

HUEYS HELP HOMELESS

QUI NHON, RVN— Thousands were saved by the helicopters of the 61st and 129th Aviation Companies from rising floodwaters in stricken Binh Dinh province.

A battalion staff officer said that the effort may be the largest

search and rescue operation ever conducted in Vietnam.

Pilots and crewmen rescued a total of 2949 people and 53.5 tons of their belongings.

The flooding came as more than 20 inches of rain fell in a six-day

period, half of it coming in a nine-hour deluge the night of Oct 30.

Streams overflowed and people fled to rooftops or the nearest high ground.

The helicopters, alerted by MACV advisors, —Continued on page 13—

GRIFFIN

GAB



Hawks Have New Ruler Of Roost

PHU HIEP, RVN (225TH AVN CO)— Major David G. Hendricks assumed command of the 225th Aviation Company in a ceremony here Oct 3.

He succeeded Major Richard C. Artell, who served as commanding officer for the last six months. Maj. Artell, who received the Distinguished Flying Cross just before stepping down, will serve next on the Test Board at the fixed-wing department at Ft. Rucker, Ala.

The change of command ceremony, which was held before a contingent of men flanked by two OV-1 Mohawks, was marked by the transference of the company guidon and green combat leader's tabs to —Continued on page 4—

Vol. IV No. 2 QUI NHON, RVN November 1970

129TH HELICOPTERS RESCUE 33 KOREANS

AN SON, RVN. (129TH AVN CO)— The torrential rain of Tropical Storm Katie caused many people in Vietnam some inconvenience. Rooms were flooded, feet got wet, electricity failed and flights were postponed.

But to 33 Korean soldiers 10 miles west of Qui Nhon, the storm was more than an inconvenience. For them, it could have been a tragedy had it not been for

some timely help from the 129th Assault Helicopter Company.

A 12-man ambush patrol had been out overnight in the storm and had put up with the problems of monsoon operations, but in the early morning hours a nearby stream started to flow over its banks and cut them off.

A call went into the 129th headquarters here for a flareship to light —Continued on page 12—

EDITORIAL

THE ECONOMICS OF EATING

In these days of increasing prices and inflation, one of the last great bargains for the U.S. serviceman is the military meal. Just how long it remains a bargain is a matter of how wisely service folk utilize their culinary bargains.

Food becomes more and more expensive by the day; ask any housewife—she'll verify the statement. Better yet, compare prices on the menu of any average restaurant with prices charged by the same establishment a decade ago. The high cost of feeding ourselves in that 10-year span has increased enormously, mostly due to increased farm, labor, processing and transportation costs in an ever-expanding economy.

Nevertheless, the amount the Government estimates as the low cost of a military meal has remained, throughout that period, astonishingly low. The same amount of nourishment cannot be obtained elsewhere for such reasonable prices.

What it all boils—or broils, or bakes or cooks—down to is the same thing that some economy minded soul advocated during World War II: "Take all you want, but eat all you take." To which might be added: "Within reason of course." (AHE)



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LtCol. ANTHONY J. ADESSA.....CO
 Capt. DON G. SHROVER.....JO
 Sp4 DAVID A. KEOUGH.....EDITOR

The Greenhouse

AN KHE, RVN (219TH AVN CO)— Next to the Army Airfield here, under a tall shade tree, is a green-painted Victorian mansion which has silently witnessed the struggles of men and the coming and going of armies.

This is the Greenhouse, the building that serves as the airfield headquarters and a home of the 219th Utility Airplane Company.

The Greenhouse has occupied this vantage point since it was built by the French colonial government in 1871 as a home and office for the manager of a stock breeding farm which was started here.

For many years, the lowing of cattle was the harshest sound heard, until the tread of hob-nailed boots and the clank of bayonet and rifle heralded the arrival of the Imperial Japanese Army, which used the two-and-a-half story mansion as an army headquarters.

From that time on, martial tenants became as much a part of the brick and concrete structure as its varnished woodwork and its patterned ceramic tile floor. The French command took up the lease again in 1945 and stayed

throughout their conflict with the Vietminh in 1954.

Moving in as soon as the French had packed and left, the Army of the Republic of Vietnam soon put the place to the now familiar use of army headquarters and used the nearby airstrip for light planes.

Eleven years later, new residents came during the initial American buildup to support the republic's struggle against subversion as the 1st Cavalry Division (Airmobile) arrived in August, 1965. Five months later, the An Khe Army Airfield Command established headquarters at the mansion and began supervising operations at the airstrip.

Shortly thereafter, a distinctive feature was added to the architecture of the Greenhouse as a glass-enclosed air control facility was constructed on one of the towers of the building.

Although the dignified headquarters have remained secure in allied hands, many changes have continued to take place around it.

In the surrounding area, the 1st Cav has yielded its protective role to the 173d Air-

borne and they in turn to the 4th Infantry Division.

New control facilities built elsewhere in the area have opened up the old control tower as living quarters for the pilots of the 219th, and the rooftop BOQ was quickly dubbed the "Pilots Penthouse."

Even those who occupy quarters in the mansion less distinctive than the Penthouse are a little in awe of their surroundings, for the house has few equals in this part of the world. It seems as though it should be in Southeastern New England instead of Southeast Asia.

Lieutenant Colonel Adessa, commander of the 223d Aviation Battalion and former airfield commander here, remarked, "My quarters there were easily the best I've had in Vietnam."

Since the building is almost as comfortable as a home, it is easy to understand why it has been repeatedly chosen as a headquarters site.

To men in Vietnam used to tents and hastily constructed barracks, it seems hard to believe that a place like the Greenhouse could exist, removed from what might be considered a more
-Continued on page -

MAJ. HENDRICKS HEADS HAWKS

The new commander, Maj. Hendricks.

Lieutenant Colonel Anthony J. Adessa, who presided over the ceremony as commander of the 223d Aviation Battalion, stepped forward and spoke to the men in ranks about their fine record as a company and the outstanding leadership they could expect from their new commander.

Maj. Axtell addressed the men next, saying how much he would miss serving with men of their caliber.

Maj. Hendricks praised the unit for its accomplishments and said that he planned no changes that would alter that record.

Distinguished guests at the ceremony included Lieutenant Colonel William M. Jenkins, Jr., commander of Tivy Hox Army Airfield, Major Elliot J. Welsh, commander of the 134th Assault Helicopter company, Captain Rhoderic K. Patrick, 18th Aviation Company commander, and Command Sergeant Major Walter L. Hesse of the 268th Aviation Battalion.

Maj. Hendricks' last assignment was as a student and instructor at the Transportation

School at Ft. Eustis, Va.

The major was born in Tifton, Ga., and received his commission through the ROTC program of the University of Arkansas at Fayetteville, where in 1961 he earned a bachelor's degree in psychology.



After Maj. Hendricks attended officer basic at the Artillery School, Ft. Sill, Okla., and then went on to enroll in and graduate from the Aviation School at Ft. Rucker, Ala.

In September, 1962, the major began a two-and-a-half year tour as an instructor at the fixed-wing department of Ft. Rucker's aviation school.

After a month of training at Second U.S. Army Headquarters, Ft. Meade, Md., Maj. Hendricks embarked for Iran for 18 months service as an aviator for the mili-

tary advisory program in that country.

In February 1967, the major was assigned as a platoon commander in the 185th Aviation Company at Ft. Knox, Ky., and he accompanied that unit when it was shipped to Vietnam in June.

Maj. Hendricks became the company operations officer seven months later and in April was transferred to the USARV Flight Detachment, where he served as a pilot until the end of his Vietnam tour.

The major returned to Ft. Sill to serve as a pilot for and then student in the artillery and missile school for about a year. He stayed on at Ft. Sill for another nine months, serving as a pilot for the headquarters detachment of the Field Artillery Center and later the S-3 of the 21st Aviation Battalion before moving on to the Transportation School at Ft. Eustis.

Maj. Hendricks holds the Bronze Star, Air (1st through 9th OLC) and Army Commendation Medals.

He is married to the former Jeanie Willen Stokes of Andalusia, Ala. They and their two children make their home in Lawton, Okla.

TAILOR-MADE, I WARRANT

PHU HIEP, RVN (225TH AVN CO)— Ever meet a guy who could take a jacket from a clothes rack and have it fit without tailoring? Or see someone step into a new job and perform as if they'd been doing it all their life?

Ever see a warrant officer straight from transition school take over the role of instructor pilot in a Mohawk unit?

If that last possibility seemed unlikely, you've probably never met Chief Warrant Officer Robert J. Sicker of Kerrville, Tex., the instructor pilot of the 225th Aviation Company here.

CWO2 Sicker is well qualified to instruct his fellow pilots in the fine points of flying the Mohawk, the Army's

most advanced fixed-wing aircraft.

He first started taking flying lessons at the age of 14, before most people learn how to drive. By the time he was 16, he had soloed. Continuing his training, Mr. Sicker became a commercial pilot by the age of 21 and an instructor a year later.



Mr. Sicker has considerable practical experience, having accumulated 2800 flying hours on charter service flights and in civilian instructing for flying service companies in Kerrville and Nacogdoches, Tex.

Mr. Sicker arrived in Phu-Hiep directly from his Mohawk training at Ft. Huachuca, Ariz., as a WO1, or "Wobbly One," as fledgling warrant officers are often dubbed. It wasn't long before his flying ability led his superiors to see instead of being wobbly, the new flier was an excellent pilot, and he was appointed instructor pilot for the company.

Besides teaching others to fly, Mr. Sicker also serves as assistant operations officer and flies some of the highly technical and critical infrared missions of the company.

Upon completion of his tour in the military service, Mr. Sicker intends to enter the field of civilian airplane sales.

If the Army gets many more warrant officers like Mr. Sicker, who took on such a skilled job so soon and so capably, nicknames like "Wobbly One" might go the way of the Dodo Bird.

MAJ. AXTELL'S FAREWELL

The assignment as Commanding Officer of the 225th Aviation Company has been the highlight of my Army career.

The ability, professionalism and morale of this unit is the highest I have ever seen.

It is my fondest wish that on some future date, I will have the pleasure of serving with all of you again.

With a fond farewell, I wish the 225th Phantomhaws the best of luck and God bless each of you.

CAPT. ROBERSON LEAVES BN. S-4 TO LEAD 219TH

PLEIKU, RVN (219TH AVN CO)— Captain Carlton F. Roberson assumed command of the 219th Aviation Company in a ceremony here Oct 2.

The captain succeeded Major Arlie Deaton, commander here for the last six months. Just before stopping down, the major, whose next assignment will be with the U.S. Army Garrison, Ft. Campbell, Ky., received the Distinguished Flying Cross.

The change of command ceremony began with the transferral of the company guidon and green combat leader's tabs to the new commander, Capt. Roberson.

Maj. Deaton spoke first to the contingent of Headhunters present, expressing a simple "thank you" for the support the men had given him during his time as commander.

Capt. Roberson addressed the men next, and said how proud and grateful he was to accept this command, and that he would do his best to insure that the 219th maintained its standing as the best unit of its kind.

Last to speak, Lieutenant Colonel Anthony J. Adessa, 223d Aviation Battalion commander who presided over the ceremony,

mon, moved forward and spoke informally to the men, praising their past record and asking that their support be extended to their new leader, Capt. Roberson, whom he said exemplified the word officer.

Distinguished guests at the ceremony included Lieutenant Colonel Ernest A. Smart, commander of the 7/17th Cavalry, Major Charles D. Jocketz, 179th Assault Helicopter Company commander, Major John L. Deryck, executive officer of the 52d Aviation Battalion, and Major Billy J. Bowling, Sr., S-3 of the 7/17 Cavalry.

After the ceremony, participants and guests adjourned to the 219th Officers' Mess for refreshments.

Capt. Roberson's most recent assignment was as the S-4 staff officer at the 223d Battalion, a post he held for two weeks.

The captain was born in Pelham, Ga., and received his commission as a distinguished military graduate of Georgia Institute of Technology in 1963, where he earned a bachelor's degree in aerospace engineering.

He was deferred from active duty for the next two years in order to obtain a master's degree

in aerothermodynamics, but took some time out from his school work in the summer of 1964 to attend jump school at Ft. Benning, Ga.

In 1965 he attended the officer basic course at Ft. Gordon, Ga., for two months and followed that with nine weeks of Ranger training at Ft. Benning.

In December of the same year, he was assigned to HHD, 124th Signal Battalion at Ft. Lewis, Wash.

Two months later, the captain shifted over to the 278th Signal Company at Ft. Lewis and six months later accompanied the unit to Vietnam.

Before completing his tour, he saw service with three additional signal units.

Back in the United States, Capt. Roberson, after an infantry career course and a year as a project officer in the development command at Ft. Rucker, Ala., began fixed-wing flight training at Ft. Stewart, Ga.

He completed his flight training at Ft. Rucker nine months later in the spring of 1970.

Before returning to Vietnam, the captain was able to squeeze in one more week of training.

—Continued on page 13—

The Interloper

QUI NHON, RVN (HHC)-- WHOMP! WHOMP! WHOMP! An ungodly sound whirled its way into the life of an aviation battalion here last month as the strange craft settled into its place in the revetment and shut its engine off.

It bore on its nose the blue battalion

crest. Unbelieving eyes stared at the emblem. Lumps formed in the throats of normally unsentimental veteran NCOs of the unit.

It had happened. A helicopter had defiled one of the last sanctuaries of fixed-wing aviation left in the Army,

the 223d Aviation Battalion.

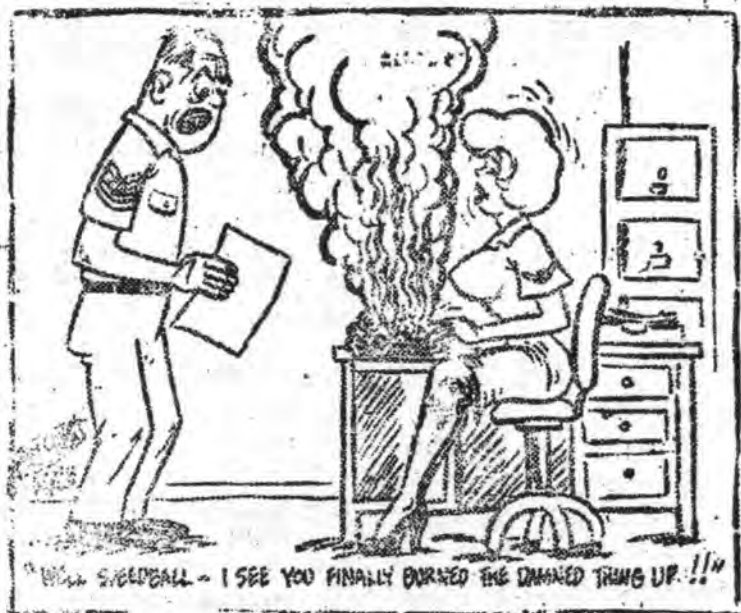
The UH-1H shares with a venerable U-6A Beaver the honor of serving as the commander's craft, and its pioneer appearance is just the heralding of things to come.

The Army, in its infinite wisdom, is reorganizing the 1st Aviation Brigade, and the "Griffins," proud bearers of the "one plane, one wing" tradition, will have helicopters in their midst from now on.

The change has not been made without mutterings from die-hards, however.

If God wanted man to fly like that, He would have given Orville and Wilbur rotors."

But time and DEROS conquer all, and before long, some newbie will ask, "What does a Bird Dog look like, anyway?"



THE FACE IS FAMILIAR...

PHU HIEP, RVN (225TH AVN CO)-- Specialist 6 Randall S. Busby of East Point, Ga. crossed paths for the third time with Specialist 6 Peyton M. Swords of Eugene, Ala. here at the 225th Aviation Company.

Sp6 Busby originally came to the 225th in

September of 1967 and served 12 months until Sp6 Swords replaced him.

Continuing in Busby's place as a Technical Inspector on the company's OV-1 Mohawk aircraft, Swords worked here until October 1969, when he was replaced by, of all TIs, Sp6 Busby.

A year later, the revolving door of the 225th's TI crew has brought Sp6 Swords back again.

Rumor has it that enterprising bettors here are already figuring the on the next Phantomhawk reunion of these two.

183D PLAYS TOPSY-TURVY

DONG BA THIN, RVN (183D AVN CO)-- In the dead hours of early morning, it has crossed the mind of more than one enlisted man pulling guard that just once it would be nice for the officers to man the bunkers and towers instead of the EM.

A dream to be brushed aside and forgotten? Well, the dream came true for the men of the 183d Aviation Company here Sept. 30.

The company had had a CMMI inspection the day before, and the results pleased Major Alvin L. Solomon, the company commander, so much that he decided the men deserve a relief from the duty roster as a reward.

People going through the chow line were counted by the first sergeant, Sergeant First Class Eugene L. Peterson.

Clerks in the orderly room turned over charge of quarters to Captain Edwin R. Robinson, acting Staff Duty NCO, and First Lieutenant Robert Orr, acting CQ runner, at the end of the day.

After supper, the main event, a formal guard

mount in full equipment and starched uniforms, was held under the direction of Maj. Solomon, Officer of the Day, Captain Jerry T. Bussel, acting Sergeant of the Guard, and Capt. Robinson.

The men of the company were there in full force, watching with obvious merriment, and taking pictures to record the event for posterity.

The guards were marched out in formation and given a left face to head them in the proper direction. Unfortunately, one of the guards must have gotten a little flustered, because he executed a right face. Reliable sources indicated that the individualistic maneuver was definitely not part of the planned program, even though it added to the amusement of the crowd.

The bunker and tower guards were Captains Peter D. McLaughlin, Gerald W. Lemons, Donald H. Davis, Carroll W. McDonald and First Lieutenants John R. Champlin and Gary P. Hughes, while the walking guards were Captains Charles W. Hutchings and Samuel R.

Jones, with Captain Samuel R. Schwartz and Chief Warrant Officer Ronald R. Young providing the alert guard.

Once guard mount was over, an educational process began.

Capt. Robinson, for one, had to ask instructions to find the light switch so the perimeter could be illuminated.

And the officers bravely manning the ramparts discovered such joys of three o'clock in the morning as talking to yourself to stay awake.

But the worst was yet to come, for in a moment of masochism, all the officers had agreed to work all the next day, a task that was accomplished with the aid of toothpicks used as eyelid props and the drinking of much coffee.

The night had given the officers a greater insight into the life of the enlisted man, and the day gave new dimensions to the old saying that NCOs are the backbone of the service.

Sometimes even the nuttiest dreams come true.

ONE MAN'S VIEW OF THE MOHAWK

"MAGIC IN THE SKY"

By Captain
Joel A. Koch

PHU HIEP, RVN (225TH AVN CO)— The two screaming engines pass their power on to six slender blades of steel clawing their way through the heavy, humid air.

The heavy airplane slowly accelerates down the short runway, hindered as it is by the sensor equipment in its belly and the wing and

fuselage tanks of fuel necessary for its mission over enemy controlled territory.

It lifts off, and as gear and flaps are retracted, the ungainly-looking ship becomes a swift blur of grace and beauty.

The crew of two controlling the monster

with hundreds of switches, levers, knobs, and dials, breathe easier as much needed altitude is gained.

Every-hungry turbines whine their pleasure and increase their efficiency as the airplane climbs into the thin, cold upper reaches of the atmosphere.

VA TO IMPROVE HOSPITALS

WASHINGTON (AFPS)— Veterans hospitals are to get a \$14 million facelifting, according to Donald E. Johnson, Veterans Administration director.

Twenty-nine of the VA's 166 hospitals are slated for improvement programs including \$5

million worth of renovation for the Waco, Tex., hospital.

Among other projects is reconstruction of the special activities center in Gulfport, Miss., which was heavily damaged by Hurricane Camille last year.

Finally, several miles above the ground, the huge airship levels off and accelerates to its distance devouring cruise speed.

A dream? Magic in the sky?

No, just a Mohawk from the 225th Aviation Company taking off on an electronic surveillance mission.



A MODEL DAY FOR FLYING

PHU HIEP, RVN (225TH AVN CO)— When the local Sand Pebbles Service Club sponsored a model airplane fly-in September 20, "Phantomhawks" from the 225th Aviation Company turned out in strength.

The Phantomhawks entered model aircraft of every description. There were sporty control-line "profiles," scale planes, and even a big control-line B-29 with four engines. A large biplane was the single radio control entry.

Captain Joel A. Koch of Jacksonville, Ore. began the event with a brilliant display of model aerobatics. His skill was evident, not only in the performance of rapid and complex maneuvers, but also in his never-failing ability to land his aircraft, empty of fuel, on its back without damage.

Sergeant Steven J. Anders of Riverside, Calif. was not so lucky. His radio-controlled Sopwith Camel taxied gracefully onto the runway, but a gust of wind stalled the plane at lift-off, inverted it, and dashed it into three major components.

Fortunately the company safety officer, Captain Thomas E. Edwards of Starkville, Miss., was on hand. Using his

Accident investigation kit, he measured and photographed the crash scene in hopes of preventing future accidents.

The next flight scheduled was the maiden trial of the "Enola Gay," a huge B-29 bomber model belonging to Captain Terry R. Brown of Enterprise, Ala.

The eyes of the crowd riveted on Capt. Koch, the test pilot at the controls. The four engines started, roared loudly, and the huge model leaped from the launcher's hands, climb-

ing minimal damage to the ill-placed jeep.

The crowd was visibly distressed, for most knew of the hard work which had been invested in the airplane, and the loss was felt by the entire company.

The extent of ego injury could not be determined immediately, but was described by official spokesman as "light." Names of the injured parties are being withheld pending notification of the respective model airplane manufacturers.

The remainder of the flights proceeded smoothly.



SENIOR ARMY AVIATOR

ing into the air before it had covered 60 feet of runway.

The crowd held its breath as the model gained altitude, then gasped as the big bird approached and crashed into a jeep which had been parked on the runway between flights.

The crash, which had occurred despite the fast reflexes of Capt. Koch, totally destroyed the plane while inflict-

A small scale Corsair, beautifully finished by Warrant Officer David C. Wiggins of Oxford, Maine carried off appearance awards, but the owner, perhaps influenced by previously ill-fated flights, vowed never to fly his plane again.

The overall effect of the afternoon was a colorful, if heart-rending, display of model aviation skills by the Phantomhawks.

CREW CHIEF DISPLAYS SKILLS, BELIEFS

ICON ON IRON

PEU HLEP, RYN (225TH AVN CO)— No one out at the 225th Surveillance Airplane Company maintenance ramp here was surprised to see Private First Class Frederick L.

Sevier of Seattle painting the tool shed in the corner of his revetment.

After all, PFC Sevier is a crew chief and crew chiefs are notorious for

personalizing their "dog houses."

What did surprise line personnel was the subject matter of his art. No figure of "Schultz" Snoopy appeared on the roof, no psychedelic "ETS" or "SHORT" was scrawled on the sides.

Instead, PFC Sevier's design took the form of a religious mural.

Specifically, it is a copy of a 12th century mural painting which was a part of the triumphal arch in the Orresler Church in Sweden depicting "Christ as Teacher."

As such it represents the Romanesque style of the period. The wide ornamental bands, the geometric arrangement of the figure's headband and the overall lack of perspective are all aspects of Romanesque art.

PFC Sevier explains his work this way. "I did it partially because I just like to draw. Also, it was a way to express some of my religious beliefs without offending people."

He also explained that the depicting of Christ with two fingers extended was merely the use of an old teaching symbol, but added, "People are free to interpret this in their own way. So far most comments have been favorable."



GI CHESS TOURNEY

WASHINGTON (AFPS)— The 1970 Armed Forces Chess Tournament will be held in the American Legion's Hall of Flags here Nov. 14-21.

Competitors will vie for the Thomas Emery Championship Trophy and

numerous other awards, officials said.

The eleventh annual tournament is sponsored jointly by the American Legion, the American Chess Foundation, the U.S. Chess Federation and the United Service Organizations.

ROKs RESCUED

the way out, but the dark, wind and rain ruled out any flights at that time.

The Korean command sent out a rescue party of five men in two rubber rafts, but before they could reach the trapped men, the rafts became caught in some reeds and one was lost.

Another call to the 129th, but the request this time was to have the men extracted. By now it was light, and flying was possible, although difficult.

Because of the weather, two helicopters were launched as soon as possible, the first flown by Chief Warrant Officer Joel A. Priebe of Eritsburg, Iowa and Warrant Officer Michael B. Miller of Indianapolis and the second piloted by Warrant Officer Larry L. De Mass of Fulton, N.Y. and Captain Larry E. Barklidge, aviation liaison officer for the ROKs, of St. Charles, Mo.

Mr. Priebe said that the weather was so bad that he could hardly see, but he was able to find the 12 men.

By now the raging river was up to their necks, and their combat packs and weapons were weighing them down.

The slicks hovered low over the water and with

the aid of crew chief Charles G. Solomon of Portland, Ore., who jumped into the water, the ROKs were able to climb up the skids.

The two craft had started back, but then spotted the stalled rescue team. Coming down low, they dropped off Sp5 Solomon to help the rescuers. The men were picked up, and then the raft was deflated and hauled aboard.

Mr. Priebe remembers that the visibility was so bad that he had to bring the Huey down and "hover over to a reed, and follow it back, flying low the whole way," to let the dripping passengers off at a Korean Special Forces Camp.

No sooner had the helicopters unloaded the men than a Korean Special Forces major ran over to tell the pilots that 16 of his men were cut off by flood waters too.

Out once again. This time Mr. Priebe and Mr. De Mass had the luxury of a place to land, for this patrol had been trapped on a sand bar that was large enough to accommodate the choppers, and the 16 were lifted out.

Reflecting on both missions, Mr. Priebe estimates that "As far as I could see, the trapped men would have drowned" if they had not been pulled out, and that when they were climbing on board the Huey, "They had to be the happiest people I've ever seen."



"The men all tell me you're a rockhound!"

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"The men all tell me you're a 'rockhound'!"

FISHERS OF MEN

3,000 Viets Saved in 2 Days

began evacuation of civilians in trouble. Pilots of the two companies, sent out to villages, often found people in need of help even before reaching the intended destination, and worked long hours in

near-impossible conditions of wind and rain.

The rescue missions were given top priority and all non-essential flights were cancelled.

To rescue those perched on roofs, two methods were used. Where

possible, the crew chiefs got out and helped the flood victims climb up the skids of nearby hovering helicopters.

Where this was not possible, people were virtually thrown into the wide doorways of the UH-1Hs. For adults, two or three men swung them like sacks of wheat to safety.

A 61st helicopter piloted by Warrant Officers Robert T. Ford of San Mateo, Calif., and Gerald E. Gray of Juneau, Alaska, found a truck carrying soldiers of the 4th Infantry Division washed off a road and foundering.

The two hovered the helicopter so that its belly sat in the water, and the crewmen, Specialist 4 Steven R. Landaker of Lakewood, Calif. and Private First Class Danny H. Furr of Glennville, W.Va. began hauling troopers aboard like fish.

For some reason, fear or shock, many Vietnamese ignored the pleading of the helicopter crewmen and their fellow villagers and refused to board the Hueys, preferring to take their chances on rooftops and hills.

Capt. Roberson

this time at the Air Force jungle survival school at Clark Field in the Philippines.

Once in Vietnam, Capt. Roberson was assigned as the executive officer of the 203d Aviation Company for two months and later served as her commander for almost an equal period.

Capt. Roberson holds the Bronze Star and the Army Commendation Medals in addition to the campaign decorations from his previous Vietnam tour.

He is married to the former Beverly Jane Chandler and they and their two children make their home in Enterprise, Ala.

THE GREENHOUSE AT AN KHE

normal setting by both time and distance and placed in the hostile environment of war for 30 years.

But the house is very real-- you only have to touch its ornately carved bannister or glance at its frosted

glass door panels to tell you how real.

The Greenhouse, with all its trappings of a former, more comfortable age, waits patiently for its hundredth birthday and for the hope of more peaceful days in its second century.

