

May 28, 1966

THE ARMY REPORTER

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Oldest Avn Unit Joins USARV

TAN SON NHUT, (USARV-IO)—The recent merger of the MACV and USARV Flight Detachments has brought the oldest continually functioning aviation unit into U.S. Army Vietnam.

The MACV Flight Detachment was activated in 1954 and has fulfilled its mission of daily Army Aviation support to MAG-V and later MACV since that date.

The USARV Flight Detachment, commanded by the former commander of the MACV Flight Detachment, L. Cl. Raymond M. Gunn, has been augmented by additional personnel and equipment, and now provides Army aviation support for the commander and staffs of MACV, USARV and related agencies and commands.

A normal day finds the detachment dispatching 20 aircraft, U.S. Seminoles, U-6 Beavers, and UH-1 Hueys, for 85 missions in support of activities from Hue Phu Bai in the north to Duong Duong Island in the south.

The detachment has assembled some of the most experienced pilots in Army aviation today to perform this mission. The average number of flying hours of the 52 aviators assigned to the flight detachment is over 3200 hours.

A single pilot taking off tomorrow would have to fly until 1975 to amass the total number of hours represented by these pilots.

Old Unit—New Tricks

DI AN, (1st INF-IO)—1st Infantry Division troops from the 2nd Battalion, 16th Infantry "Rangers" are learning new jungle fighting techniques 60 feet above the ground near their base camp

the new procedure.

Men were lifted by the Chinook and dropped into thick underbrush using a rope ladder with aluminum rungs.

Large two-way ladders were



IVORY HERE—Sergeant James Winzell, D Co., 16th Armor, 173rd Abn and the chief of the local hamlet distribute soap to Vietnamese refugees. The soap came from the residents of Griffin, Ga. (Photo by Sp4 Berni Zawacki, 173rd ABN-IO)

Georgia Town Donates Clothes, Nat'l Guard Flies Them Here

BIEN HOA, (173rd ABN-IO)—Vietnamese children have new clothes thanks to the citizens of Griffin, Ga. Shoes, clothing, soap and

miscellaneous equipment totaling more than half a ton was contributed by the people of Griffin in response to a request from one of its citizen soldiers.

Sergeant James Winzell, a paratrooper in Co. D, 16th Armor, 173rd Airborne Brigade, told the editor of his hometown newspaper of his company's civic action program in a small community

butions. Soon Winzell had a mountain of clothing and equipment.

Winzell petitioned the Governor of Georgia to arrange for a transport plane of the Georgia Air National Guard to fly the goods to Bien Hoa.

The contributions from the citizens of Griffin have been distributed to families in the

Pilots Say Leave Our VC Alone!

DUC HOA, (145th AVN-PIO)—The second platoon of the 74th Aviation Company, 1st Aviation Battalion, has a VC named Charlie. He lives about two kilometers off the end of their runway.

Charlie isn't a bad chap except for one bad habit... he likes to shoot at airplanes.

During the past year Charlie has fired some 300 rounds at the 74th's observation aircraft they land and take off from Duc Hoa. To date he hasn't hit yet.

At first the pilots shot but were never able to pin-point his position. As Charlie's impressive miss record began to swell he was soon ignored by all. It went smoothly.

Charlie would shoot and pilots would take some sort of evasive action to give him thrills.

Then one day it happened.

Charlie missed a O-1F so that he inadvertently hit an armed helicopter from the 1st Aviation Company. The helicopter pilot, being new to the area, was unaware that it was an accident. He turned his rotor bearing "hog" on Charlie and expended all his ammunition.

Fortunately, Charlie escaped with minor injuries. Now pilots who live and fly out Duc Hoa are asking transport chopper pilots not to shoot at Charlie.

The VC may be just a nuisance to someone who can't shoot straight.



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Tan Son Nhut, Vietnam

May 28, 1966

Crewchief Rescued

PLEIKU, (119th AVN-IO)—PFC John Hollenbeck was suffocating.

He was lying beneath the wreckage of a helicopter, his head pinned by the fuselage and his face flattened into the dirt. To make matters worse, the chopper's fuel tanks had ruptured, and both the wreck and Hollenbeck were drenched with fuel that could burst into flame at any moment.

"I didn't think about fire. I just had to get him out." And that's what PFC Bob Mann did, ignoring the fact that both he and his buddy could well have been burned to a crisp.

Both are helicopter crew chiefs in the Army Aviation Brigade's 119th Aviation Company.

A flight of 119th choppers was landing a company of Vietnamese Army troops in a clearing near Phu Cat, when the powerful downwash of air from the churning rotor blades sent blinding clouds of dust swirling around the formation. From Private Mann's seat behind his door machinegun, visibility looked to be "about three yards."

Suddenly he saw the dim outline of another hovering UH-1B chopper veer to the left, collide with a small dike and overturn. As the whirling blades struck the ground, the helicopter rolled once more, the fuel tank ruptured and highly volatile JP-4 jet fuel drenched the downed copter as it came to rest on its right side.

On the aircraft intercom, Mann (Continued on Back Page)

1st Inf, ROK Rout 3 Squads

DI AN, (1st INF-IO) — Friday proved an unlucky day for the VC as a ROK ambush patrol successfully engaged and routed



ATTACK—Elements of the 1st Cav. Div. jump from their heli-steeds to tackle a battalion of Viet Cong in the Vinh Thanh Valley during Operation Davy Crockett in

First Vietnam Dustoff Awarded Unit Citation

SAIGON, (1st LOG-IO) — 57th Medical Detachment (Air Ambulance) of the 1st Logistical Command has been awarded the Meritorious Unit Citation for evacuating wounded soldiers from battle areas in Vietnam.

The citation credited the unit's participation in more than 4000 evacuation missions during which the pilots and crews "unhesitatingly and bravely exposed themselves to great personal risk." Men of the 57th evacuated soldiers from field pick-up sites where it became "commonplace" to load wounded while under heavy enemy fire.

The award, for a 13-month period ending in April, 1965, was presented by Col. James W. director of medical services for

the 1st Logistical Command, in ceremonies at the unit's Tan Son Nhut airbase headquarters. Receiving the award for the Log's aerial medics was Maj. William Campbell, CO of the 57th.

The 57th Helicopter Ambulance Detachment "Originals" was the first "Dustoff" unit activated in Vietnam. "Dustoff" is the term used in Vietnam to designate helicopter evacuation of wounded.

The "Originals," part of the 68th Medical Group, were also commended in the citation for the numerous occasions they rescued seriously wounded pilots downed by enemy fire, "saving them from possible capture or death by the Viet Cong."

The 57th was singled out for its adoption of a night evacuation program to provide around the clock service to combat elements, and for effecting a "most productive working relationship" with the U.S. Air Force on joint operations.

Armor Plated Chopper Seat Saves Co-pilot

CU CHI, (25th INF-IO)—The co-pilot of a UH-1D "Huey" sat tightly in his seat as he approached Trang Bang, a quiet village eight miles west of here.

The Huey, one of the many just arriving from the United States for use of the 25th Avn. Bn., featured a new, 168-pound armor-plated steel seat.

That seat literally saved the co-pilot's seat.

Automatic weapon fire from a Viet Cong sniper sent one bullet through the floor of the low-flying chopper. It bounced off the bottom of the captain's seat and ricocheted off to the rear. There were no casualties.

The armor-plated seat had received its first test under fire and the captain took it sitting down.

101st Gets Home In Phan Rang

PHAN RANG, (18th EB-IO)—Charlie Company of the U.S. Army's 62nd Engineer Battalion has begun construction of a 5,000 man cantonment area which is designed to accommodate elements of the 101st Airborne Division in the Phan Rang Valley area.

Battalion Commander Lt. Col. Paul D. Triem reported that in addition to the billeting area, a new recreation hall will be added which is to be operated by the American Red Cross.

Shortly after receiving the project responsibility, "C" Company established a batch plant near the construction site in order to facilitate pouring of concrete billeting pads.

Assisting the engineers in the project are scores of Vietnamese "OJT" masons and carpenters. Colonel Triem has praised the villagers for their role in this project.

No Letters—Now Too Many

BIEN HOA, (173rd ABN-IO)—Private First Class Terry L. Shearer assigned to Company B, 173rd Airborne Brigade, felt neglected at mail call.

Last November he decided to do something about it. Shearer noticed an article in "Everybody's Magazine," the Australian version of "Life," which invited soldiers to submit their names to the "Pen Pal" section. He sent his name in and now struggles from mail call lugging mail sacks back to his tent.

Shearer has received 1768 letters and enough pictures to fill a pretty good size photo album. So far he has answered 647 of his new pen pals.



ARMY MOBILITY—An infantryman from the 3d Brigade, 25th Infantry Division wades through chest-deep water during a combat patrol as part of Operation 'Garfield' which recently terminated in the Ban Me Thuot area.

(Photo by Sp4 Larry J. Frame, IFFV-IO)

Crew Chief Flies Huey, Saves Pilot And Co-Pilot

By Sp5 Jim Graham

PLEI ME, (1st CAV-IO)

—A young crew chief from the 1st Cavalry Division, with no flying experience, took the controls of his crippled helicopter and successfully flew it 25 miles out of heavy combat to save the lives of the pilot and co-pilot who had been wounded by enemy ground fire.

Private First Class Orvel L. McKee was the only uninjured man aboard his ship. The pilot and co-pilot were wounded after unloading a load of infantrymen near the Cambodian border.

The pilot was unconscious. The co-pilot, although wounded was able to get the bullet-ridden "Huey" into the air, but then collapsed.

McKee dragged the un-

conscious pilot out of his seat and administered first-aid which medical authorities credit with saving the man's life.

The co-pilot had fallen into a state of semi-consciousness and was barely able to keep his craft aloft. McKee treated the wounded aviator as he flew and then slipped behind the controls.

The helicopter's hydraulic system was useless, put out of commission by a random round. This system acts like power steering for the chopper.

Veteran pilots claim maneuvering a ship without this system is a Herculean task for two sound men.

McKee grasped the controls and was on his own. He pointed his ailing ship toward Plei Me which was approximately 25 miles away.

He continued to call for help but was unable to hear any response. The receiver on his radio set would not function.

A Cavalry rocket-laden Huey raced toward McKee's aircraft and acted as a guide for the novice pilot.

McKee eased the crippled copter into a successful landing.

"One observer said, 'I didn't realize anything was wrong until he started to land—it was a little shaky.'"

Once on the ground the injured pilot and co-pilot were rushed to medical aid and McKee let out a sigh of relief.



William F. Hart, then pre-
d the 39th with a savings
award and made a few
dual awards of achieve-

remainder of the day was
side for fun and games. The
colorful of the events was a
ot race. Jeep trailers, con-
d to look like Roman cha-

Answer to Previous Puzzle

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riots, were manned by the com-
pany's first sergeants and pulled
by the six most able bodied
warriors. In a hotly contested
race, the B Company team rode
to victory.

The most popular event with
the spectators was a volley ball
contest in which competitors
wore work gloves, gas masks,
ponchos and helmets. Company
A won this event followed by a
headquarter's victory in the
grease pole climb.

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Crewchief...

(Continued From Page 1)

notified his own pilot of the crash,
then rushed across the open
ground of the landing zone to help
the trapped occupants. He scram-
bled up on the high side of the
chopper and lifted the four Viet-
namese troops and three crew
members, one by one, out the
open cargo compartment door.

Peering down into the wreck-
age he was horrified to see the
body of his friend, his head
pinned between the right cargo
door and the fuel-drenched earth.

Lowering himself into the chop-
per, Mann found Hollenbeck alive
and kicking—but just barely. His
crash helmet had spared him a
fractured skull, but he couldn't
breathe. Pawing at the dirt with
his bare hands, Mann cleared an
air way, allowing the trapped
man to draw his first breath in
over two minutes.

Then Mann, his clothes
smeared with jet fuel and the
aircraft threatening to explode in
flames, organized a team from
the other passengers and crew
to use parts of the wreckage to
pry up the fuselage.

Working from inside the heli-
copter, Mann pulled his friend
free and boosted him to safety.
"It was nothing," said Mann, who
has been cited by his unit for
the rescue.

Hollenbeck, who got away with
his life, and only minor cuts and
bruises, doesn't see it that way
at all.

has so many holes in his helmet
for a mound of Swiss cheese. In Op
1st Inf. Div.) several rounds of
Bacon's position and knocked his
hole on either side of the helme
Operation Birmingham, an enem
young trooper in the air... you-
king-size holes in his helmet.

* * *

HELP!!!—If you are an enlisted
degree in Civil, Mechanical, Elect
fields, the 18th Engr. Bde. want
openings for 50 individuals with
that could be more efficiently u
than in their present assignment

* * *

SERGEANT STRIKES IT RICH
Sgt. Colon Johnson Jr. of the 1
Airborne Brigade was on a pat
border when he stumbled on a
The case contained nearly 200,0
ments dream about the time he
Johnson reluctantly turned the n

* * *

A FAMILY AFFAIR—Sgt. Ray
placement last week but then
introduced... the new man wa
his brother. Both men are radar
Infantry Division.

Mail THE REPORT

From:

TO: