



THE
BEE★LINE

116TH



ASSAULT
HELICOPTER
COMPANY



*****THE BEE -LINE ***** 116TH ASLT HEL CO ***** 30 SEPTEMBER 1967 *****

*****HORNET 6 *****

From time to time this space in the Bee-Line will be used to put out information concerning changes that are occurring or proposed for the Hornets.

Presently, we are in the process of installing a ceiling in the mess hall to improve the appearance and reduce the interior temperature. Proposed improvements will be tiling the floors and eventually air conditioning if the power source permits.

The existing billets will be given an exterior coat of paint also to improve the area appearance.

A new operation-administration building will be constructed in the vicinity of the flag pole. This construction is scheduled to start around 1 October. Upon completion, this will make additional billet space available and reduce the number of men living in billets.

Operations will continue at the same pace as they have in previous months. The one difference forthcoming is the dry season which is remembered only by our short timers. We can expect hotter temperatures and more dust, causing our Maintenance problems to increase considerably. This is something we all need to be aware of and start preparing for it now.

The next couple of months is going to see a large turn over of the old Hornets. If we can get all the "Short timers" to pass on their "Pearls of Wisdom" to us before they depart, I'm sure the Hornets will continue to carry on in their finest traditions of the past.

***** GUN PLATOON*****

Congratulations! To stinger 85, new Captin Michael Adkinson, the promotion came a month early and was quite a pleasant surprise. Now he is wearing his new double Bars in the warm Hawaii sun.

The stingers extend a welcome to new member WD Manker and SP5 Hopper, the rapid change over is only getting faster with Lt Groenemann, Lt Miller, and CWO Winters getting very short. We bid farwell to SP5 Novac.

WO "Tank" Huntington is currently nursing a bad left "Track" in the 12th Evac, hospital. Since he received the wound on 20 Sept he has made a good recovery. We hope to have him back with us soon.

Extensions are being approved and ~~denied~~ right and left. Cpt Adkinson has appliced. SP5 Holman's extension finally came through.

The stinger body count has fallen off ~~some~~ what, but it is still high compaired to most gun teams. The records we ~~got~~ during July and August are hard for anyone to live up to, but we ~~feel~~ that he ~~will~~ meet and surpass them.

*****2ND PLATOON*****

CL. RKE'S CORNER

To quote Mr. Ankrom "not a heck-of-a lot happened" since the last edition of the BEE-LINE. We do have a few notices, though Lt Smith has joined the Hornets. He comes to us from our Sister Company the Black Widows. Glad to have you with us Smitty!

As of this writing, Hornet 49, Scott Miskimon is boasting 28½ hrs till DEROS. Scott has served the Hornets well during his tour; he has flown 1300 accident free hours with the Wasps. 49's next landing zone will be his home in Baltimore, Maryland, then he will press on to Ft Wolter, Texas where he hopes to be a TAC officer. Scott has this to say about his tour, "it was fun! Where else can you harass Lt.'s and get away with it?" Well Scott, as for it being fun or not we will leave it to the individual to decide, but we do wish you well in your new assignment!

Mr. Croucher will be putting fourth his flying efforts in that "other platoon" (yellow jackets), they really do need him.

*** NOTES***

WO Dennis Magdon has received his pink slip reading Ft. Stewart (Hunter). He seems very pleased with his new assignment. Mr. Lee, Hornet 43, has received orders for Ft Rucker, Ala. Writing desparate letters, Mr. Lee has notified DA that he will volunteer for any duty station from Germany to believe it or not the Congo! I wonder what could be in Ala. that David wants to stay away from?

The Wasps would like to take this opportunity to solute the boys from Beekeeper. They have done an outstanding job of keeping Hornet A/C combat ready in addition to effecting the recovery of downed A/C. While in conversation with personnel from a Bn size maintenance outfit, I was asked what "echolon" of maintenance Beekeeper performed. Me not being maintenance minded (I'm certain W2 J. Swindle will agree) I simply replied "If it isn't completely

demolished, the "Beekeeper gang" will fix it". They were surprised to learn that so few men could turn out so much work. Again the Wasps salute the "Boys from Beekeeper"!

We would like to wish WO Jim "Tank", Hungington (Ex-Hornet 30) a speedy recovery?

Well that just about covers the war situation as far as the Wasps are concerned.

***** SERVICE PLATOON*****

The blade and tail rotor shop has been busy the last couple days, painting safety stripes on the main rotor blades. They started only two days ago, but already they have painted ten sets of blades. They are hoping that by the end of the month, all of the 116th ships blades will have them.

The strip, which is white in color, is located 9 feet in from the tip of blade on D models. On the B model, it is 8 feet in from the tip. The strip is painted only on the top side of the blade, and it is 4 feet long on all models.

This white marking is plainly visible to other pilots, this helps them observe how close they are to other ships, and so helps prevent mid-air collisions.

Having all these strips painted on our aircraft, takes a lot of work and time, but we of aircraft maintenance figure if it might help prevent one accident, then the time spent wasn't wasted.

We know that there is no such thing as complete safety in flight, but we strive every day to make our aircraft a little safer than before. We of 116th maintenance, along with the 392nd witch did the actual painting of the blades, hope that these strips bring us one step closer to that day when there is complete safety in flight.

On the morning of the 11th of Sep 67, SGT Hamilton of POL, along with SP4 Arnold, PFC Long, PFC Sundhiem and SP4 Hembree, left here with their equipment for Go Dau Ha. They worked all that day to be operationel for the combat assault mission, which was to take place the next day. On the day of the mission, they pumped approximately 10,000 gallons of JP/4. They filled mostly gun ships from the 116th, but many ships from other units, along with 3 Chinooks, were also filled.

On the morning of the 13th Sep., they loaded up their equipment and started back for Cu Chi, their mission a success.

Many helicopter mechanics do not realize how much the parts they work with every day cost. I think if they knew the cost of some of the parts, along with the thought that they might have to pay for something they might damage, they would have a lot more respect for the parts they casually work with every day.

By just looking at some of the parts that make up a UH-1 helicopter, you would not think that there was too much to it, for example a 42° gear box, it appears to be just a magnesium housing with some gears in it. The housing may be just magnesium, but the gears are not as simple as they may look. The gears that you might have bought for your car's transmission at one time, come no where near to the quality of 42° gear box gears. Every gear that goes in it is machined to close tolerances, and many other costly processes before it is finally finished. Sure the gears could be mass produced in a factory; it would be cheaper but the final product would not be quite as good. Which would you want to stake your life on?

Here is a price list of just some of the major components:

ENGINE	\$ 45,554.00
TRANSMISSION	\$ 14,367.00
MAST	\$ 1,051.00
M/R HUB	\$ 3,410.00
SWASHPLATE & SUPPORT	\$ 1,078.00
M/R BALDES SET	\$ 5,827.00
STABILIZER BAR	\$ 607.00
TAILBOOM	\$ 9,810.00
42° GEAR BOX	\$ 1,225.00
90° GEAR BOX	\$ 1,327.00
T/R HUB	\$ 393.00
T/R BLADE SET	\$ 854.00
SKID ASSY	\$ 524.00
CROSS TUBE ASSY	\$ 440.00
T/R DRIVE SHAFT	\$ 5476.00

*****392ND NEWS*****

After having four first Sergeants in the past year, the 392nd Trans Det has a "first" that we hope will be around for awhile.

First Sergeant Von Boker joined the detachment on eleven September. His last station was Fort Benning Georgia. During his - years in the Army he has been stationed in Labrador, Korea, Africa, Germany and now is on his first tour in Vietnam. His home is the twin cities, Minnesota.

A career soldier, the 1SG has been in aviation since February 1958 and hopes to stay in aviation even after retirement.

Asked what he thought of the detachment his quick reply was "the outfit works hard and willingly". First sergeant Von Boker hopes to see working conditions improve while he's working with the outfit.

When asked what he would like to see in the future for the 392nd he said. "I hope that the unit maintains the high standards as set in the past".

Michael McGleen became a new member of the T.I.'s office on 28 August when he was also promoted to SP5. Instead of meticulously fixing the aircraft, he now diligently finds discrepancies. His promotion "topped off the month of August for him after becoming a father on 19 August. His wife gave birth to a nine pound three ounce baby girl, Kimberly Dawn McGleen. "Mac" is from Anacortes, Washington. When asked what he thought of his prosperous month he said, "If I could get a promotion after every child I'd keep my wife awfully busy".

*****CLOSING QUOTE*****

When whole groups of people who know no limits gather to spend state money for drinking urgent measures must be taken. There are still too many people ready to drink up office money. - Newspaper evening Moscow on recent office party extravagance in its city.

