 Hans J. White, 205th Assault Support Helicopter Company at Phu Loi.

From Russia, PFC Andrei Romanenko, 120th Aviation Com-

pany in Long Binh and PFC Jorge Rudametkin, 116th Assault Helicopter Company at Cu Chi. From Greece, SP4 Theodoros Mazaris, 213th ASHC at Phu Loi and SP4 Greg Kiriaki, 128th Aviation Company (Combat) at Phu Loi. From the Dominican Republic, SP4 Modesto De La

Oz, 213th ASHC.

From Mexico, SP5 Enrique B. Valadez, 210th CAB. From Italy, SP4 Thomas Grillo, 128th AHC. From Canada, SP4 Robert L. Murphy, 191st AHC at Can Tho. From the Netherlands, SP5 Albert Franz Henry Kampmeiner, 131st SAC at Phu Bai.



Hawaii Governor John A. Burns tells of the blending of cultures in America.

SP4 Eric Wolf of Germany listens as...



Gen. Sternberg addresses new citizens.





AARTS

School For Professionals



Ken Spanno of Boeing-Vertol instructs a few of the 165 students who attend AARTS each week.

It is almost as if one is walking into the grounds of an Army aviation museum . . . but it is not. There is a UH-1D Huey slick, yet it does not fly. Next to it is an OH-6A Light Observation Helicopter; however, it will never hover again. And, around behind some Quonset huts, personnel are observing Huey B and C-model gunships, which will never fire another round.

This most unusual and interesting complex is the Army Aviation Refresher Training School, or more commonly called AARTS. The helicopters are actual models provided to give the student a real feel for the lessons he is to learn.

Located in picturesque Vung Tau, this unique school is operated

by the 765th Transportation Battalion and presently offers 16 different courses. Operating year around with courses ranging from one to three weeks, AARTS has the mission of bringing Army aircraft mechanics and aircraft maintenance personnel up to date on the latest modifications and changes in maintenance techniques. Further, they strive to familiarize these same maintenance personnel on the type of aircraft and equipment currently being flown and used in Vietnam.

The 765th, commanded by LTC Arthur J. Junot, who also wears the school commandant hat, is a major subordinate unit of the 34th General Support Group, which supports the 1st Aviation Brigade. Nearly 50 per cent of the more than 4,000 students who attended the school during the last fiscal year were Golden Hawks.

Although the school title would imply that enrollment was restricted to Army personnel, that is not quite the case. Students have come from the U.S. Navy, Marines and Air Force, as well as aviation personnel from the Australian and Korean armed forces.

About 165 students attend class each week in one of the five basic courses in helicopter airframes, or five courses in engines, four courses in aircraft armaments, or perhaps one of the single courses offered in technical supply and technical inspection.

In addition to students from 1st Aviation Brigade, personnel at the school represent every divisional aviation unit in country. In spite of the fact that most of the curriculum is geared toward the enlisted man, it is not too uncommon to have an officer take advantage of the refresher training and updating the courses provide. There is, however, one course on aircraft armament which is reserved solely for warrant and commissioned officers.

Students begin arriving at the school on weekends and are immediately assigned to one of the billets, which were constructed by cadre and students a couple of years ago. Monday morning they



Jim O'Neill keeps his turbine engine class interesting.

are given a complete orientation of the facilities at Vung Tau and a walk through the local service club where attractive hostesses tell

them what the club has to offer and assist in planning their recreational periods.

Presently, instructors at AARTS



A tech-inspection class is conducted by SSG Hubbard.



Upon completion of this course, these men will know that their Cobras are receiving the best of care.

include members of the 765th Battalion, factory representatives from the Lycoming Division and Boeing Vertol and Department of the Army civilians assigned to a specific course. All are highly trained and have a vast amount of experience in their particular realm of responsibility.

The Army Aviation Refresher Training School was formerly called the Army Aviation Mobile Technical Assistance Training Program (AAMTAP) operating in Saigon. It was not until May 27, 1966, that the school moved to Vung Tau and came under operational control of the 34th Group. Beginning with two small buildings, the school now boasts 12 classrooms and four student billets. Its capacity is 207 students.

Interest in AARTS has been growing at a steady rate. During fiscal year 1967, 2,061 students were graduated; 3,170 in 1968; 4,110 in 1969; and through October of this year, 1,459 have walked to the platform for their coveted diplomas, which indicates that

fiscal year 1970 will be the largest yet.

A LOH blade grip is pointed out by Mr. Lechowicz.



SFC Lester W. Triplett of the 240th Assault Helicopter Company, a student in a recent air-frame course related, "I think this has been a very good course. The instructors are well versed in their subjects and always give very clear explanations of why something is done one way or another."

"We have been very successful at accomplishing our mission," said CWO Lloyd H. Haag, assistant commandant for the school. "Three years ago we offered five courses and now we've grown to 16. Based on what I have seen transpire here during the past year, I'm certain there will be a bright future for the school for some time to come."

Mr. Mechanic or Mr. Crew Chief, are you confident that your "bird" is getting the best possible care and maintenance? If your answer is anything other than yes, you should immediately inquire through your company about acquiring an allocation to AARTS. They stay in business through your attendance.



the start of World War II, over a million tons of rice a year was being exported from the rich Delta.

As men began successfully cultivating the Delta for food, the land's value rose. As the value increased so the desirability of control over the land increased. First the great emperors of Vietnam and then foreign powers fought and spilled men's blood for the Delta's richness.

Peace has only been a sometimes thing for this land and her people since the influx of settlers 200 years ago. Today the land is once again embroiled with a bitter, hard fought struggle for its control.

Utilizing the protection of darkness, the enemy seeps down canals and back water ways, worming into Vietnam the contraband with which they wage their war. Hidden in bunkers, once again awaiting the friendly night, they plan their strategy for victory in the Delta.

But the rice rich Delta does not belong to the enemy, it belongs to the government of the Republic of Vietnam. This fact is in a great way due to the efforts of the Allied Forces in Vietnam to afford the people the right to till their soil in peace, men such as those of the 175th Aviation Company (Assault Helicopter) stationed at Vinh Long.

"Of course I'm prejudiced," said MAJ Leo A. Krammer, Jr., com-

OUTLAWS

Protectors Of The Delta

Less than 200 years ago the Mekong River Delta underwent a period of major development. Before Emperor Gia Long, with French assistance, initiated his pro-

gram of constructing canals for land drainage, the Delta was largely swampy wasteland. By the middle of the 19th century, the Delta's rice crop had quadrupled. Before

Commencing a night long mission, a Maverick door gunner watches sinking Delta sun.





Low-leveling over the Delta, a Maverick gunship hunts VC.

mander of the 175th, "but I firmly believe my men make this the best helicopter company in the Delta. They work hard at being the best and they deserve the recognition."

The 175th's mission is to assist anyone in the 4th Corps Tactical Zone who requires their help. Their month is divided into two types of operations. The first is devoted to night "Hunter-Killer"

SP4 J.G. Rodriguez overhauls Maverick gunship.



missions flown near the Cambodian border. The later mission is performing combat assaults, mostly of ARVN troops, wherever necessary in the Delta.

The 175th consists of two slick platoons, the "Outlaws," and one gunship platoon, the "Mavericks." Their 204 days without an accident attests to the professionalism of the 175th.

"It's intentional," says CWO Robert Smith, a Maverick pilot. "We work at not having accidents. We get together in a class and talk about it. We project problem areas ahead of the occurrence and take steps to avoid them."

Much of their flying time being logged at night makes their safety record even more outstanding. Hunting for Charlie by day can be hazardous, but pursuing him at night doubles the danger factor.

The night Hunter-Killer teams consist of a command and control ship (C and C), flare ships, Charlie-model gunships and stand-by slicks with troops. The Outlaws provide the C and C ship, flare ships and the slicks. The Mavericks provide the Charlie-model gunships.

The C and C ship carries a

cluster of seven C-130 high intensity landing lights, used to spotlight the enemy in the dark. The ship also carries riflemen equipped with rifles mounted with Star Light Scopes, and an area advisor who informs the team of the positions of "friendlies" and clears the team to engage the enemy.

Once in the area of operations (AO), the flare ships periodically illuminate a section of land to be searched, allowing ample light for the other ships to comb the ground and canals for the VC.

Catching the enemy red handed infiltrating from Cambodia is the specialty of the night Hunter-Killer teams. Mostly their victims are VC sampans quietly making their way along the canals to a hiding spot somewhere in the Delta. But when the team finds the VC or NVA in force, they call back to their troop laden slicks to crank up for an insertion.

"To make a night insertion," says LT Raymond L. Phillips, an Outlaw pilot, "takes team work between your pilot, yourself and the rest of the Hunter-Killer team. Your depth perception is not as good as it is in daylight, so it takes two people to fly the ship. One man keeps his eyes on the instruments, while the other watches the ground. Planning has to be in detail, the mission briefing complete and the navigation pinpoint."

"The Mavericks and Outlaws do a lot of their flying at night," says SP4 Jerry Shaffer, a Maverick gunner. "I don't imagine that there are too many units around that are better at it than us."

It is quite possible that Charlie also thinks that the 175th is proficient at their night Hunter-Killer missions, because since the inception of the program the VC's movement of supplies from Cambodia into the Delta has been seriously hampered.

The second part of the 175th's mission is devoted to performing combat assaults. It is an operation which is performed everyday by almost every assault helicopter company in the Republic of Vietnam. But to be completed success-



fully day after day requires an exceptional unit.

The Mavericks take special pride in the fact that no Maverick protected slick has been hit in over a year.

"When our slicks begin to receive rounds, we move in to divert the enemy's fire away from the insertion," says LT John Dye, a Maverick pilot. "Because of the 'cartwheel' system which we employ and the fact that our ships carry more armament than usual for Charlie-model gunships, we can always provide the protection that is needed for a successful insertion."

"Our maintenance people do a terrific job of providing the care required for our ships to carry the amount of fire power that they do," says WO Frederick M. Fellows, another Maverick pilot.

"The Mavericks and our C and C ships always check a prospective LZ thoroughly before they give

the OK for the slicks to make an insertion," says LT Phillips. "Between the two of them, we Outlaws feel confident our ships will be safe in the LZ."

Combat assaults or Hunter-Killer missions, the men of the 175th regard their task for what it is, a job. A dirty job that constantly tries their equipment, their endurance and the men themselves. There is nothing glamorous about war to the warrior. But assigned the task, the men of the 175th never fail to give their all for the mission's success.

The Delta may someday again enjoy the peace with which it can supply millions of tons of rice for Asia's hungry stomachs. But for now the 175th Aviation Company (Assault Helicopter) continues to fight the enemies of the Republic of Vietnam in the Delta. Being the men that they are, they will prevail.

NEWSLETTER

21st RAC Awarded MUC

The Meritorious Unit Citation was recently awarded to the 21st Aviation Company "Black Aces" of Chu Lai. The 21st, which flies the tiny O-1 "Bird Dog" reconnaissance airplane almost unarmed over enemy territory, was cited by Secretary of the Army Stanley Resor for its "extraordinary fortitude and consummate skill in the performance of vital combat aerial missions supporting Allied Forces" over a six-month period encompassing the 1968 Tet campaign. Among the important missions of the 21st were artillery adjustment, combat observation, forward air control, visual reconnaissance and night mortar watch.

Safety Record By 334th AWC

The 334th Aerial Weapons Company has established one of the most outstanding safety records for a unit of its kind in Vietnam. Flying the sleek, powerful AH-1G Huey Cobra gunship for the past 13,291 hours, or 205 straight days, the "Sabers" have not recorded a single mishap. This superb flying record is credited to the professionalism of the men of the 334th who fly, crew, and maintain the Sabers' ships and the carefully planned and always followed safety program.

HIGH FLIERS SILVER STARS 10 OCT--11 NOV

SP4 James W. Brawner, 195th Aviation Company (Assault Helicopter)

CPT James M. Burgess, 3d Armored Squadron, 17th Air Cavalry

WO Carl D. Gray, 3d Armored Squadron, 17th Air Cavalry

PVT Deimus L. Jenkins, 7th Armored Squadron, 17th Air Cavalry

SP4 John P. Kovencz, 195th Aviation Company (Assault Helicopter)

PVT Samuel G. Mulloy, 195th Aviation Company (Assault Helicopter)

1LT Jared S. Nenstiel, 173d Aviation Company (Assault Helicopter)

SP4 Dennis L. Souders, 195th Aviation Company (Assault Helicopter)

HAWK HONEY



*Success in '70
to the Green Hawks -
Ellie*

