

HAWK



1969 SEPTEMBER

HAWK

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1st AVN BDE

SEPTEMBER 1969



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FRONT COVER

A UH-1A "slick" from the 335th Assault Helicopter Company pulls pitch after inserting elements of the 9th ARVN Division deep in the Mekong Delta. 1st Aviation Brigade staff Photo.



BACK COVER

SP5 Nick Weremeychik, 1st Aviation Brigade Flight Section, cuts loose with his M-60 machine gun on enemy soldiers in the III Corps Tactical Zone. 1st Aviation Brigade Photo by SP4 Joe Whinnery.



HAWK is an authorized Army publication published monthly by the Information Office, 1st Aviation Brigade. Opinions expressed in this magazine are not necessarily those of the Department of the Army. HAWK uses the facilities of Armed Forces News Bureau (AFNB), Army News Features (ANF), and others where credited. Feature stories, photographs and art work of general interest to 1st Aviation Brigade personnel are invited. Write HAWK magazine, Information Office, 1st Aviation Brigade, APO 96384.

VOL III NO 1

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Photo by J. Stidham.

'Ruthless Riders' Raise Ruckus in II Corps . . .

7/17 Air Cavalry Squadron

Story by SP4 David R. Wood

An AH-1G HueyCobra from B Troop, 7/17 Air Cav Squadron, prepares to roll in with rocket and minigun fire at suspected enemy positions near An Khe.



Deep in the Central Highlands of Vietnam, an area reminiscent of the foothills of the Rocky Mountains or the Appalachians, is the headquarters of the 7th Armored Squadron, 17th Air Cavalry at Camp Enari. The "Ruthless Riders," commanded by LTC Calvin R. Bean, operates in direct combat support of the 4th Infantry Division, also headquartered at Camp Enari.

Three strictly airmobile troops and one ground/air mobile troop comprise the squadron.

During the recent Ben Het-Dak To offensive, Alpha Troop, commanded by Major Richard H. Marshall, saw much action. A written commendation by LTG Charles A. Corcoran, commanding



Riflemen from B Troop, 7/17 Air Cavalry Squadron, radio in results after tossing a grenade into an enemy bunker complex killing two NVA soldiers.

Pilots from B Troop, 7/17 Air Cav Squadron, gather around CPT Ronald R. Post, mission commander, prior to an operation near An Khe.



An OH-6 of the 7/17 ACS checks out sampan. In the event that it is enemy, a cobra gunship will be called in to attack.



"The courage and initiative displayed during these contacts resulted in several enemy KIA without casualties in the U.S. ranks. The aggressive manner in which A Troop engaged and defeated the enemy demonstrates a high degree of training and professional ability."

"The scout platoon from A Troop started working the 24th, STZ, which includes Ben Het-Dak To west to the Cambodian and Laotian borders, during the early part of May," explained CPT Larry M. Thompson, squadron liaison with the 24th STZ.

Captain Thompson went on,

"The initial purpose of the mission was visual reconnaissance for suspected NVA troop movements east across the "red line," the Cambodian and Laotian borders. It wasn't long until the purpose of the mission was changed from VR to actually clearing Rocket Ridge west of Ben Het and opening and securing the road between Dak To and Ben Het."

"Starting the first week of May, we flew every day we could get up. Probably about twenty days since then we have been down due to weather," stated WO1 Dale E. House, pilot with A Troop.

"We'd set down at New Dak To (or Dak To II) a click west of Old Dak To for a briefing before beginning work in the AO," continued WO House. "Everyone knew the mission and objectives before the briefing. We worked the AO over daily with our Snakes (Huey-Cobras). We'd mark an enemy position with rockets before turning the marked area over to the FAC and artillery.

"One of the most impressive sights I saw was when Hueys from the 52nd CAB laid down a cover of red smoke completely surrounding Ben Het so that their Chinooks could resupply the camp."

Now that Ben Het is quiet, the Hunter-Killer teams from A Troop, comprised of two OH-6A Light Observation Helicopters (LOH), two AH-1G Huey Cobras and a UH-1H Huey Charlie-Charlie (Command and Control) ship, work a circular visual reconnaissance of the 24th STZ.

"The scouts have been the most active in A Troop," stated CPT Friedrich R. Rosenberber, executive officer of A Troop. "They have killed many of the enemy since the beginning of the Ben Het offensive. But I don't want to take any credit away from our Blues (aero-rifle platoon) which do a tremendous job when the need arises."

"On one occasion," CPT Rosen-



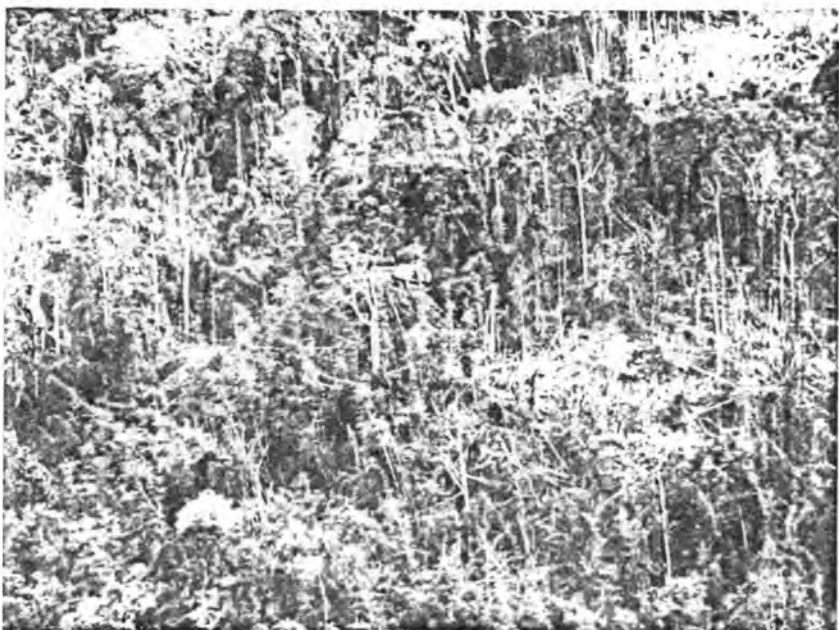
Commanding officer of the 7/17 Air Cavalry Squadron, LTC Calvin R. Bean confers with elements of his command during an operation several miles south of Pleiku. Photo by Sp4 Thomas W. Baker.

burger related, "a LOH went down near Dak To in a region of triple-canopied jungle. The Blues were called in to secure the downed helicopter so the pilot and "oscar"

(observer) could be medevaced. A squad of Blues had to rappel from a hovering Huey into the area to clear an LZ.

"Once the LZ was cleared, the

An OH-6A Light Observation Helicopter scouts an area near Ben Het for signs of enemy activity.





LOH of 7/17 orbits as UH-1 brings in supplies to waiting cav troopers.

rest of the Blues were inserted. The aircraft was secured and the pilot, CPT Michael W. Hodge, and observer, Sgt Terry L. Heath, were rescued."

"I commend my men along with General Corcoran," said MAJ Marshall. "They have done an outstanding job these last couple months and will continue to do so."

Bravo Troop, commanded by MAJ Scott T. Lyman, has recently been transferred to Camp Enari from Phan Thiet. While operating in Phan Thiet, B Troop was in direct support of Task Force South, headquartered at Dalat.

The troop was moved to their present location in late June to support the 1st Brigade, 4th Infantry Division which works in the region of An Khe. Operating in much the same manner as A Troop, the Hunter-Killer team's mission is visual reconnaissance. The particular area of interest is a region known as VC Valley located west of An Khe. The area is believed a staging and training area for the Viet Cong.

"At present, the best way to operate the regions we are in is with the scouts," stated CPT Ronald R. Post, B Troop executive officer. "The jungle canopy is just too thick for inserting our Blues. When the need arises, such as securing a downed aircraft, the Blues will be inserted. To put them in to develop a situation would be suicide considering the size of enemy forces suspected in the area."

Headquartered at An Son, west of Qui Nhon, and operating much like Alpha and Bravo Troops is the last strictly airmobile troop in the squadron. Charlie Troop, commanded by MAJ Joseph A. Tobin, has operated out of Lane Army Air-field Heliport since the end of May. Working in direct support of the 173rd Airborne Brigade, Charlie Troop has had very good results with their scouts in the An Lau Valley.

A typical morning of operation for C Troop begins when LOHs, Huey Cobras, Hueys and the Charlie-Charlie depart Lane Heliport for Landing Zone Up Lift. LZ Up

Lift is the staging and rearming point for the Snakes and miniguns carried on the LOHs. The Hueys set down with the Blues and a squad from the 173rd to wait for the development of a situation where they can be inserted.

After the briefing, LOHs, Cobras and the C&C ship leave for the morning mission in the AO. "We fly in a formation flying from tree top to 4,000 feet depending on the mission," explained CPT Larry F. Miller, executive officer of C Troop. The first team is later relieved by the second team and the AO for the day is fully covered.

If the Blues of Charlie Troop are ever scrambled, they take with them an element that the other troops of the Ruthless Riders have yet to put into action. This element is a scout dog and trainer supplied by the 173rd. "The combination of our Blues and the scout or tracking dogs of the 173rd have made our ground operations much more effective," said CPT Miller.

The "grunt" troop, air/ground mobile, of the Ruthless Riders operates out of Camp Enari in direct combat support of the 4th Infantry Division. Delta Troop is commanded by CPT Robert D. Bruegger.

Delta Troop's mission, to perform reconnaissance and to provide security for designated major combat elements of the 4th Infantry Division; to engage in combat as an economy-of-force unit; and to provide limited ground antitank defense for elements of the 4th, is performed within 15th to 25 kilometers of the base camp, Camp Enari.

"The men of Delta Troop can be ready to go either by air or ground. They are on a 15-minute standby as a reactionary force for the camp and the Dragon Mountain area. They have performed their job to perfection," said CPT Bruegger of his men, "and they will continue to do their job whenever the need arises."

EDITORIAL

A THIRD TOUR FOR HAWK

Two years ago this month, a small 16-page magazine with a circulation of only 3500, made its debut in the Republic of Vietnam. Some of the feature stories in that publication included "The Crew Chief," "Combat Assault," and a story about the first CH-54's to join the 1st Aviation Brigade.

The magazine was HAWK and the growth of that publication has paralleled the growth of the 1st Aviation Brigade. We have expanded from 16 pages to twenty-four, our circulation has grown from 3500 to 13,000. We have added more color pages and more feature articles in an effort to present to the men of the brigade an interesting, timely and accurate picture of their own activities.

The staff of HAWK, in an effort to keep abreast of the ever changing world of Army aviation in the Republic of Vietnam and the growing importance of the 1st Aviation Brigade in that world, constantly strives to improve our product within the framework of modern journalistic procedure. You may notice some of these changes in this issue and more changes will be made as the need for them arises.

We at HAWK cannot do this alone. We need your help. Ideas, suggestions, criticism, feedback of any kind to let us know what you think. After all, this is your magazine and any improvements we make are made with you in mind. We here at HAWK will do our best to give you what you want. But you must let us know what that is.

CHAPLAIN'S CORNER

Chaplain (MAJ) Caleb H. Johnson
17th Aviation Group (CBT)



Magnetohydrodynamics is a very long word. It is used in determining where the pull of earth's gravity ends and where the drag of the moon takes over. In this age of space travel it is very important to determine this exact point. I have used this example to point out a very important spiritual truth.

How far out can we venture from God and His influence before various other forces take over? How far can we wander off from our Christian standards before other secular standards take over? This exact point is different for each individual but I would say "not to far." A man can only stand so much temptation and then he will fall, no matter how good he may be.

When I was a child, I used to hear this bit of advice from older, more experienced Christians. "Stay close to God." Little did I realize the importance of this advice until I ventured into the world at large. There, I have found that a man is subject and the object of powerful temptation.

Here in Vietnam, you have been sent to face a most serious challenge to your integrity. Here is the place where you will determine your exact relationship to God. The temptations of the flesh are real and its pull is powerful. I have seen many a good man stumble and fall. If they had stayed close to God, they would have remained strong and faithful to their wives but alas, they relied on their own strength and so they fell.

My advice to you is "stick close to God and His word."

from the CAREER COUNSELOR

The United States Army Recruiting Command needs qualified personnel to act as Career Counselors. All personnel in the Republic of Vietnam who qualify are invited to volunteer for assignment to recruiting duty and the opportunity to become a member of the Army's all volunteer recruiter team.

At the present time there are vacancies for recruiters throughout the continental United States (CONUS). There is an excellent possibility of being assigned to the city or geographic area of preference.

Qualifications for recruiting duty are as follows:

- Volunteer for an assignment to recruiting duty.
- Not presently receiving Proficiency pay.
- Efficiency and Conduct Ratings of excellent.
- Minimum Service—6 years EM (a waiver may be requested).
- Grade—NCO or Specialist E5, E6 or E7.
- Recorded GT Score—110 or higher (a waiver may be requested).
- Hold a valid Army or State motor vehicle operator's permit or have expired state motor vehicle operator's permit as evidence that applicant is qualified to obtain up-to-date license.
- High school graduate or the successful completion of the high school GED.
- National Agency Check completed or requested.
- Successful completion of record screening as prescribed by paragraph 16, AR 601-275.
- Excellent appearance and bearing.
- No obvious facial disfigurement.
- Genuine desire and interest in becoming a recruiter.

For more details see your Career Counselor today.



RIDES HERD ON CHARLIE

The shrill whine of the jet-powered turbine grew from a muted murmur to a high-pitched scream and slowly dissolved to the familiar steady clatter of the rotor blades as the UH-1B shivered awake in the predawn darkness.

The sound of the lone Huey readying itself for flight was joined by the sound of another further down the line. Soon the entire flight line came alive with the noise as the rest of the crews finished logging in at operations and began making preparations for lift off.

As helicopter crews from other companies were still fighting their way out of sleep, the men of the 335th Assault Helicopter Company, "Cowboys," were moving their machines out of the revetments for the standard 0600 take off.

High in the air over the airfield it was cool, even cold, as the ten slicks formed up in two five-ship formations, the same formations in which they would operate all day. Far below the twinkling

lights of Bearcat faded behind as the ships turned south. Off to the right the huge military base at Long Binh was briefly visible and soon the brightly lit skyline of Saigon slid by.

Slowly the darkness gave way as the sun rose on the left and slightly behind the choppers as they continued the flight. Later, after almost two hours of flight time, they touched down at Vinh Long, deep in the Delta, for fuel. Then after lift off they flew southwest, settling forty-five minutes later at the small airstrip at Chi Lang at the base of Mt. Nui Coto. There the helicopters shut down awaiting word from the C&C ship to begin the first lift of 9th ARVN Division troops which the 335th supports on a daily basis.

The word came and the choppers began cranking.

Moments later the first five slicks, Alpha Team, went down in the Pickup Zone (PZ), gathered in a load of ARVN's, lifted out and

headed for the Landing Zone (LZ) as Bravo Team followed.

Meanwhile the C&C ship, piloted by CPT Vincent Fernandes II, 335th Executive Officer, was over the LZ with two of the B-model Hueys. The other two gunships were at Chi Lang on standby.

The 335th, unlike many other helicopter companies, fly their Command and Control ship close in rather than orbiting it high above the action. They call it a "LOHing Charlie-Charlie."

"It gives us a better feel for what is actually happening on the ground," explained CPT Fernandes. "We can scout the area before the slicks get here, indicate targets for the gunships and give directions for suppressive fire to the lift ship door gunner. It also gives the ARVN commander and his American advisor a chance to see exactly how the troops are doing down there."

"Alpha Team leader, this is Charlie-Charlie."

"Roger, Charlie-Charlie, this is

**Photos by
1st Aviation Brigade
Information Office**

Alpha Team leader."

"This is Charlie-Charlie, we're dropping smoke."

High above the LZ, pilots could see the red smoke billowing up around a small clearing.

"This is Charlie-Charlie. The smoke is good. Full suppression on the left into the tree line. There should be friendlies on the right. Execute left turn on lift off."

"Roger Charlie-Charlie. We see the smoke. Full suppression on the left."

"Bravo Team leader, this is Charlie-Charlie. Do you see the smoke?"

"This is Bravo Team leader, Charlie-Charlie. We see the smoke. Execute left turn on lift off."

"Roger that."

Alpha Team dropped down, swiftly, with a stomach clenching suddenness, as the door gunners on the left cut loose. The ships touched down, the the troops scrambled out

A UH-1B Gunship from the 3d Platoon, "Falcons," peels off to begin a gun run on an enemy position deep in the Mekong Delta.



Slicks from the 335th AHC prepare to pull pitch after inserting troops of the 9th ARVN Division in a rice-paddy LZ.

and Alpha team pulled pitch, banked left and directed more fire into the tree line. Bravo Team followed swiftly.

When both inserting elements were safely out of the LZ, the C&C ship, along with the two primary gunships, left to recon the next LZ. Skimming along at treetop level over an area that included the LZ, CPT Fernandes scouted a wide area so that any enemy below would not be tipped to the drop

point. High overhead the guns circled like vultures waiting for the word. The word came.

"Falcon One-Five, this is Charlie-Charlie. We have just dropped smoke."

"Roger that, Charlie-Charlie, we see the smoke. What about those wooden structures to the left?"

"Bust 'em."

The two big B-model Huey's went down, flaking off like fixed-wing fighters, leveling off at lower than treetop level, miniguns, roaring, rockets and M-60 rounds striking all around the area of the smoke. As the first ship passed over the area the door gunners lobbed out hand grenades and more smoke. Moments later the second gun came by inundating the area with deadly firepower. Back up they went, orbiting, hungrily waiting for the word on a second run.

Off in the distance the troop-laden slicks could be seen bringing the second load of ARVN's to the LZ. Smoke was popped and the slicks came in again.

And again. And again. All morning long. Stopping only long enough to refuel and form up again. Finally in the early afternoon a break came and the crew broke open C-rations, rearmed, checked the ships or tried to catch some sleep in the dusty, hot afternoon.



The C&C ship, meanwhile, was "LOHing around" over the next set of LZ's. After refueling they sent back word and the slicks and gunships cranked, pulled pitch and were off again.

Deep into the afternoon the action continued until all operational assignments for the day were completed. Then the long trip home in the deepening dusk of the Vietnamese evening.

But the day was not over yet.

Late into the night the crew chiefs and door gunners worked along with maintenance crews getting the ships in shape for the next day.

This is the way the war is for the men of the 335th Assault Helicopter Company. This is the way it has always been.

The 335th, commanded by MAJ Howard J. Stiles, originally came to Vietnam in April 1965 as Company A, 82d Aviation Battalion (AMBL), organic to the 82d Airborne Division. Their designation was changed on September 1, 1966 to the 335th Aviation Company (AMBL Lt) when the unit became a part of the 173d Airborne Brigade.

January 1, 1967 was the date the 335th was redesignated the 335th Assault Helicopter Company and added to the growing number of 1st Aviation Brigade units.

The 335th has had a long history

A slick from the 335th AHC noses down as it pulls pitch after inserting an element of the 9th ARVN Division in an LZ near Nui Coto in the IV Corps Tactical Zone.



Slicks from the 335th AHC insert troops of the 9th ARVN Division as a UH-1B Huey gunship hovers protectively nearby.

of geographic moves throughout the history of their Vietnam tour. They have been based at Bien Hoa, Tay Ninh, Pleiku, Dak To, An Khe, Vung Tau and now Bearcat to name a few. Their present location marks the first time that all three platoons of the unit, the "Rammers," "Mustangs" and "Falcons," have been stationed together in the same place at the same time.

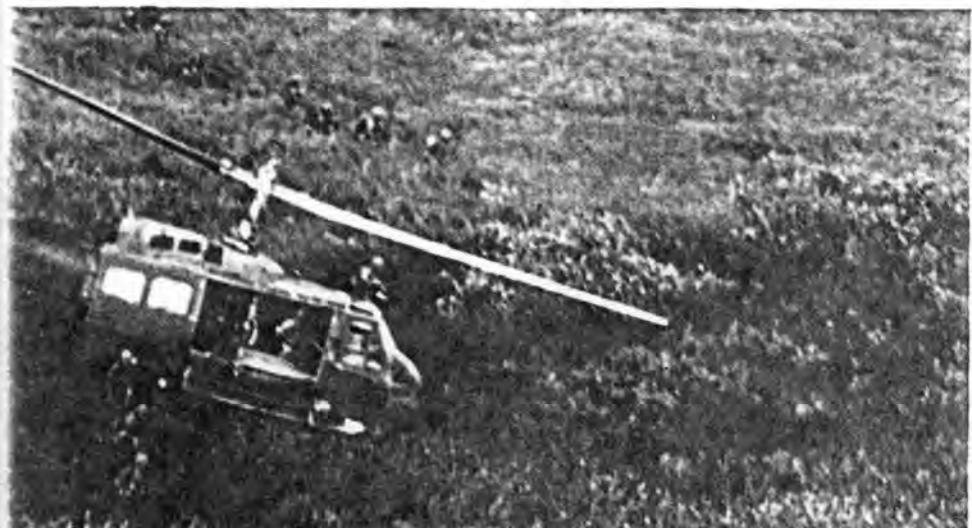
The 335th is a part of the 164th Aviation Group (CBT), but is based in III rather than IV Corps. This makes for the early wake up call—3:30 a.m.—and the long flying time to the AO—1½ to 2½ hours. This makes it more difficult

on the crews and makes for more maintenance on the ships, but the men of the 335th do not seem to mind it.

"The Cowboy Spirit," says MAJ Stiles, "binds these men together. I've seen crews working well past midnight so their ship can fly in the next day's mission. It's a point of pride with them. Often a crew will work all night and fly all the next day. But I hear no complaints."

The 335th has recently been awarded the Presidential Unit Citation for extraordinary heroism in connection with military operations against an armed enemy during Operation MacArthur in Kontum Province from November 6 to November 23, 1967. Also known as the Battle of Dak To, Operation MacArthur reduced the 174th North Vietnamese Infantry Regiment to combat ineffectiveness and drove back and scattered the 24th, 32d and 66th North Vietnamese Regiments with their supporting artillery.

The enemy in IV Corps can well imagine how Indians of the Old West must have felt as these modern Cowboys come swooping down out of the sky to lay waste to Charlie's plans in the Delta.





CMMI TEAM

The voice on the line sounds cheerful, but who could be making a friendly call at 4:00 in the morning?

"Hello," the words crackling over the long distance wires. "This is the brigade CMMI team calling. We'll be at your company to inspect in four hours and we'd like for

somebody to pick us up at the airfield. And please find 10 bunks for us, since we'll be staying for the night."

At 4:00 a.m., nothing short of a barrage of incoming rounds could do more to wake up a company like a notice of an impending visit from the CMMI team. Armed

SFC Norman Lister, Hopkinsville, Ky., inspects the engine of an O-1 Birddog of the 74th RAC at Phu Loi.



with AR's and blank forms, they swoop down from the skies and begin to uncover the innermost secrets of their host for the day.

CMMI. That stands for Command Maintenance Management Inspection, but the name doesn't cover the myriad checks this skilled team makes. The enlisted inspectors, all experts in one or more areas, render detailed reports that enable the team chief to give the unit a rating.

During a CMMI, a unit is inspected in three general areas. The first area is Materiel Maintenance. In this area the physical condition of unit equipment is determined. The second area inspected is Maintenance Management Operations. This portion of the inspection determines the effectiveness of the unit's management procedures in the motor pool, communications and aircraft maintenance.

The combined results of these first two areas give the commander an indication of the general condition of his equipment and the effectiveness of his maintenance



SFC Norman Lister inspects the hydraulic system on a UH-1H Huey.

management.

The third area inspected is Command Interest items and includes those areas in which the brigade commander has indicated a special interest. They include POL Activities, Parts Excesses, Parts Turn-in, CONEX control, Mess Hall Operations and Supply activities.

The CMMI team activities are supervised by the brigade logistic readiness officer, LTC Gerald M.

Okarski. The two team chiefs are MAJ William R. Hensley and MAJ Ernest R. Bowling. Six of the enlisted technical inspectors are on temporary duty from the various aviation groups and three are provided by the brigade G4 section.

The TDY members of the team are selected as they arrive in Vietnam. They serve their first six months on the CMMI team and their last six months in their unit of assignment. "We continually

SFC Lister checks out the instrument panel of a UH-1H Huey.



screen the records and interview newly arrived personnel," said MAJ Hensley. "If selected, the inspector is assigned to a brigade unit and placed TDY to the team. This process of selection allows us to maintain the high standards required of the technical inspectors. It also provides the brigade units with more experienced personnel."

The CMMI team conducts three kinds of inspections in the 1st Aviation Brigade. The basic one is the mandatory annual CMMI, which is given on a four-hour notice. Timing of the inspection is set so a unit cannot anticipate it. The reason for the short notice is not to surprise the unit, but to insure that inspection day is an "average" day in the unit.

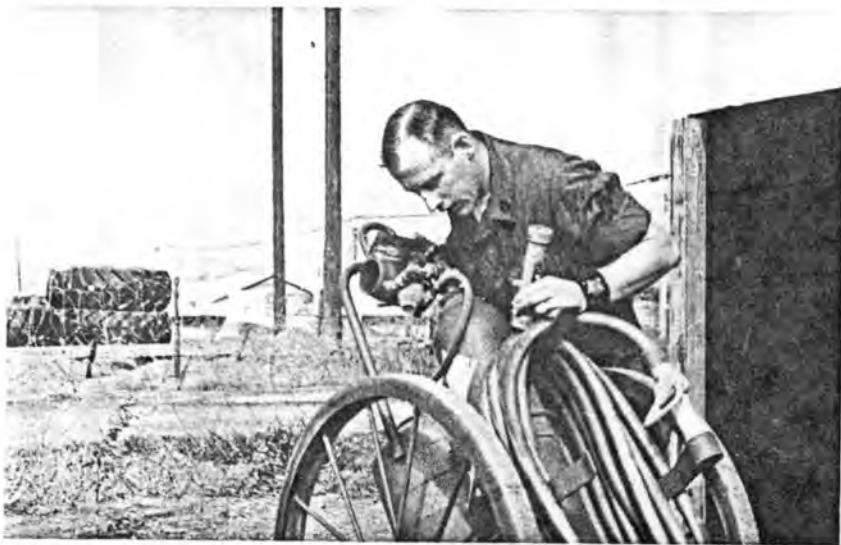
The second type is a "courtesy" inspection, given at a unit's request. A commander may request a complete inspection of his unit or an inspection of a particular area.

The third inspection is a re-inspection, given to companies rated unsatisfactory on the annual CMMI. This inspection covers only those areas in which the unit was initially rated unsatisfactory.

It takes a score of 70 per cent to receive a satisfactory rating on a CMMI. Counting equally in the final score are the areas of Material Maintenance and Maintenance Management Operation. Command Interest items are not reflected in the CMMI score.

The technical inspectors check the condition of all weapons, from .38's to rocket pods. They run a fine-toothed comb over vehicles, aircraft, signal equipment, ammunition and special purpose items like gas masks and generators. In the management area they check all paperwork regarding these items, and pay close attention to areas of safety, quality control, work flow and operations procedures.

*Story and photos by
SP4 Harry W. Lloyd*



SSG James D. Anderson, Ammunition Expert, inspects an airfield fire extinguisher during a CMMI inspection.

MAJ William R. Hensley briefs the CMMI Team before they leave on an inspection visit.

Even jeeps get the same thorough going over as a CMMI Team member crawls under to check it out.



All units in the brigade must pass the aircraft portion of the materiel inspection.

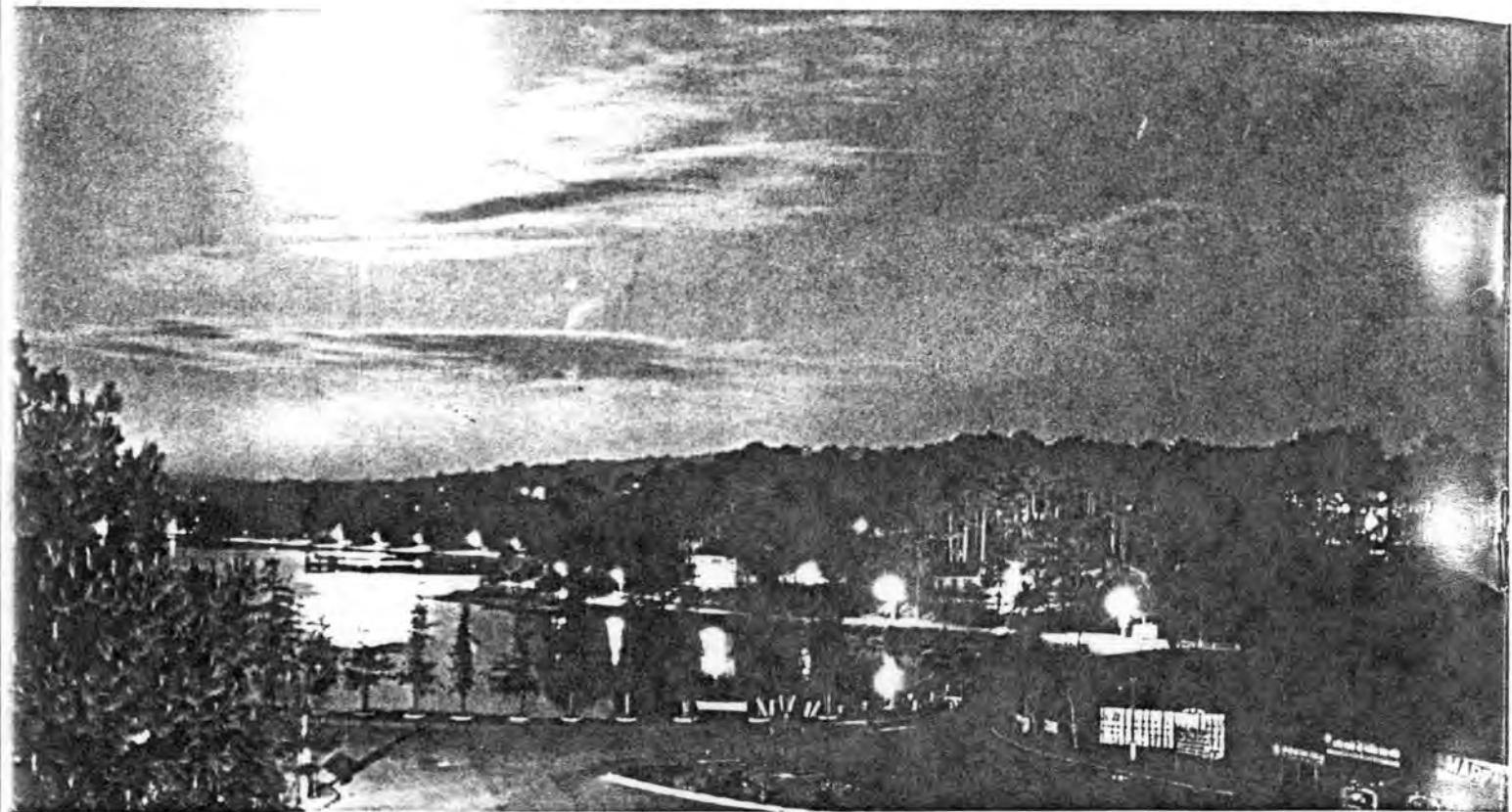
There isn't any way a unit can "get ready" for a CMMI visit except through daily adherence to Army, USARV and brigade regulations. "It's all in the regs," an inspector will say as he explains a certain point.

SFC Norman Lister of Hopkinsville, Ky., is an experienced hand at inspecting aircraft, and a quick one to find a mistake. "But I'm not trying to pick at little things," he says. "I've been through this myself, and I know what the units can

be reasonably expected to do. I understand their problems, and I never tell them something is wrong without explaining how it can be corrected."

No matter what their experience, the individual inspectors stay busy on their rare days at headquarters, refreshing themselves in their own areas and learning about new ones. They are expected to become proficient in more than one area, and so, for example an ammo inspector may also be required to be expert in the unrelated area of POL.

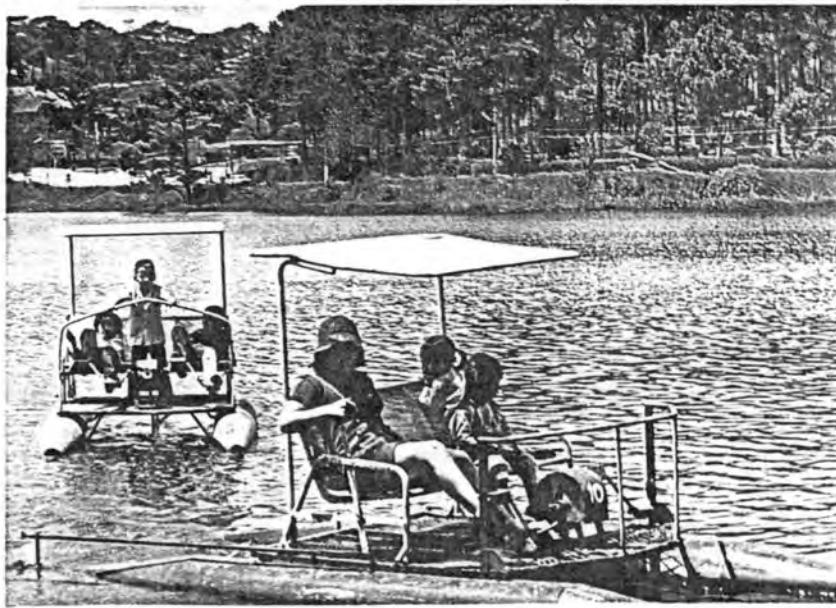
The learning process never stops for a CMMI team member. And as he learns he teaches others.



The best kept secret in Vietnam

DALAT

Pontoon boats on beautiful Lake Dalat provide opportunity for long restful afternoons paddling serenely around the shores of this colorful man-made wonder.



Nestled snuggly in the central highlands of South Vietnam, 190 miles north of Saigon, is the beautiful resort city of Dalat.

Originally a Montagnard village, the Dalat area was visited in 1893 by a French doctor and found to be ideal as a resort area because of its mild climate. The average temperature of 70 degrees is quite comfortable for American servicemen, but to the coat and sweater wearing Vietnamese it is slightly chilly.

A combination of natural and man-made beauty, Lake Xuan Huong (Dalat), surrounded by fine homes, modern university structures and natural forest, is the center of a myriad of activities ranging from quiet fishing to long uninterrupted walks by students from the local university. Small two-passenger pontoon boats at a lakeside concession make it possible to cruise around the lake at a leisurely speed.

Enclosed behind a curtain of tall pines atop a high hill, the

**Story and photos by
SP5 Joseph F. Whinnery**



A pretty girl on the streets of Dalat.



Refreshing waterfall typical of the scenery around Dalat.

Dalat Palace, a large exclusive guest hotel, overlooks the lake and surrounding area of forests.

Sports such as tennis, soccer, fencing, sailing and water skiing are featured at the Sportive Club and a nine-hole golf course on rolling terrain around the lake is modern and well-kept.

The stillness and beauty of the area is ideal for the students from the many educational facilities. High Schools, two colleges, a university constructed in 1959, a Catholic Seminary, the National Military Academy and the Armed Forces Command and General Staff College are all located in or near the resort city.

Atomic energy for medical and agricultural research is carried out at the Nuclear Energy Center on the campus of the university. This is the only nuclear reactor in the Republic of Vietnam. United States-educated scientists carry out experiments in the dome-shaped building to find new and better ways of curing diseases and increasing crops. The Nuclear Center was built in 1963 and dedicated by former president Hzo-Dinh.

The American Cultural Center, in cooperation with the Vietnamese-United States Association, teaches English to local citizens free of charge. The center also has its own library system and books are lent to the citizens to improve their education and welfare. They also

have a modern film library and educational movies.

The majority of fresh vegetables consumed by the military in the Republic of Vietnam are grown in the fertile soil of the Dalat area. Over 300 tons of corn, tomatoes, beans, lettuce, cabbage and other vegetables are shipped to all parts of Vietnam each day. During the infrequent periods of dryness, irrigation systems are used, much like those in the U.S., to water the crops.

The central market place of Dalat is the equivalent of a large shopping center in the U.S. with everything from toys for the children to yarns and fabrics for clothing. A three-story building in the downtown section encloses such items as clothing, shoes, jewelry and cosmetics while the outdoor stalls contain food, simple everyday decorative plants and over 1500 different kinds of orchids grown in greenhouses.

The city zoo, one of the finest in the Republic of Vietnam, is located outside the city in an environment similar to the natural habitat of the animals.

It has been said that Dalat is one of the best kept secrets in Vietnam. Many servicemen do not realize the beauty of the city and unfortunately, many never get a chance to see it. Dalat remains however, one of the most attractive cities in the Republic of Vietnam.



A Catholic church on the edge of the city provides peace and beauty in the midst of a war-torn land.



Two pretty college co-eds stroll along the street on their way to class at Dalat University.



Photo taken from a downtown Dalat hotel overlooking Lake Dalat.



The 'Traffic Minders' of Vietnam . . .

165th Aviation Group

Story and photos by SP4 Harry W. Lloyd

According to that man Webster, the word "group" is defined as "a number of persons or things gathered closely together and forming a recognizable unit." Apparently, not only Mary McCarthy disagrees. Old Noah was an expert at putting things in alphabetical order, but he didn't know much about Army terminology or the 165th Aviation Group.

Perhaps another definition comes closer: "a collection of objects or figures forming a design or part of a design." For if you look at a map of the various units of the 165th Avn Gp, the design appears strikingly like a map of the Republic of Vietnam. But there is no magic in that. The well dispersed 165th covers Vietnam like freckles on a kid's face. You can't take a helicopter ride anywhere in country without somehow coming under their influence.

The men of the group get you in the air and bring you down

again. They call themselves "Flight Watchers."

They run the airfields, right down to the last detail.

The ubiquitous 165th includes 35 aviation support detachments (ASD's), each of which is responsible for a major Army airfield. There are also three full-sized companies in the group, but the ASD's make it unique. Members of the 165th are proud of proclaiming it "the only unit of its kind in the world."

COL James G. McFadden commands the group, which is headquartered at Sanford Army Airfield at Long Binh. The name of his unit has changed twice since it was formed as the 58th Aviation Battalion in March 1968. Five months later it became the 58th Group and on Feb. 17, 1968, took its present designation. Because many of its smaller units are attached to infantry and airmobile divisions all over Vietnam, and because so much of its work is unspectacular, the

165th does most of its work under a mask of anonymity. Only the people who fly know them, but in Vietnam that could be almost anybody.

The top Army commanders in Vietnam know the 165th through the Command Airplane Company and the 120th Assault Helicopter Company, which provide VIP transportation all over Vietnam and into Thailand. These companies are considered so important and their missions are so complex that they are both commanded by lieutenant colonels.

The simply-stated mission of the 165th Group is to support Army aviation in Vietnam, and that job is a never-ending one. Rocket and mortar attacks, monsoon rains and other hindrances make the work harder and the men of the 35 ASD's even more determined.

Their jobs all require extensive training, full concentration and long hours. Their success is mea-

sured in the thousands of accident-free landing and takeoffs by Army aircraft.

"Almost all of my men seem to like their jobs," says LTC Harry Q. Davis, commander of the 365th ASD at Long Thanh North, a typical 20-man "A" detachment. "And some of them work awful hours, I'll admit." The round-the-clock operation of an Army airfield requires the skills of three separate kinds of specialists. Tower operators work atop the field and generally supervise all traffic. Radar operators, or ground control approach (GCA) experts, guide pilots on instrumented landing and takeoffs. Maintenance men keep the complicated and sensitive equipment in top operating condition.

The tower operators at Long Thanh work eight-hour shifts. Under most conditions there are three men in the tower at all times, and usually one or two of those three are still training in the job. "There is always the problem of constant turnover and the need to train new men," said Colonel Davis. "Every new operator who comes here, regardless of his ex-

Ground Control Approach radar picks up aircraft and transmits an image to the GCA Specialist's radar scope.



GCA Specialist of the 165th Aviation Group scans his scope observing the flight paths of aircraft in his sector.

perience, must qualify for this facility. That takes 60 days, or as much as 90 days.

The men in the tower have a lot more to do than enjoy the view. In case of attack they are utilized as spotters, taking azimuth readings on enemy artillery flashes and mak-

ing quick damage reports. Some units ask their operators to evacuate the tower in case of attack, but in several cases the men have stuck by their windows and performed valuable service. "We require our men to stay in the tower," said Davis. "In fact, I'll probably go up with them."

The GCA operators, like the tower men, receive training at Keesler AFB, Mississippi, or Ft. Rucker, Alabama, before arriving in Vietnam. But because of the complicated nature of their job, they all undergo a four-week GCA school at Long Thanh before working in their speciality. The school consists of one week of classroom instruction and three weeks of on-the-job training.

"A GCA operator will encounter a lot of things here that he never heard of in the states," noted Davis. "For example, nobody in the states has to vector an aircraft through artillery fire." Radar landings are utilized mostly during the rainy season or at other times when the field is hardly visible. Therefore, only about five per cent of all landings are through GCA.





An Air Traffic Controller plots artillery impact areas on a map of his sector to insure that no aircraft can venture into that area.

"Whenever it is practical, we ask a pilot if he will make a GCA just to give our controllers the practice," said Davis. "If pilots would perform more GCA's it would be appreciated by every unit over here."

The radar controller is a picture of concentration as he sits in front of a round, yellowish screen and converses in precise language with the pilot of the single aircraft he is directing. With some experience, a radarman can become an accurate weather forecaster too by following cloud images on his screen, and smart pilots capitalize on his advice.

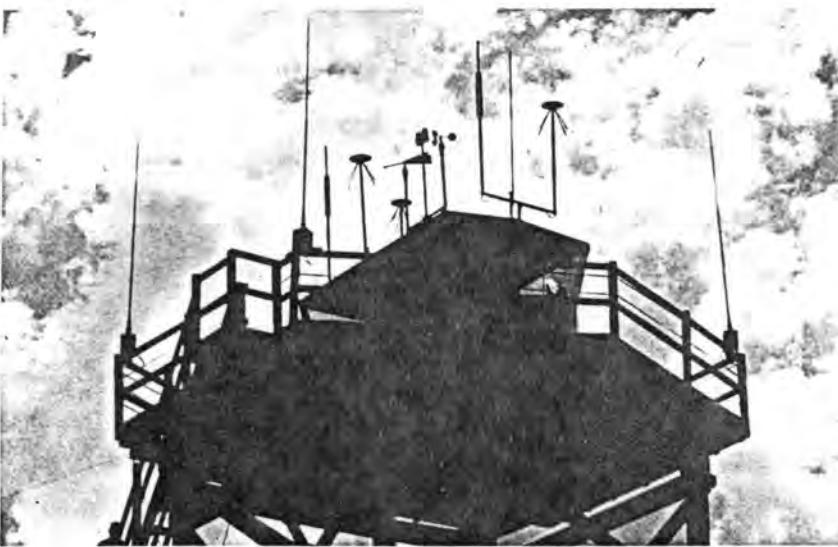
Our tower people provide a lot of extra services to," noted Davis. "We provide surveillance approaches to nearby airfields, vector planes through artillery and guide dustoffs to a coordinate. And people in Vietnam get so used to calling the tower for a lot of things that aren't the tower's business. We aren't supposed to be, but we are sort of unofficial passenger service."

Just to make sure the men in the tower don't get lax, "Flight Watcher" crews make periodic checks. They monitor all procedures

and rate the operators on their proficiency and adherence to standards. A controller who slips in unauthorized jargon or becomes easily flustered could find himself back in the classroom and his field could be restricted.

"But I never worry about being checked," says Specialist 4 Jose Rivera, 365th ASD tower operator from Tegucigalpa, Honduras. "If you do your job right, what can

This is the tower in which they work to insure the safety of any and all aircraft in their area.



they bother you for?"

Plans for the 165th Group in the future involve further modernization of many airfields and the addition of more sophisticated radar and tower equipment, according to MAJ John Warren, operations officer. Before long, it may be possible to follow a radar beacon almost anywhere in Vietnam.

As strategies change, some of the present 35 airfields may be phased out of operation. But when a need arises elsewhere, the tactical support teams of the 165th have the capability of setting up as many as seven fully instrumented airfields at various landing zones.

As a regular service to all allied fliers, the 165th publishes a monthly "fret sheet," listing radio frequencies and artillery zones in the country.

The wide dispersal of its units causes problems for the 165th in areas of logistics and administration. It may take as long as 17 days for the farthest-out ASD to receive an item on distribution. But because of the unique nature of their mission, and not because of geographic vicinities, the members of the group really do belong together.

A lot of people are happy they are. Just ask the man who flies.



The Intrepid Avian...

DOOR GUNNER

In a war fought in swamps, rice paddies, canopied jungles and mountains, and in a climate unfamiliar to most ground units, the wide variety of brigade aircraft have provided the ground commander with the mobility necessary

to effectively take the war to the enemy in his most obscure entrenchments.

One such aircraft that has served in such an invaluable capacity is the UH-1 Huey. This aircraft has been the Army's work-

horse and jack-of-all trades, serving as troop carrier, armed helicopter, ambulance and utility aircraft in support of the combat soldier.

The Huey transports infantry assault troops and their support elements quickly and efficiently to the "stomping grounds" of the VC and NVA.

It acts as an armed escort for transport helicopters; serves as an airborne command, control and communications center; carries out reconnaissance security and screening; and provides suppressive fire as an integral part of the maneuver and fire plans of ground units.

As a medical evacuation and "Dust Off" ship, its importance can be testified to by the grateful soldiers whose lives have been saved because the aircraft was able to be on station within a matter of minutes.

The Huey has made a name for itself in an unbalanced war that has tipped in favor of U.S. forces due to air mobility. Also making a name for themselves are the crews who keep these aircraft aloft.

SP5 Dave Balek, 1st Aviation Brigade Flight Section, leans far out of his aircraft to bring heavy fire on the enemy.





SP5 Nick Weremeychik, 1st Aviation Brigade Flight Section, brings suppressive fire against enemy in the III Corps Tactical Zone.

Among the crew of the Huey is a man whose job is the maintenance and operation of the weapons carried on board the craft. Whether a rocket pod on the Huey gunship or a minigun on the Light Observation Helicopter (LOH), the upkeep and function of weapons is up to the door gunner.

He is responsible for protecting his ship on a mission. If trouble should occur and the ship is forced down, he is responsible for setting up a defense perimeter and guarding it until assistance arrives.

His primary job centers around his M-60 machine gun: cleaning, maintaining, repairing and often firing it. But the gunner's job, like many jobs in Army aviation, is an overlapping one. In addition to maintaining the ship's weapons, he also helps the crew chief maintain the helicopter, often working late hours to keep it in flying condition.

As any gunner will readily testify, the most enjoyable part of his job

involves flying. His experiences while flying are always interesting, often exciting and occasionally dangerous.

During March 1969, SP4 Gary L. Miller, Whittier, Calif., was flying door gunner on a Huey attached to the 335th Assault Helicopter Company.

All ships have some sort of an emblem painted on their aircraft; Snoopy, the Red Baron or the crossed swords of the 3/17th. A Huey with the 335th AHC had to go one step further. Specialist Miller went one step further.

He painted a caricature of Ho Chi Minh on the nose of his aircraft.

"I was up all night painting it so it would be ready for our mission the next morning," Specialist Miller began. "It was a beautiful job if I do say so, but I had no idea it would get us in the trouble it did."

"We were flying our AO in IV

Corps when our ship was forced down. As soon as we touched down, I helped the pilot out and set up a defense perimeter. The automatic weapon's fire in our direction was unbelievable. Then from overhead came three Cobras bringing fire on the enemy positions around us. Cobra pilots are most accurate with miniguns and rockets but the rounds were coming awfully close to us.

"The sound of weapons firing was deafening. As the Cobras kept up suppressive fire, one of our ships came in for extraction.

"We clamored on board and were taken back to Bearcat. The talk that night was of the number of VC who converged on our ship. I guess that will teach me to be a little more choosy what I paint on my ship."

The Huey helicopter is not the only aircraft to carry a door gunner. The OH-6A LOH is used in command and control, visual reconnaissance, target acquisition and surveillance missions. Although the LOH relies more on its miniguns, it occasionally carries a door gunner.

The CH-47A Chinook transport helicopter that lifts weapons, troops and cargoes with ease in support of combat operations also carries a door gunner.

In March 1968, SP5 David R. Balek, Livermore, Calif., presently crew chief on one of the Brigade's command ships, was flying door gunner for a LOH with A Troop, 7th Armored Squadron, 1st Air Cavalry.

The AO was north west of Lai Khe near the Michelin Rubber Plantation. The scout platoon was operating in support of the 11th Armored Cav and the 1st Infantry Division.

On the eventful day, Specialist Balek's LOH was flying treetop observation over a road parallel to the plantation. "The mission was recon for the ground troops," relates Specialist Balek.

"We started to receive automatic weapon's fire from the front. We pulled to and began coverage for the right flank of the APCs. I opened fire on a bunker complex which was set up on both sides of the road, an intended ambush. We dropped back right over the plantation and began receiving .50 caliber fire from somewhere in the plantation. The ship made three runs over the plantation and I continued to fire bursts in the area of the .50 caliber.

"As the ship dropped back to the rear, I noticed a VC come out of a spider hole. I notified the pilot and he turned to chase him down. He fled across the road and I hit him with a five round burst.

"As we dropped back again over the plantation, the ship received two rounds, one in the tail boom and the other through the floor under the pilot, up through his 'chicken plate,' through his leg and out the top of the ship.

"The pilot fell forward on the cyclic pushing it forward and setting the ship plunging toward the ground. The observer wrestled the cyclic free and pulled it back pulling the ship up in time.

"The observer headed the ship for Lai Khe. It was impossible for me to do anything for the pilot because of the confines of the back seat of a LOH.

"The ship made an approach to the Lai Khe field but much too fast to set down. We were within a few feet of the ground when the pilot pulled pitch, breaking the tail boom off as it hit the runway. He then dropped the collective causing the ship to set down hard and skid 100 feet before it came to a halt in a ditch. The pilot was evacuated to the 93rd Evac. It's an experience I'll never forget," Balek concluded.

Whether in a Huey, LOH or Chinook the door gunner is an indespensable member of the Army aviation team responsible for his aircraft in the air or on the ground.



SP5 Jerry Silvey keeps a watchful eye.



A door gunner of the 7/1 Air Cav.



SP5 Jerry Silvey cuts loose a burst



A door gunner uses a "Bungee Cord."

—THE JUDGE SAYS—

by *CPT Douglas C. Arthur*

Last month, the Educational Assistance and Loan Guaranty provisions of the present "G.I. Bills" were discussed in this column. This month's column is again devoted to the new "G.I. Bills" which have extended a wide range of benefits to veterans of military service who have served since 31 January 1955.

In the area of disability compensation the VA pays veterans who are disabled because of injury or disease incurred in, or aggravated by active service in the line of duty. Payments are based on the degree of disability and how much the veteran is handicapped in earning a living. The monthly amounts for disabilities incurred during wartime service run from \$23 to as high as \$1000. There is also an additional dependency allowance for service connected disabilities evaluated by the VA as 50 percent disabling.

Veterans who develop chronic or tropical disease to a degree of 10 percent or more disability within one year of release from the service after 31 January 1955 may be presumed to have a service-connected disability for compensation.

Veterans of the Vietnam Era with 90 or more days service or who have been separated from the service with a service-connected disability may be eligible for a non-service-connected disability pension. This occurs if the veteran becomes totally or permanently disabled at a time later from reasons not connected to the service. Payments vary between \$29 and \$230 monthly, dependent on such factors as income, number of dependents, requirement for aid and attendance of another person, and periods during which the veteran may receive care in a VA facility.

Turning to medical care, the VA offers hospital or outpatient care when needed for all service-connected medical or compensable dental conditions. The treatment is given at one of the many VA hospitals or clinics or the VA may authorize pay for outpatient care by a hometown doctor or dentist. In some cases drugs and medicines may be furnished if prescribed by a duly licensed physician as specific therapy in the treatment of an illness or injury suffered by a veteran.

Veterans separated from the service with a service-connected disability may apply to the VA for special nonparticipating National Service Life Insurance. The veteran must be in good health except for the service-connected disability and application must be made within one year after the VA determines that the disability is service-connected. There are several insurance plans that the disabled veteran may be eligible for, depending largely on the condition of his health. Specific inquiry should be made to the VA for detailed information.

Unless specifically refused, all members of the Armed Forces have been provided with Serviceman's Group Life Insurance (SGLI) since 28 September 1965. Payment for these policies is deducted from their pay and as long as the serviceman remains in the service, he is covered. Upon leaving the service, he has 120 days in which to convert to a permanent form of insurance if he so desires. These policies are neither issued nor administered by the VA but by private commercial companies. However, a list of participating companies will be mailed to the veteran by the VA upon request or a list can be obtained at any VA office. It is advisable not to delay in submitting a copy of DD Form 214, Report of Discharge, to an agent of any one of the participating companies. An eligible veteran submitting a timely application is assured of having a policy issued by the participating company of his choice. The particular advantage in converting SGLI is to the service-disabled veteran who could not otherwise obtain a commercial insurance policy at standard rates.

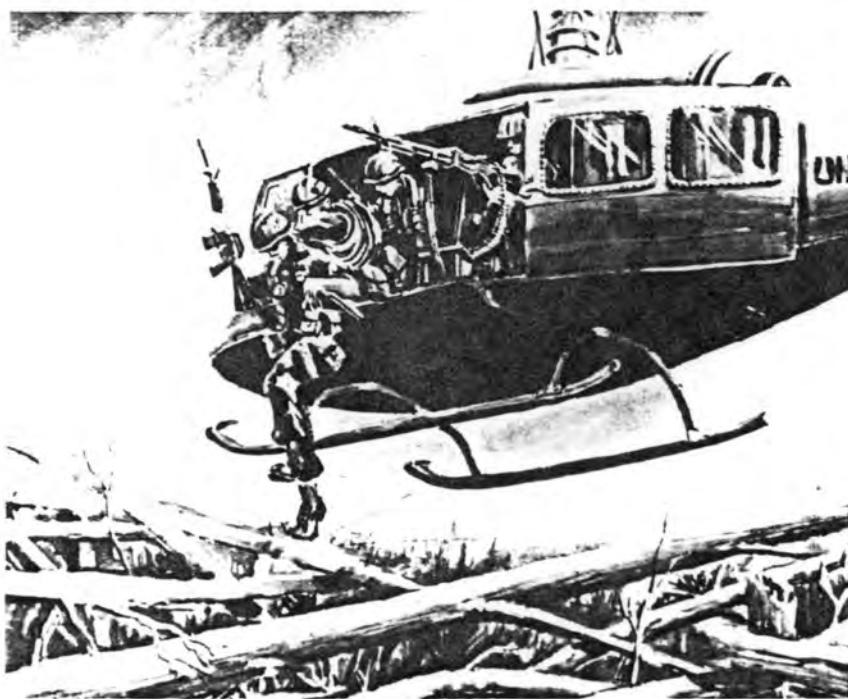
The job counseling and employment placement service is under the supervision of the U. S. Department of Labor and is administered through the local Veterans Employment Representative in local State Employment Service Offices. Employment counseling and testing is provided when needed. Priority for referral to appropriate training programs and job openings is given to eligible veterans with first consideration given to disabled veterans.



Cobras in the Delta. SP5 Dan Whitehead.

COMBAT ART

U.S. Army Aviation



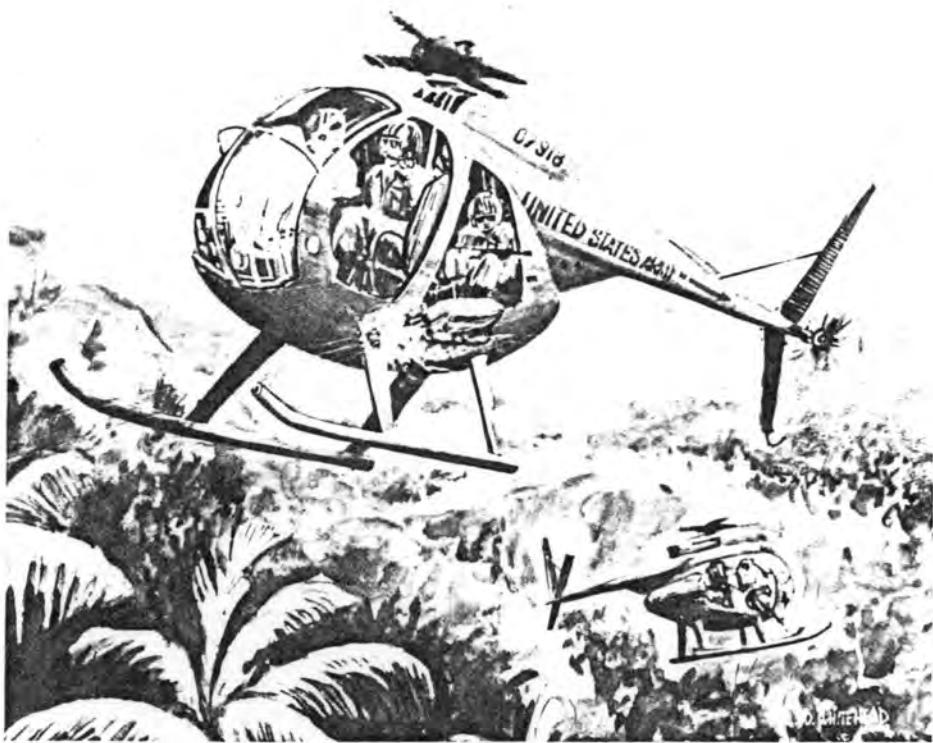
*Landing Zone Toothpick.
SP5 Dan Whitehead.*

Helicopters and the men who fly them have been the subject of military artists and photographers since the Vietnam War began.

The unique role of the helicopter and the courage displayed daily by the pilots and crews have lent an aura of fascination to these machines and men unlike anything else in this unusual war.

Not since the aces of the First World War and the bomber pilots of World War II have any group of men been so publicized as the chopper pilots.

On the following pages are a few representations of Army aviation in the Republic of Vietnam done by Army artists.

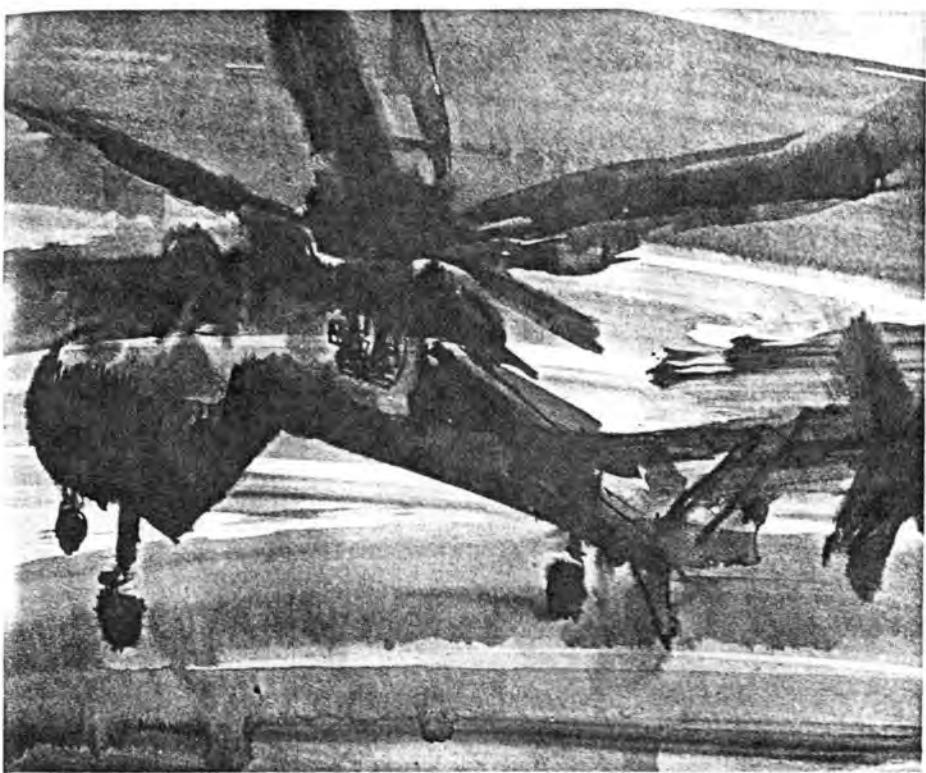


Light Horse Cavalry. SP5 Dan Whitehead.

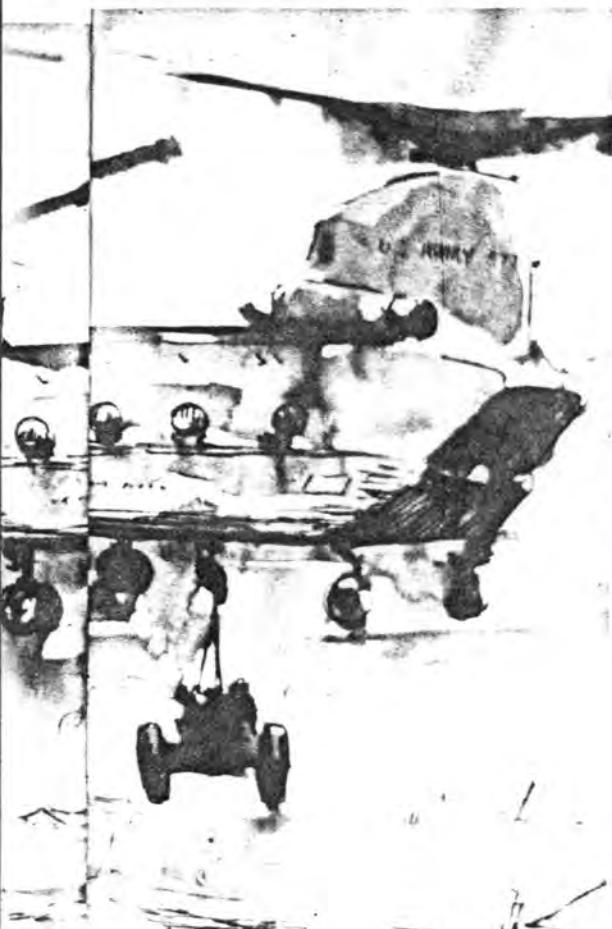


Extraction. SP5 Dan Whitehead.





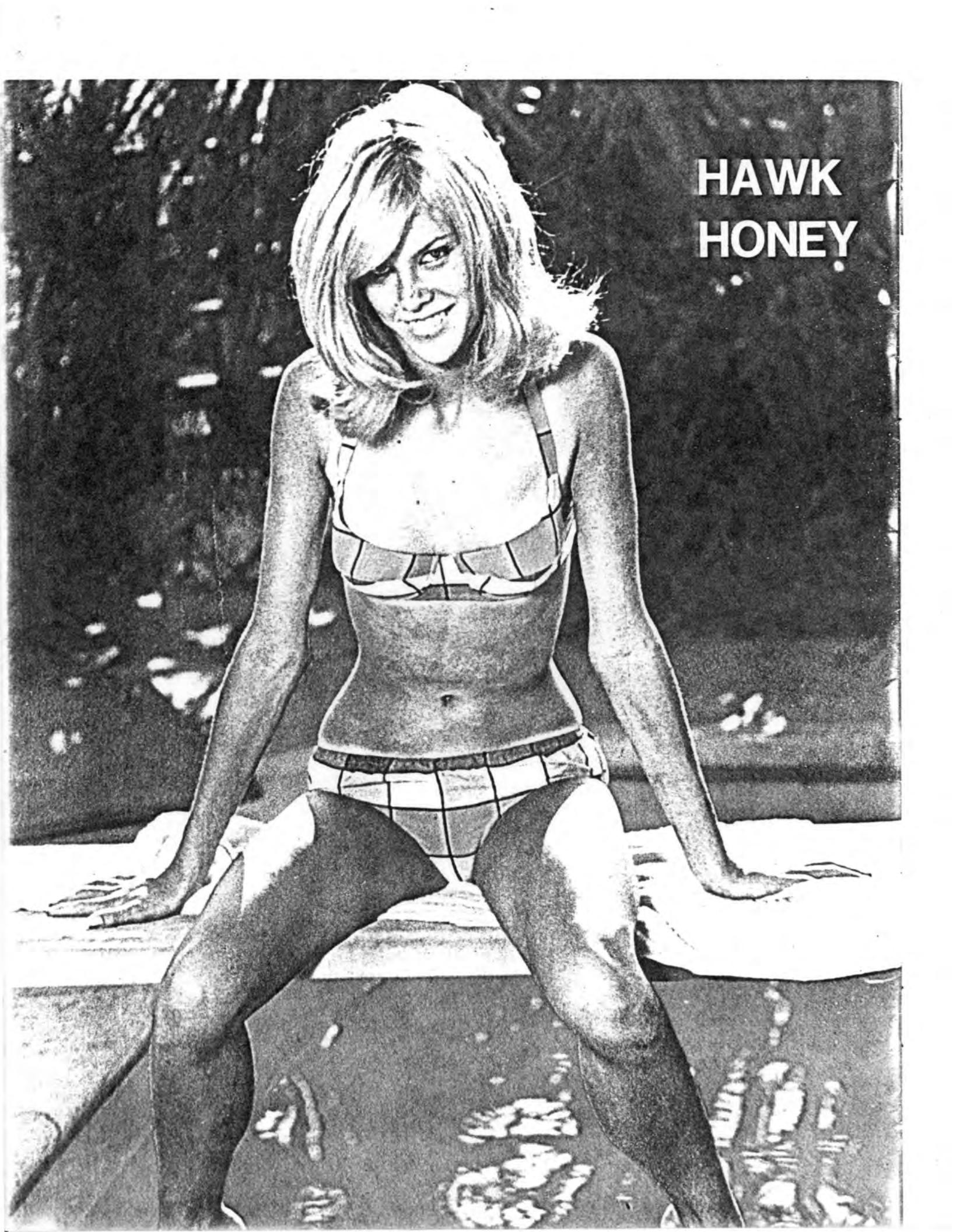
SKYCRANE



Chinook Resupply



Day's End. SP6 Earl Orgis



HAWK
HONEY

NEWSLETTER

214th CAB PROVIDES CHINOOKS FOR 9TH INFANTRY

The 214th Aviation Battalion (Combat) provided seven CH-47 "Chinooks" to airlift the first 800 troops of the 9th Infantry Division which departed in the opening phase of the Vietnam cutback. The "Hooks" of the 147th Assault Support Helicopter Company, "Hill-climbers," flew the troops from Dong Tam to Ton Son Nhut and Bien Hoa. LTC Ronald J. Stevens, Commanding Officer of the 214th CAB, acted as air controller and coordinator for the move which began at 0730 July 8 and was completed at 1330 the same day. The 214th "Cougars" located at Dong Tam support 9th Infantry operations on a daily basis.

VISA REQUIREMENT LIFTED

Visas or passports are no longer required by Vietnam-based military personnel who are traveling to Australia on ordinary leave via R&R aircraft. The visa requirement was dropped July 1, according to the MACV R&R Section. Only travel orders, immunization and military ID card are now required for this travel. However, the ID card must show the individual's social security number.

NEW G1, G2, G3 FOR BRIGADE HQ

LTC Thomas E. Anderson comes to the 1st Aviation Brigade from CO of the 13th Combat Aviation Battalion. He replaces LTC George R. Crook as G-1. This is Colonel Anderson's second tour in Vietnam. LTC James M. Peterson, formerly squadron CO of the 1st Squadron, 9th Cav., 1st Air Cav. Div., replaces LTC William C. Chamberlain as G-3. This is Colonel Peterson's second tour in Vietnam. LTC Ronald T. Walker comes to the 1st Aviation Brigade to replace LTC William A. Walker as G-4. This is Colonel Walker's third tour in Vietnam. His last tour was with the Tactical Air Control Squadron 13. HAWK would like to welcome Colonels Anderson, Peterson and Walker to the 1st Aviation Brigade and wish them as much success in the Brigade as they have had in the past.

PUC TO 335TH AHC

The Presidential Unit Citation was recently awarded to the 335th Assault Helicopter Company. The 335th AHC distinguished itself by extraordinary heroism, exceptional gallantry and professional skill in defeating a heavily armed, well-trained and numerically superior enemy during Operation MacArthur in Kontum Province, Republic of Vietnam, from 6 November to 23 November 1967. (See story page 6)

HIGH FLIERS SILVER STAR AND ABOVE 26 JUNE-10 JULY

SGT Marshel E. Ransford, 7th Armored Squadron, 1st Air Cavalry
SP5 John B. Orebaugh, 7th Armored Squadron, 1st Air Cavalry
1LT Thomas C. White, 192d Aviation Company (Assault Helicopter)
1LT James J. Molloy, 114th Aviation Company (Assault Helicopter)
*SP5 Edward A. Barlow, 366th Aviation Support Detachment
LTC John H. Phillips, 3rd Armored Squadron, 17th Air Cavalry
MAJ Roy P. Elliot, Jr., 192d Aviation Company (Assault Helicopter)
SP4 Jack F. Gilmore, 175th Aviation Company (Assault Helicopter)
*SFC Mills Beale III, 366th Aviation Support Detachment
*Posthumous

