



HAWK

OCTOBER 1970



DEPARTMENT OF THE ARMY
HEADQUARTERS 1ST AVIATION BRIGADE
APO SAN FRANCISCO 96384

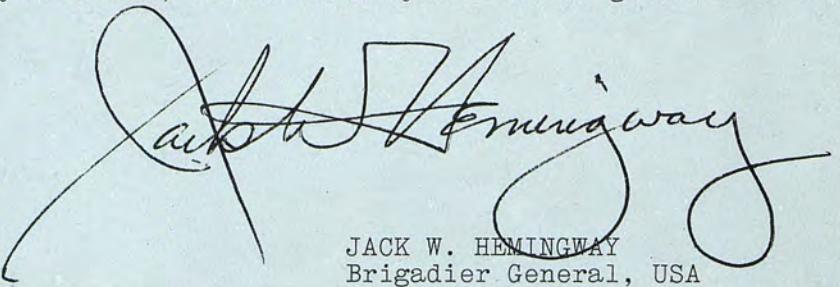
TO ALL PERSONNEL OF THE 1ST AVIATION BRIGADE

In four short years the "Golden Hawks" have established a reputation for dedication, professionalism, innovation, and courage that has been exceeded by no organization in the illustrious history of the United States Army and equaled by but a few.

Like the renowned relay runners of the Roman Empire, we have been passed the baton of success and responsibility from those who have made the 1st Aviation Brigade what it is today. Our charge is not simply to guard and protect this reputation for accomplishment but more importantly to maintain the momentum of achievement.

The character of war changes ceaselessly; likewise, the nature of the war in Vietnam has changed markedly over the years and will continue to do so. Whatever the challenges of the future may bring, the "Golden Hawks" must, and I am confident will, be ready. The changing tempo of the conflict and the shifting of emphasis from task to task will require the best from each of us.

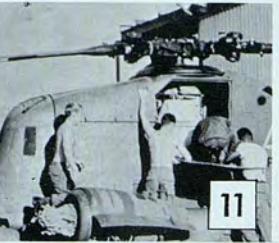
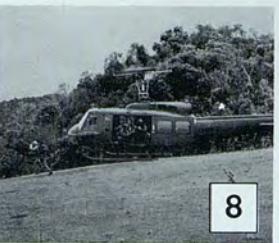
I am privileged to return to the 1st Aviation Brigade to join the "new team" in its ceaseless quest for perfection. Whether you are engaged in support of combat or the pacification effort, I am confident that you, the "Golden Hawks of the 70's," will be a credit to yourselves as individuals, to Army Aviation, to the US Army and to our great Nation.


JACK W. HEMINGWAY
Brigadier General, USA
Commanding

HAWK



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1st AVN BDE

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FRONT COVER:

A Mohawk from the 73rd Surveillance Airplane Company takes aerial photographs over suspected enemy territory. Picture taken with infrared film. Photo by SP4 Chuck Winer. Story on page 6.

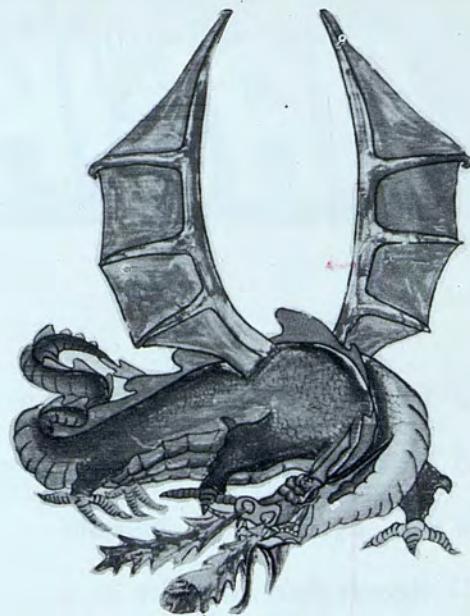


BACK COVER:

Sunrise in Vietnam is often tranquil and beautiful. This Chinook stands in a revetment, soon to be filled with a barrage of early morning activity. Photo by SP4 James Hardy.



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Two Faces Of The Dragon

Story by SP4 Phil Terrana



The dragon was a large mythological beast which rampaged through the countryside causing great devastation and instilling fear into the hearts of the people. The sight of his flaming nostrils was reason enough for the people to seek shelter and avoid coming in contact with him.

This image has changed somewhat in recent years, and to the people of Pleiku and the surrounding highlands, the dragon now has two faces. One still shows fire, for its mission is one of war. The other however, shows friendship, for the men of the 52d Combat Assault Battalion (Flying Dragons) also want to help these people, besides protecting them.

The 52d CAB is the largest assault helicopter battalion in 1st Aviation Brigade and Camp Holloway the largest aerial assault base. The task of protecting the 20 square kilometers outside the perimeter of this base, so the pilots and their crews can perform efficiently, belongs to the 52d Security Detachment. They are the only security force in the brigade with their own assigned area of operations. Like the dragon, the image which the 52d Security Detachment portrays to the enemy is sufficient to ward off trouble.

"Our effectiveness is not measured so much in terms of how often we are confronted by the enemy," said CPT Jimmy L. Duncan, but rather in terms of how often we are not confronted. The base used to be hit continually, but since we've set up, enemy strikes are scattered and insignificant."

Since their arrival in the battalion in September, 1966, they have worked to provide the most complete defense possible. Bunker lines are manned day and night by crews made up from the three rifle platoons. The crews are on duty one week at a time, with the bunker complexes becoming much of a second home to their barracks. The protection they provide is rein-

forced during the day by reconnaissance patrols which check trails and question personnel in the area.

At night, ambush patrols continue the 24-hour task of protecting the camp, along with Regional Forces of the 68th ARVN Battalion. The patrols are not without firepower of their own. "We have our own mortar section," adds CPT Duncan.

The 68th Infantry Detachment (Radar) assigned to the 52d Security Detachment boasts of new PPS-5 radar sets which are instrumental in carrying out the goal of the detachment—that of preventing conflict rather than winning conflict. "These sets are capable of detecting a single man at 5,000 meters," comments SP4 Sherman Ledbetter, older of two brothers assigned to the unit, "and can pick up a large vehicle or troop movement at 10,000 meters."

The Security Police have the responsibility of patrolling within the compound and protecting against acts of sabotage. They have been trained by military police, but essentially, they are 11-bravos. For that matter, all the men of the company are 11-bravos. "We're a grunt unit all the way," said CPT Duncan, "but we're getting the job done. Our Security Police, having no previous MP training were recently complimented by the Provost Marshal for being one of the finest security police units in the battalion."

So much for the flaming nostrils side of the Flying Dragons, forewarning the enemy to stay away. He is aptly portrayed by the 52d Security Detachment.

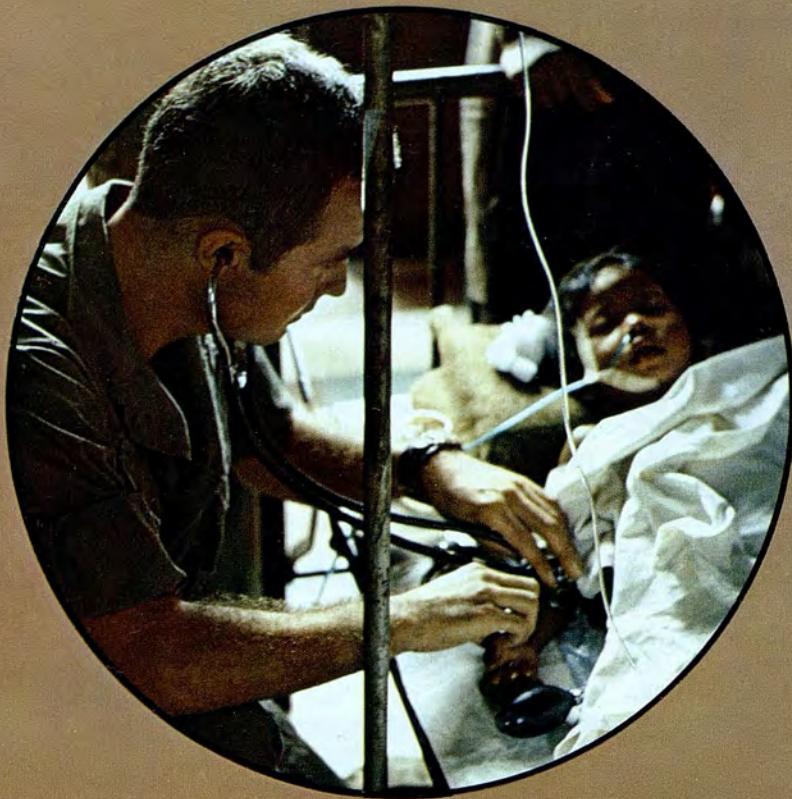
The other face of the 52d CAB is one of civic action and close cooperation with the people. "The people genuinely feel that we are here for their benefit as well as to fight a war," said LTC Ronald H. Merritt, battalion commander.

The Montagnard Gift Shop, run by the 52d Security Detachment is but one example of how the



A manned tower on the 52nd's perimeter is symbolic of the protection provided by the Dragons' security detachment.

battalion is helping the people. Visiting from one hooch to another within the compound, the works of the Montagnard people are in evidence everywhere. Crossbows, curtains, clothing and even model helicopters are displayed on shelves and walls. Money received by selling these goods is reinvested in the purchase of more products, and in this way, the people have a con-



stant source of income. Music at two Montagnard churches provides a daily testament to the gift shop's importance to the people. Two organs were bought with profits from the shop.

The 57th Aviation Helicopter Company also has its face turned towards peace. "We are assisting the people, but not supporting them . . .," observed MAJ Byron E. Byerley, company commander. "It will help the people of this area stand alone after the influence and support of the U.S. Army is withdrawn."

The work of the 57th AHC ranges from the distribution of food and health supplies to the treatment of local diseases by the medical personnel. They devote 140 to 200 man-hours per week to projects as small (haircuts given to needy townspeople) or as large (200 homes making up three hamlets were built or relocated in an effort to secure the villages from continuing VC attacks) as the situation calls for.

Over in Kontum, the 170th AHC is kept busy helping missionary Dr. Pat Smith run her hospital. They provide lab technicians and take an active role in training the local people so they may eventually contribute themselves to this very famous and active hospital.

Construction work is an important area in which the battalion can assist the people. "We have the manpower available," said SP4 Bruce Bartow, and "the men really enjoy going out and doing some good." The 52d Security Detachment works hand and hand with the 20th Engineers (ARVN) in various projects of upkeep—plumbing, painting and additional construction to their present schools, churches and hospitals.

"The effectiveness and accomplishments of the programs are very evident," said LTC Merritt. "We have the support of the people and their trust. The VC are not able to acquire a foothold in this area because the people warn us if they are present. They are working with us."

"The men also have an excellent opportunity to benefit from these programs. Montagnards are very beautiful people," adds LTC Merritt, "with moralities and cultures distinctly different from ours, but nevertheless very good. Giving candy to a child and watching him turn around and give it to his younger brother or sister gives you a real sense of accomplishment. They are learning to give. They are also willing to work and are only asking for our assistance."

The dragon has indeed taken on a new image and to the people of the highlands, the sight of the fire breathing creature is not a reason to be afraid. The vehicles and choppers bearing its image are a sign of friendship to a needy people. To the enemy however, the fiery nostrils are still to be feared.



Imagine flying low level over the U-Minh forest at night and taking reconnaissance photos in an unarmed plane. The men and Mohawks of the 73rd Surveillance Airplane Company (SAC) perform the mission regularly and with great success.

Pilot and Technical Operator (T.O.) fly through the night to a designated area of terrain to be observed for enemy activity. Employing a variety of infrared sensing devices aboard their craft, the men run 100 percent coverage over the target area with a minimum number of turns. Various screens inside the plane show terrain features and heat emissions in the form of a black dot. Nighttime infrared photographs detect temperature differences of objects on land or in the water. For example, a sampan which is warmer than the water surrounding it at night is recorded as a black dot on the infrared film. Similarly recorded would be the exhausts of trucks, motors on sampans, or fires in a VC encampment. Cold spots such as a weapons cache also show up on the screen.

Often the Mohawk will fly a strip mission, flying over canals, roads, infiltration routes or border canals at a low altitude, seeking out signs of the enemy. During a radar vector mission the Mohawk flies into a particular area

where it is picked up on a radar screen and vectored around in suspected areas. "When we get heat emissions we mark the spot," said CPT Tommy Smith, Mohawk platoon leader. "We bring the film back and develop it. The image interpreter plots the emissions (targets) and they are forwarded to units who will move in with fire power." Sometimes the Mohawks actually call in artillery and adjust fire themselves.

Image interpreters are all highly trained in examining the photos for bunkers, huts, paths and other possible enemy staging areas or infiltration routes.

In addition to the infrared missions, the 73rd flies Side Looking Airborne Radar (SLAR). On this mission radar impulses are sent out and film is shot on both sides of the aircraft. The TO sees it within minutes after he has flown over a suspected area.

Taking nighttime infrared photographs is a highly technical job, one that requires absolute mental alertness throughout all phases of the mission. Because of the highly classified nature of their job, Mohawk pilots do not always receive the recognition they justly deserve. HAWK salutes the 73rd and all SACs who fly the night Mohawk missions.



Story and Photos by SP4 Chuck Winer

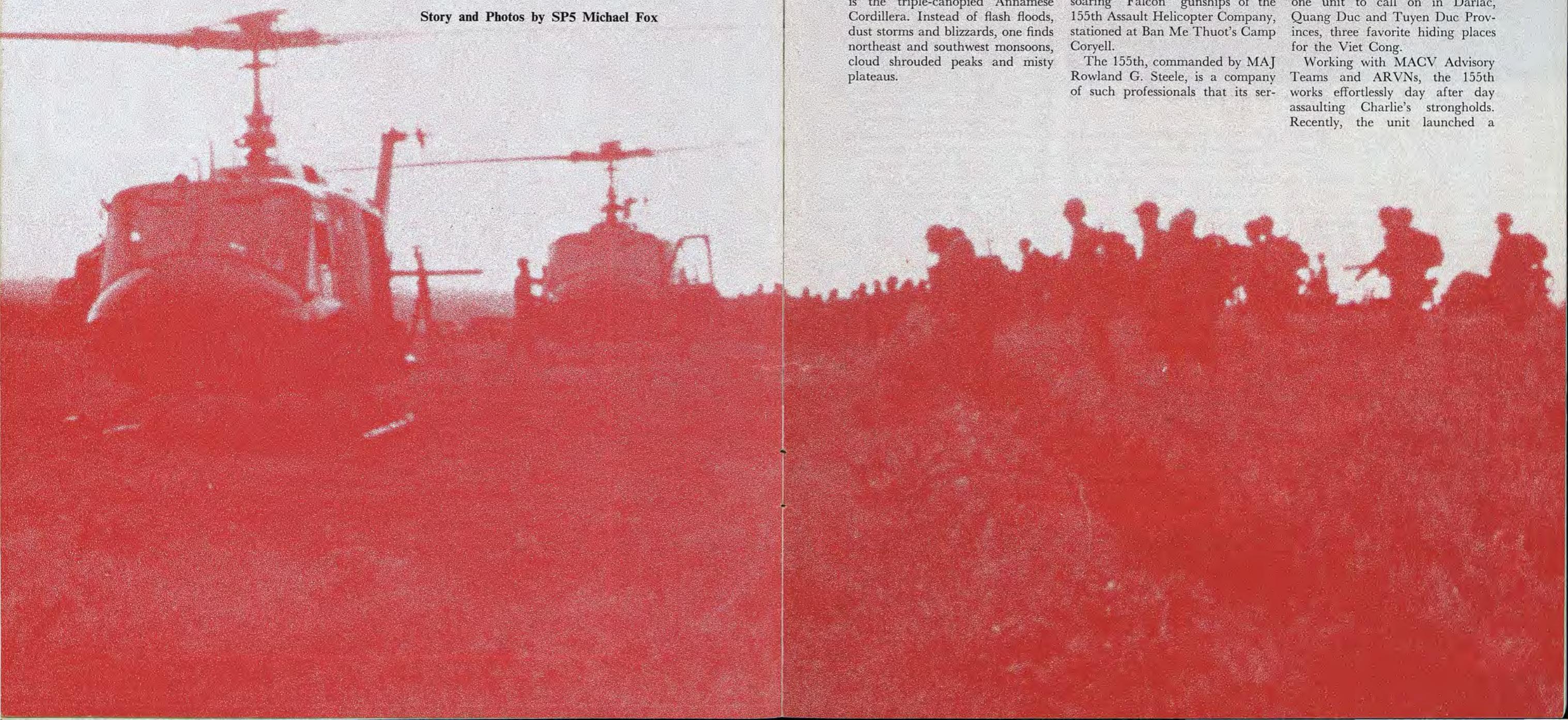


73rd Surveillance Airplane Company



Through The Eye Of The Jungle's Needle

Story and Photos by SP5 Michael Fox



The western frontier, known for its harsh terrain, unpredictable weather and lurking enemy is a land of contrast, with placid lakes, lush forests and pleasant people.

This description could lead one to imagine the great American West of the last century, but he would be misled, since it is equally applicable to the Vietnamese West of the 20th century. Instead of the formidable Rocky Mountains there is the triple-canopied Annamese Cordillera. Instead of flash floods, dust storms and blizzards, one finds northeast and southwest monsoons, cloud shrouded peaks and misty plateaus.

And instead of Indians fighting for their grazing and hunting territory, the enemy is the persistent North Vietnamese Army either sneaking or advancing en masse from across a once-inviolable Cambodian border, assaulting cities and harrassing peaceful Montagnard hamlets.

It should not seem unusual that the responsibility for defending Vietnam's "Wild West" lies with the sturdy "Stagecoach" slicks and soaring "Falcon" gunships of the 155th Assault Helicopter Company, stationed at Ban Me Thuot's Camp Coryell.

The 155th, commanded by MAJ Rowland G. Steele, is a company of such professionals that its ser-

vices are constantly sought and jealously harbored. It was the unit which saw regional forces, ARVNs and their American advisors through the Duc Lap-Bu Prang seige of last November and efficiently assaulted them across the border into Cambodia this spring: a feat made possible by an aircraft availability rate of over 80 per cent. The "One-Five-Five," as it is known to its members and the forces in the area, is the number one unit to call on in Darlac, Quang Duc and Tuyen Duc Provinces, three favorite hiding places for the Viet Cong.

Working with MACV Advisory Teams and ARVNs, the 155th works effortlessly day after day assaulting Charlie's strongholds. Recently, the unit launched a



An ARVN runs for the tree line after his slick finds an LZ northeast of Ban Me Thuot.

major combat assault on "Happy Valley" east of Ban Me Thuot, which is so solidly VC that Charlie forced the eviction of friendly residents. The "Stagecoaches" and their ARVN passengers so surprised the enemy in this assault that crew-members reported fishing poles—complete with fish—abandoned near lakes and streams. Keeping Charlie on the run in the treacherous highlands is routine for the 155th.

There is more to the operations of this 10th Combat Aviation Battalion company than the usual hazardous combat assault, resupply missions and taxi service. One of the 155th's "most routine" missions is the most dangerous. It is the "B-50" mission for the 5th Special Forces group, and the only reason the mission is routine is because the 155th is the unit the Green Berets call upon most often.

Taking its name from the Special Forces detachment it transports, the B-50 mission is reconnaissance into extremely hostile and uncharted regions, conducted by a six-man team of two Berets and four SCUs (pronounced Sues), members of Vietnamese Special Commando Units. These brave

men must perform reconnaissance undetected by the enemy. The men of the 155th must get them there undetected and extract them safely at a moment's notice. If the insertion of the recon team is noticed or if contact is made, the mission must be scratched.

Planning and exacting teamwork go into making a special scouting mission. For days an Army or Air Force Forward Air Controller (FAC) O-1 Bird Dog scans the hilly plateaus for suitable landing zones—a scarce item in the inaccessible regions west of Ban Me Thuot. And since the LZs are scarce, Charlie will know which ones to strike if he senses trouble.

After the FAC has chosen suitable LZs, plans are made for insertion. The pilots are briefed on location and terrain around the proposed insertion points, but generally they don't know a great deal about the area.

The "Stagecoach" pilots, prepared for any eventuality, stand by at a remote pickup zone with the recon team. Of the four slicks programmed for the mission, Alpha, Bravo, Charlie and Delta, only Alpha will be the actual insert ship. Bravo is a backup ship in case

Alpha, for some reason, cannot make an emergency extraction. Charlie is a second backup with a medic on board. Delta acts as command and control for the Special Forces.

During the actual B-50 insertion, the FAC circles near the proposed LZ, but hopefully, not close enough to give the enemy any hint of his intentions. On signal from the FAC, Alpha spins off from a holding pattern several miles away and low levels along an azimuth toward an LZ he has never seen or reconnoitered.

Alpha's pilot only knows the general direction of the LZ. He must depend on the FAC for course corrections and, ultimately, for the final few hundred meters. There he must slow his ship enough to slip in and out of the clearing. If any job counted on expert coordination of efforts, this is it.

The controller has to accurately gauge the distance of the slick from the LZ and the Huey pilot has to know his chopper well enough to maneuver it through the eye of the jungle's needle.

Providing all goes well, the SCUs and Berets hop off and slip into the jungle for a week of profitable reconnaissance. If the mission is aborted for any reason, Alpha, Bravo, Charlie and Delta know what to do and how to do it: whether it's extracting the team by rope, providing firepower, medevac or routine pickup.

The precision and coordination for this mission push the skills of the 155th's aviators to the limit.

They have skimmed the jungles' canopy and backed their "Stagecoaches" into minuscule clearings; they have braved the enemy's fire to extract downed aviators, by string extraction when no LZ's were available. They have performed their mission with finesse and professionalism, virtues held in high regard in the Wild West of II Military Region. ♦

Reach For The Sky

Photos by SP4 Ron Durica

The Delta region, designated by the Vietnamese as IV Military Region, produces three and four crops of rice a year. Economically speaking, it has been for centuries the "bread basket" for Vietnam. It has long been a haven for the Viet Cong and North Vietnamese Army, as they recognize its producing potential.

Tactically speaking, it is an area

that necessitates pacification, to allow the Nationals to raise their crops without fear of terrorism and extortion from the communist forces. Before the program of Vietnamization was incorporated the allied effort recognized the importance of defending the "rice bowl." The Vietnamese have now accepted the responsibility of pacifying the Delta, as far as infantry ground

troops are concerned. American infantry units have withdrawn. The 7th, 9th and 21st ARVN Infantry Divisions are now the defenders. However as our American infantry units did, the ARVN's still require vehicles, fuel, artillery pieces, ordnance, rations and troop transport.

Army Aviation remains to furnish the assets necessary to accom-





ARVN's loaded down with food, water and ammunition, dash to an observation post.

plish this enormous logistical mission. In particular the "sister" Chinook companies of the Delta, the 147th and 271st Assault Support Helicopter Companies, have shouldered much of this critical responsibility. Headquartered at Can Tho, they provide the logistical support for the equivalent of four divisions.

The 147th "Hillclimbers" and the 271st "Innkeepers" insure that logistics arrive on time for the ARVN Infantry units and the Regional and Popular Forces operating in the Delta.

When a small ARVN outpost near Ca Mau was under siege by the Viet Cong, the ARVN's survival depended on the availability of both logistical and defensive support by American aviation units. Immediately, a message was relayed for gunship support. Tactical operations centers throughout the Delta monitored the call and minutes later support was on the way. The attack on the outpost was crushed and the VC beaten back. After preparations were made for a possible counterattack an assessment was made of the situation; ammunitions and rations were extremely low. Another immediate

message was prepared and relayed for resupplies.

The 307th Aviation Battalion Tactical Operations Center received the message. It is their mission to assign all requests for resupply, troop movement and support missions to either the 147th or 271st Chinook Companies.

This particular call went to the "Innkeepers" operations officer, CPT John Dowell. CPT Dowell, along with aircraft commander CW2 Edward Brosch, decided to fly the mission, utilizing the Chinook "Innkeeper 134."

Their first stop was Rach Gia, where a company of ARVN's and a sling load of POL was picked up. The flight engineer directed CW2 Brosch while hovering the Chinook over the marked area. After supervising loading of the ARVN's and their internal load, the sling was attached and all systems were go.

The small outpost, near Ca Mau, often involves many hazards for a Chinook resupplying it. It entails flying over the eastern edge of the U-Minh Forest, well known as a communist stronghold. To avoid ground fire Mr. Brosch instructed CPT Dowell, the pilot, to bring the "hook" to an altitude of

3500 feet. Without incident Innkeeper 134 arrived at Ca Mau and informed Foxtrot Tango Alpha they were prepared to begin their sorties. The remaining portion of the morning involved carrying

Avoiding punji sticks, the 7th ARVN Division moves out to secure a position at L. Z. Mo Cay.



ordnance and rations to various outposts in the area.

With identical missions to fly in the afternoon as they did in the morning, Innkeeper 134 arrived back at Can Tho late in the afternoon.

During the day CPT Dowell and CW2 Brosch flew close to 1000 miles, carried 50 passengers and hauled over 100,000 pounds of munitions, POL and supplies to members of the 21st ARVN Division.

sion.

"The way I look at it," says CW2 Brosch, "we are giving the Vietnamese the supplies they need. They are using them to thwart the VC in the IV Corp area. This is what Vietnamization is all about. Although we are often in the background as logisticians, we are in the foreground helping Vietnamization."

"The 271st is a hard working company," boasts MAJ John L. Wood, commanding officer of the Innkeepers. "They are a proud unit, who take pride in their jobs and their part in the war effort. We put in about 22 hours of maintenance for every hour of flying time."

The 147th's missions are analogous to their sister company, the 271st, as exemplified by the mission flown by the 147th's operation's officer, CPT Richard L. Campbell, aircraft commander, and WO Michael Watkins, pilot.

ARVN's from the 7th Infantry Division were to be inserted in the area northeast of the Seven Sister's Mountains. Standard operational procedures went into effect before take-off. The engines were cranked up and "Hillclimber" 830 was soon



A 147th Hillclimber lowers into staging area.

airborne. First stop was a staging area for the ARVN soldiers. Ready and waiting, the ARVN's first chalk was loaded aboard.

Their destination was a small village, Mo Cay. With skill and finesse the two veteran aviators guided their Chinook into the LZ, prepared for any enemy resistance. None was encountered and seconds later, 830 was airborne, engines straining for the safety of higher

altitude. The return trip to the staging area was made to pick up more troops and the second chalk was soon on its way to drop off the men in the perimeter established by the first insertion. Again, CPT Campbell and Mr. Watkins were prepared for any resistance.

The perimeter had been receiving sporadic small arms and automatic weapons fire. CPT Campbell made the decision to go in and

disembark the ARVN's. Touching down with lightning expediency, the Vietnamese troops were let off and the lumbering Chinook, again, reached for the sky.

That was the way the operations continued throughout the day. A total of seven insertions were made, involving four and one half hours of flying time.

On the flight back to Can Tho the crew and pilots were able to relax. The work of the maintenance crew, however, was just beginning. Their responsibility is to detect anything and everything which could possibly cause a malfunction.

"These men have to be sharp. The 147th maintenance personnel have proven themselves efficient in every respect," quoted CPT Charles J. Hersont, maintenance officer.

There is much the 147th can be justly proud of. MAJ Robert A. Halbman, commanding officer of the 147th observed. "We were the first Chinook unit to arrive in Southeast Asia. As a result of tests conducted with Chinooks in 1966, utilizing assets of the 147th, concepts were developed on the employment of the CH-47 in combat in Southeast Asia. In March we received an award for flying a total of 15,440 hours without an accident. Today our men have extended this amount to 21,837 accident free flying hours."

The 271st and the 147th help to support three ARVN Divisions and the 44th Special Tactical Zone. "Whereas most divisions rely on two or three Chinook companies to support their one division, we in the Delta support almost the equivalent of four divisions with only two companies," commented MAJ Gerald Peffers, executive officer of the 307th Combat Aviation Battalion and former commanding officer of the 271st. "Giving support to ARVN's is most gratifying, seeing that Vietnamization is successful." ♦



It takes more than one man to get the Chinook in operating shape.

The Chinook's giant mouth swallows a huge amount of supplies.



190TH AHC
PRESENTED
TO VNAF

SEPTEMBER 2, 1970



Story by ILT M. L. Shafer

With the change of guidon at a recent ceremony, the aviation and support assets of the U.S. Army 190th Assault Helicopter Company were transferred to the 223rd Vietnamese Air Force Squadron.

Though only a symbolic gesture, the change of guidons possibly marked one of the largest strides

to be made in Vietnamization of the war. The September 2nd ceremony at Bien Hoa Air Base commemorated transfer of a complete Army helicopter company to the Vietnamese Air Force (VNAF). The event also served as a beginning for future transfers of Army aviation assets to the VNAF, through an expanding Vietnamese Improvement and Modernization (I&M) Program.



to include hangars, mess halls, officer and enlisted quarters and storage facilities.

With the transfer of aircraft, equipment and facilities, VNAF also assumed responsibility of furnishing aviation support of ARVN ground troops who had been previously supported by the 190th and other Army helicopter companies. Both Vietnamese and American officers involved in the I&M program emphasized that such transfers of aviation responsibilities are imperative to the future success of the Republic of Vietnam war effort.

Symbolizing the transfer of the company at the joint American/Vietnamese ceremony, Colonel John C. Hughes, commanding officer of the 12th Combat Aviation Group removed the 190th Guidon from the staff held by the company commander. Colonel Huynh Ba Tinh, 3rd VNAF Air Division Commander, then placed the guidon of the 223rd Squadron on the staff and presented it to the new squadron commander.

The transfer of an aviation unit is by no means a simple task. A genuine cooperative effort on the part of the Army, Air Force and VNAF was required for the successful change-over. The ceremony terminated weeks of confidential preparation and training by all groups involved.

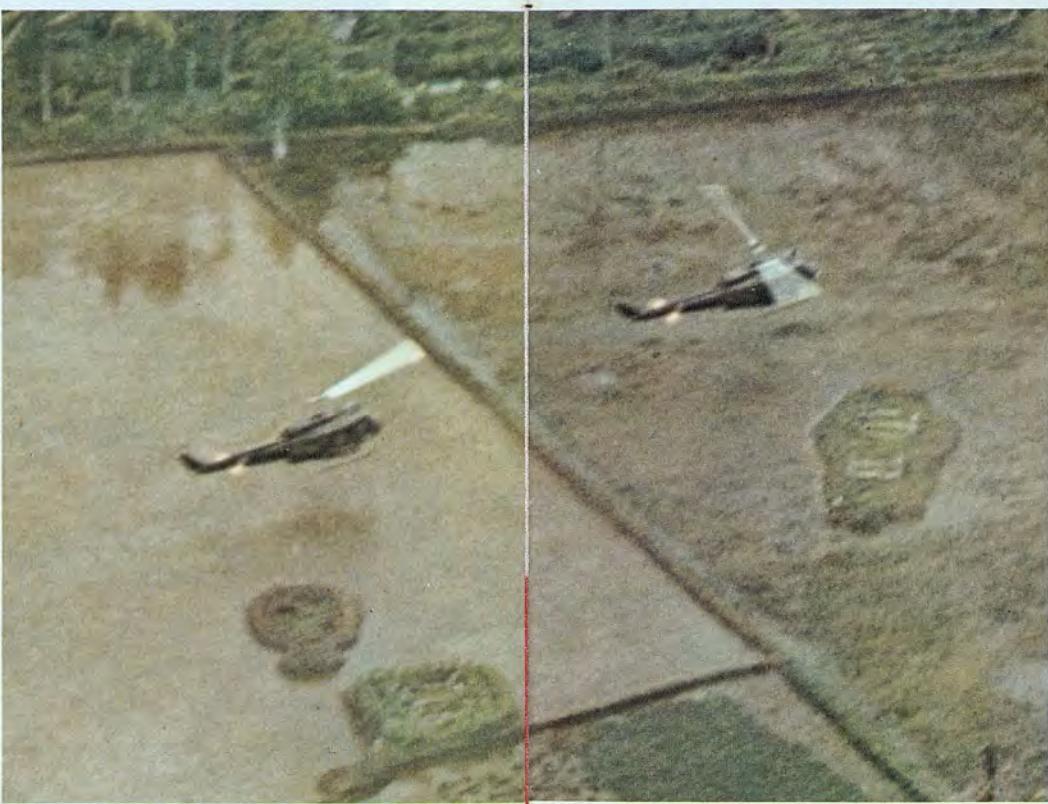
After many months of thorough coordination and planning, VNAF maintenance personnel were the first to arrive at the 190th—more than 10 weeks prior to the change over.

Captain Larry L. Holgreen, maintenance officer of the 190th, explains that VNAF maintenance personnel arrived at the 190th and began training with Army helicopter mechanics in mid-June.

"We first received eight experienced engine (power-plant) mechanics who underwent on-the-job training with our personnel. Shortly thereafter, VNAF general Huey mechanics came in for the same

type of training. These individuals had just completed a four month Army training program at Ft. Eustis, Va.," Cpt. Holgreen explained.

He pointed out problem areas that had to be solved. "Like everyone just out of a school situation, the VNAF mechanics had a thorough knowledge of the aircraft and its components, but they had never worked on the actual ma-



In keeping with the American announced policy of Vietnamization, U.S. Army, U.S. Air Force and VNAF officials disclosed the transfer and listed items to change possession. In addition to the ten UH-1H (Huey) aircraft on hand at the ceremony, another 21 of the general support aircraft of the 190th were turned over to the VNAF the following week. Also included were aviation maintenance assets and support structures

chine. And, of course, there was somewhat of a language barrier at times. We successfully overcame every obstacle, however. The VNAF personnel that we've worked with are talented and aggressive. It has been a personal pleasure and a rewarding experience working with them."

A high point in the training of the VNAF mechanics was the day they performed their first periodic aircraft maintenance inspection

with only advisory supervision from their American counterparts. The inspection was "pulled" on Col. Hughes personal aircraft—six weeks before the scheduled transfer ceremony.

"With the change-over of the unit, they'll be pulling many periodic inspections, and other maintenance functions, without outside help," Cpt. Holgreen observed.

Further explaining the coordina-

190th in mid-August. "They came in ahead of time to get a feel of the area and to get settled before the transfer. They did no flying in the 190th aircraft before the ceremony, however. We had a different situation with the pilots than with the maintenance personnel. They are experienced pilots from existing VNAF helicopter squadrons; they are high-hour aviators and needed no transition period."

Aircraft involved in the transfer are in "good combat ready condition," according to Cpt. Martin. "Some of them are new and the remainder have from a few hours to 1500 hours flight time. The composition and hour level of the aircraft are about the same as any of our assault companies—maybe a little better."

Before the change-over ceremony, all the helicopters were inspected, approved and painted.

Sure to have a colorful and eventful future, the choppers of the 190th served magnificently in their combat-orientated past. After being activated at Ft. Campbell, Ky., Oct. 14, 1966, the company's initial mission was to prepare its personnel and equipment for operational duty in Southeast Asia.

Nicknamed the "Spartans", the 190th was soon in the midst of the Vietnam conflict (I Corps) where they made Army aviation history as the first Army assault helicopter company to provide direct support to the United States Marine Corps.

With completion of that mission, the "Spartans" moved southward to Duc Pho where they greeted the 198th Light Infantry Brigade on its arrival in Vietnam. These two units worked together for several months perfecting techniques for airmobile assault operations—techniques that were adopted throughout the war zone.

Although the future definitely looks bright for the newly formed 223rd Squadron, the road ahead won't always be easy going. To help when occasional problems

arise, the VNAF Squadron can look to Air Force Advisory Team 3 (AFAT-3). The team's mission is to advise the VNAF in the areas of combat operations, logistics, maintenance and personnel management. The VNAF structure is generally similar to the U.S. Air Force. Each AFAT-3 advisor works closely with a VNAF counterpart.

Sure to carry on the fine tradition that its American predecessor initiated, the 223rd is one of a "new breed." VNAF officials explain that the 223rd is the first of



many helicopter squadrons that will make up the Fourth Wing of the newly formed Third Division. Eventually the wing and its helicopter squadrons will be able to support all helicopter requirements throughout the 3rd Military Region. When that goal is achieved, the I&M program will have "chalked-up" another resounding success.

HAWK HONEY



By
12th Group IO
Office

Arming themselves with building supplies, construction equipment, medical and dental supplies, monetary aid and a heaping portion of compassion, the 12th Combat Aviation Group (CAG) is fighting communist aggression in Military Region III on a second front. That "second front" is an energetic and successful Civic Actions Program.

"Of course the Group's primary mission is that of supplying air support to Free World Forces throughout Military Region III. But that is the only mission we consider more important than our civic actions program," explains Captain Michael Mullalley, Civic Actions Officer of 12th Group.

This type of dedication to the civic actions program may explain the high degree of success that has been attained. The Group was recently presented the Vietnamese Social Services Medal by the Ministry of Social Service and Welfare. CPT Mullalley says that very few individuals have been presented such an award, and that 12th Group is the first unit of such size to receive the recognition.

What are the ingredients for a successful civic actions program? "A substantial quantity of man-hours, material, and a desire to assist the people of a struggling nation are among the more important," CPT Mullalley emphasizes.

For the year period ending 1 May 1970, the 12th CAG expended more than 75,000 man-hours and over \$600,000 (materials and direct monetary assistance) in support of civic actions activities. The program involved 53 individual projects to include Medical Civic Actions Programs (MEDCAP), agrarian projects, school and market construction, repair of roads, homes and hospitals, and the donation of school supplies and books.

Initiated in May 1969, the program was designed to utilize available military resources, both manpower and material, to improve the

second front





Mother and child patiently await medical attention.

life, comfort, security and future of the Vietnamese citizens, and thereby strengthen their support of, and identification with the Government of the Republic of Vietnam.

The first action was the establishment of a Civic Action Section at Group level. This section then established a civic actions team at each of the six subordinate units (five aviation battalions and one air cavalry squadron).

Realizing that a centralized, co-ordinated effort would be needed to provide the maximum assistance, an area of operations was defined to include, but not limited to, the six provinces of Phuoc Long, Bien Hoa, Long kanh, Phuoc Tuy, Hau Nghia and Tay Ninh.

The overall program was then divided into main areas of social welfare, education, economic development and medical assistance. Each of the areas was designed to

have separate goals, yet be interlocked with the others to form a unified civic action effort.

The mission of the social welfare phase is to provide needed clothing, foodstuffs, and dwellings for the war victims. During a one-year period, the combined allied efforts enabled the civic actions teams to visit hundreds of villages and hamlets, distributing over 34,000 pounds of usable clothing to needy inhabitants. During the same period, more than 410,000 pounds of food was collected and distributed.

More than 130 schools, hospitals, churches, orphanages and market places were constructed, repaired or painted; 1,130 private residences were either built or renovated.

Anchoring the other programs is the 12th CAG medical assistance program. Divided into three types of operations, the program provides the local populace with efficient

and professional public health services by providing medical attention, medical supplies, sanitation consultation, medical testing and immunizations.

The first operation involves MEDCAP and DENTCAP visits to neighboring villages, schools and orphanages. The second operation provides for medical attention of the seriously ill at battalion dispensaries and hospitals. The third operation involves surgeon and medic visits to Vietnamese hospitals, leprosariums and sanitariums.

CPT Mullalley explains that during the cited one-year period the MEDCAP and DENTCAP program provided medical assistance to over 28,000 Vietnamese people, and is currently treating about 3000 per month.

Evaluating the program to date, CPT Mullalley is pleased with past accomplishments, but quickly remarks that the program is really just beginning. "In the area of preventive dentistry, for example, we are planning some really good programs that will benefit every school age child in the area. One phase will include the distribution of more than 2300 toothbrushes."

"In the coming months, I think our Civic Action Programs will become as important, if not more important, than our direct combat operations," he continued.

His belief and optimism about civic action programs is shared by 12th Aviation Group commander, Colonel John C. Hughes.

"The 12th CAG Civic Action Program has resulted in a dramatic increase in the enthusiasm of the men, the local Vietnamese officials and the citizens who have benefited from a coordinated team effort. However, the greatest dividend has been, and will continue to be, the increased mutual understanding between people of different cultures, and the rich experience of two allies working together for the betterment of their fellow man," COL Hughes emphasizes. ¶

COOLING IT

Story and Photos by SP4 Terry Ogle



Aside from the separation of friends and family, the toughest part of a tour in Vietnam, for the man in the field, is the conditions he must live under. Already tense with the threat of possible contact with the enemy, heat, mud, and insects become a constant irritation. The "necessities" of home; hot showers, clean clothes, leisure time, all seem like impossible

luxuries now. Even a brief respite from this daily ordeal is welcome indeed.

For the fortunate "grunt", a three day in-country R&R at China Beach provides just that. Here the USARV R&R Center is located on the coast of the South China Sea, near Da Nang. Designed to accommodate "deserving enlisted men, junior officers and warrant officers living under hardship or austere combat conditions" for a period of three days, the R&R Center attempts to provide as many recreational opportunities as possible with no harassment. The major attraction of the center is, of course, the white, sandy beach and the warm (65 degrees) clear waters of the South China Sea. Swimming, sailing, boating, and surfing are all

available to the serviceman during his stay at the center. For those not aquatically inclined, tennis courts and a gymnasium offering basketball, weight-lifting, gymnastics, and handball are nearby. And, for the man whose idea of relaxation is the complete absence of physical activity, movies, floorshows, and a club which offers an impressive selection of beverages are there for his enjoyment.

The staff members share a common enthusiasm for the operation of the center and the desire to help the guests enjoy their stay as much as possible. Most are serving on extended or second tours in Vietnam and their experience "... makes it easier to help the men while they are here," according to Specialist Five Danny Barrett of

Ottawa, Canada, a staff member.

Consequently, the emphasis at China Beach is on relaxation and freedom: All members of the staff wear civilian clothes and guests are encouraged to do the same, creating as non-military an atmosphere as possible. Meal times are extended, so that a man can eat without feeling pressured, and waitresses serve the food he chooses from a menu, eliminating the verbal interplay between GI and mess sergeant that usually occurs at meal time.

For many, this is their first contact with "civilization" after many months, so in addition to relaxation and recreation, the center provides access to a MARS station and a large PX located in an adjoining compound.

Accommodations for 240 enlisted men and 12 officers are available, allowing a maximum of 2,400 and 120, respectively, to take advantage of the facilities each month. Originally used as a Navy and Marine Corps stand-down center, China Beach underwent an extensive renovation before the June 1st opening. The center is run by the Army and caters largely to Army personnel, but Marine, Airmen, and Navy Seabees can also be seen enjoying the facilities.

The R&R Center comes under USARV, but responsibility for its operation rests with the Da Nang Support Command. The Adjutant General of Da Nang Support Command, LTC Robert L. Pinckhard, who was responsible for the preparation and opening of the center, stated, "Our goal is to give the man in from the field three days of relaxation..." Despite the extensive facilities and smooth operation at the center, LTC Pinckhard indicated that the center is not completed yet. Plans are under way for a craft center, air conditioned library, and an indoor theatre. Improvements in the existing physical layout and procedures are constantly being made.

MAJ Richard D. Taylor, the



A few hours away from the strains of war gives these two men a chance to contemplate the past and the future.



Surfing at China Beach is a popular form of relaxation for the aquatic minded.

commanding officer, is directly responsible for the day to day operation of the center. How important is the three day R&R in improving morale in the field? With enthusiasm, MAJ Taylor answered, "It's the most important

thing in the country." Anyone who has had an R&R at China Beach would be inclined to agree.

Even though he has to go back, the man who has spent three days at China Beach is invariably relaxed and refreshed. After this

brief reminder of what things are like back in the "world," he has more incentive to do his job well and, above all, to get home safely.

This is exactly what the program is for.



The men enjoy good steaks and beer during one of the popular cookouts.



NEWSLETTER

GEN HEMINGWAY AWARDED THE LEGION OF MERIT

Brigadier General, Jack W. Hemingway, Commanding General of the 1st Aviation Brigade was recently awarded the Legion of Merit (Second Oak Leaf Cluster) for meritorious service as Deputy Director and Director of Army Aviation during the period July 1968 through August 1970.

HAWK GOES QUARTERLY

Due to a new policy regarding military publications, HAWK Magazine will now be published four times a year.

COLONELS ASSIGNED NEW DUTIES WITHIN BRIGADE

Colonel Albert J. R. Fern, Deputy Aviation Officer of USARV became Commanding Officer of 12th Group replacing Colonel John C. Hughes who became Acting Deputy Brigade Commander. To complete the transfer, Colonel Thorveld R. Torgersen assumed duties as the new Deputy Aviation Officer after having served as Chief of Staff of the 1st Aviation Brigade.

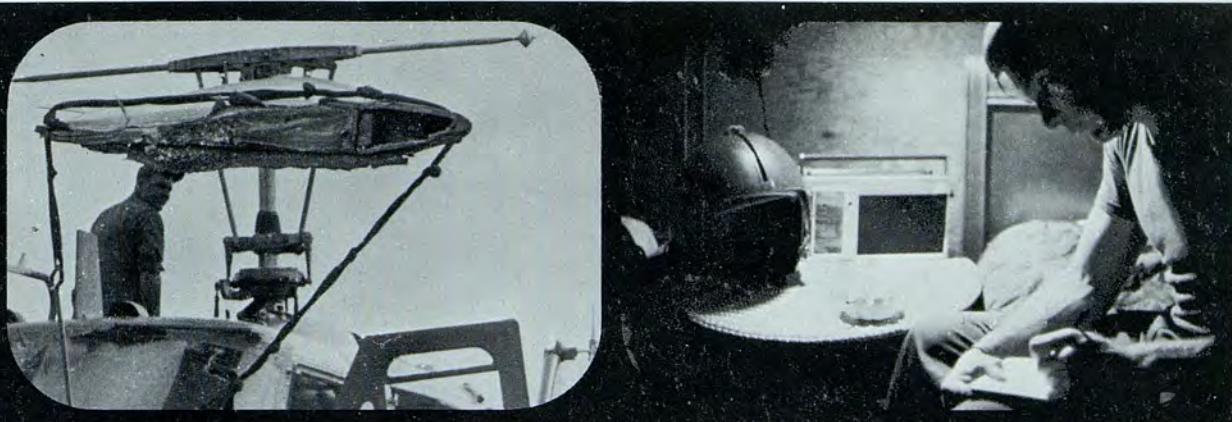
FUTURE TEACHERS TRAINED BY OH-58A TRAINING TEAM

In addition to training qualified OH-58A pilots, of which 347 have graduated since September, 1969, the OH-58A (KIOWA) Training Team has recently begun training the instructors too. Due to an increased demand for qualified Instructor Pilots, the unit will train two classes per quarter. The first two classes graduated during this final quarter of 1970.

HIGH Fliers SILVER STARS 15 July-29 August

CPT Fredrick L. Evors
SSG John P. Goebel
CWO Ernie L. Greening
SP4 Douglas R. Wriston
CPT Phillip E. Bodine
LTC Thomas J. Shaughnessy
PFC John E. Sutton
SP5 Anthony M. Jackson
2LT Emil H. Philibosian
WO1 Robert L. Smith

LTC John W. Woodmansee
1LT Dan J. Slayden
PFC Lawrence F. McMacken
WO1 Donald F. Battersby
CPT Roy Sudeck
WO1 Randall C. Willis
CPT James R. Ousley
CPT Larry C. Marrs
CPT William M. Reynolds



WING TIPS...

DEAR BILL,

Glad to hear that all went well for you in flight school. Your orders for this lush tropical paradise will let you see what Army Avn is all about. You asked what it's like over here, well, I've been here with the "Golden Hawks" for 30 months now, and I'm heading back for the land of the big green.

I've come to one basic conclusion—you don't have to worry about the VC or NVA too much—it's just that NVA spelled backwards is our worst enemy. Yes, AVN—particularly Army AVN. Over here *WE* have destroyed as many aircraft as the VC and NVA forces combined.

You might ask why. There are many reasons, but most of the time the accident boards report it as operational errors. Complacency combined with pilot inexperience is probably our biggest cause. It seems that many of our fellow aviators completely disregard safe flying practices. About one fifth of our accidents come from Administrative Flights.

There have been many instances of our dashing young aviators taking off in their flying machines—many times it's on an Admin run...perhaps they want to impress their pax and low level the whole distance from point A to B. I guess they've forgotten the reverse of going up is coming down, and if they have a low level flameout they may not have any place to come down.

MOST of us know what our aircraft were designed to do...like haul people, supplies, medical evacuations, Donut Dollies, going to the beach or px....But some of our "NEW GUYS" are developing new techniques for our birds...like running into trees, chopping bamboo with the rotors, hovering with an over grossed load, and bending their skids.

It's not always the pilot's fault...but he's the one that gets the blame—sometimes those admin flights can become dull and maybe the rest of the crew had a bad night...complacency sets in with a false sense of security at 2000 feet and perhaps the crew members doze off...so the pilot may be up there by himself, and not see another bird in the same airspace, until it's too late.

Well, Bill, it's getting late and I'm getting too short to write any long letters—but stop by after you finish your tour in 'Nam and we'll have a few beers....That is if the NVA or AVN don't get 'ya.

Your buddy,

Speedy

