



VOL. II NO 3

15TH COMBAT AVIATION GROUP, CHU LAI, RVN FEB. 2, 1969

WORLD NEWS IN BRIEF

VATICAN CITY - THE VATICAN HAS SET UP NEW GUIDELINES FOR PERSONS WISHING TO ENTER ANY OF THE ROMAN CATHOLIC RELIGIOUS ORDERS THROUGHOUT THE WORLD. INCLUDED ARE POSITIONS DESIGNED TO CHECK OF YOUNG PEOPLE AND THEIR MATURITY TO ENTER SUCH ORDERS. UNDER THE NEW GUIDELINES, CANDIDATES FOR THE ROMAN CATHOLIC CHURCH ARE ASKED TO SPEND UP TO 13 YEARS TO PREPARE FOR RELIGIOUS ORDERS RATHER THAN THE NOW REQUIRED 1 TO 3 YEARS.

WASHINGTON - ANOTHER TOP LEVEL MEETING AT THE WHITE HOUSE TODAY. PRESIDENT NIXON DEVOTED THE ENTIRE DAY TO MEETING WITH THE NATIONAL SECURITY COUNCIL WITH THE TOPIC BEING THE MIDDLE EAST. THE RESULTS OF THE MEETING BETWEEN THE PRESIDENT AND HIS TOP MILITARY ADVISORS WERE NOT ANNOUNCED. FROM THE PRESIDENT'S PAST STATEMENTS ON THE MIDDLE EAST, IT IS RECOGNIZED THAT HE CONSIDERS IT A POTENTIALLY EXPLOSIVE AREA AND HE FEELS THE UNITED STATES SHOULD TAKE A MORE ACTIVE ROLE AS PEACEKEEPER IN THE REGION.

BAGHDAD - IRAQ SAYS IT MAY HANG MORE SPIES IN BAGHDAD AND DEFIES ANYONE IN THE WORLD TO STOP IT. THE IRAQI GOVERNMENT IS NOT ONLY ANGRY AT WORLD OPINION, BUT ITS ARAB NEIGHBORS TOO, WHO CRITICIZED THE HANGINGS OF 14 SPIES LAST WEEK.

LOS ANGELES - FEDERAL OFFICIALS IN SOUTHERN CALIFORNIA HAVE TODAY ORDERED A HALT IN THE USE OF CHEMICALS NOW BEING USED TO PREVENT THE SPREAD OF AN OIL SLICK FROM A LEAKING WELL OFF SHORE. ALTHOUGH THE SLICK IS SLOWING DOWN, IT IS JUST FIVE MILES OFF SHORE AND STILL THREATENS BEACHES. BUT OFFICIALS SAY THAT THE OIL-BREAKING CHEMICALS MUST NOT BE USED BECAUSE IT'S A THREAT TO MARINE LIFE IN SOUTHERN CALIFORNIA.

NORTHERN IRELAND - PROTESTANTS DEMONSTRATED IN NORTHERN IRELAND THIS MORNING RALLYING FOR THE REPLACEMENT OF CLARENCE O'NEIL AS PRIME MINISTER OF NORTHERN IRELAND. ANY FURTHER DEMONSTRATIONS ARE FEARED TO HAVE AN EFFECT ON RELATIONS BETWEEN IRELAND AND THE REST OF GREAT BRITAIN.

LTC BROWN NOW CO AT 123rd BN

CHU LAI, RVN, 123rd AB-IO

In ceremonies conducted Jan. 22, 1969 at Ky Ha Helipad, Chu Lai, R V N, Lieutenant Colonel Raymond V. Brown, San Antonio, Tex., officially assumed command of the 123rd Aviation Battalion, 16th Combat Aviation Group. Outgoing battalion chief, LTC John Brandenberg, now Commanding Officer of the 3rd Battalion of the 21st Infantry, 196th Light Infantry Brigade, passed the battalion colors to 16th CAG commander Colonel Hanz K. Druener, who passed them to LTC Brown.

Among special guests reviewing the change of command, was Major General Charles M. Gettys, Americal Division commanding general.

LTC Brown arrived in-country December 8, 1963, and served as Assistant Americal Division Aviation Officer before assuming command of the 123rd Battalion. In CONUS, he was assigned as Chief, Flight Training and Branch Evaluation Division, Office of the Director of Instruction, Fort Rucker, Ala.

It's a second tour in Vietnam for the new CO; the first one was with the I Field Force in the II Corps Tactical Zone.

Among LTC Brown's awards are the Bronze Star, Air Medal, and the senior aviator badge. He is a graduate of the Command and General Staff College Fort Leavenworth, Kans.

-THE FALCON

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Pelican Rescues Pilot

CHU LAI, RVN, "A" Co.-IO

For the men who fly "A" Company, 123rd Aviation Battalion's UH-1 "Hueys," most of the days seem to go by in an endless, boring and many times thankless job of hauling tons of supplies to the outlying fire bases, reconning the roads to check for mines and booby traps, and transporting the Americal Division general staff to different parts of the area of operation.

Occasionally the situation arises, however, when long hours of training and snap judgement must be utilized.

"Pelican 737" was returning from the morning highway reconnaissance mission in the area of Duc Pho. Flying "737" about 10 miles southwest of Chu Lai, aircraft commander WO1 John Elwell, Fort Lauderdale, Fla., heard a distress call on the "guard" emergency frequency of his radio.

An Air Force F-100 pilot had been trying to make it back to Chu Lai in his crippled jet, but at the last minute had elected to eject into the ocean rather than attempt to land his aircraft.

Turning toward the ocean Mr. Elwell continued to monitor the transmissions of the downed pilot and contacted the Air Force wingman asking if he could be of any assistance. The reply was "yes", and with a "most affirm," "737" sped to the rescue.

The "Pelican" crew approached ocean shore and pilot Lieutenant Scott Duncan, Huntington Beach, Calif., observed the crippled F-100. "The jet plowed out of the sky in what appeared to be a gun-run," said Lt. Duncan, "however, rather than pulling out at the bottom it continued down into the sea."

Approximately three minutes later Mr. Elwell spotted the parachute of the downed aviator going into the ocean about three miles from the Chu Lai coast.

The aircraft commander maneuvered the "Huey" into position and let the chopper's skids down into the water. As he did this, crew chief SP4 Richard Melcher, of Portland, Ore., and Lieutenant Colonel Matthew Hoey, San Antonio, Tex., from the 26th Engineer Battalion, the mission commander, slid out of the chopper door on to its skids and helped the Air Force pilot into the passenger compartment. (Cont. Pg 7)

16TH CAG SCORES IN '68

CHU LAI, RVN, 16th CAG-IO

Nineteen hundred sixty-eight was a year with results for the 16th Combat Aviation Group as is evidenced by the following statistics for the 365-day period:

- * flying hours - 199,517
- * sorties flown - 525,715
- * tons of cargo hauled - 121,086
- * combat passengers transported - 855,013
- * tonnage of recovered aircraft and approximate savings - 609.6 tons at a savings of 142.5 million dollars.
- * enemy killed in action - 4,168
- * sampans destroyed - 1,495
- * structures destroyed - 8,321
- * awards Bronze Star or higher given - 419
- * awards given below Bronze Star - 4,796

According to Lieutenant Colonel James G. Humphrys, Executive Officer of the 16th CAG "Falcon Group" 1968 brought several major achievements for the unit to include its actual organization beginning Dec., 1967.

The Group was responsible for providing Army aviation support throughout the First Corps Tactical Zone and had assigned to it all non-divisional Army aviation units in I Corps.

The varied support requirements the 16th CAG maintained necessitated liaison officers be stationed at three major headquarters; Third Marine Amphibious Force, First Marine Air Wing, and the First (ARVN) Corps. In addition, Group units operated under the control of five major headquarters. While working with and satisfying the needs of these many organizations, the "Falcon Group" maintained efficient operation throughout 1968.

Its first severe test came during the 1968 TET offensive when Group units were engaged in heavy combat throughout I Corps, including the Demilitarized Zone, Hue, Da-Nang, and Quang Ngai City.

During the Spring, the 308th "Black Adler" Combat Aviation Battalion was attached and subsequently detached to become part of the 101st Airborne Division. Both attachment and detachment were accomplished without interfering with the operational capability of the unit.

MOST SIGNIFICANT ACHIEVEMENT

"For the Group headquarters, the recent move from DaNang to Chu Lai, and attachment to the Americal Division was a challenge well met," said LTC Humphrys, "and the headquarters was operational in the new location two weeks after the order to move. This was probably the biggest, single accomplishment of the year for the headquarters company, since it involved the detachment of the 212th Combat (Cont'd next page)"

UP COUNTRY



HE'S EITHER PRACTICING FOR THE TRACK TEAM...OR IT'S THAT MALARIA PILL AGAIN!...

16th CAG Scores(Cont)

Support Aviation Battalion, and the attachment of the 123rd Aviation Battalion and the 335th Transportation Company."

The executive officer noted during 1968 that units of the "Falcon Group" reaffirmed that the helicopter gunship is the most versatile support weapon available to the infantryman.

"We also proved on the DMZ that the O-1 "Bird Dog" observation plane can survive and operate in a medium-hostile environment in spite of the fairly sophisticated anti-aircraft weapons used by the enemy."

The eighth year of combat for U.S. forces in Vietnam has brought about a keener realization by ground units of the capabilities of the Army aviation unit, and they're now planning their operations accordingly, noted LTC Humphrys. In addition to the UH1 "Huey," the CH-47 "Chinook" heavy duty helicopter has gained wider acceptance in 1968.

PROSPECTS FOR 1969

Prospecting into 1969, LTC Humphrys commented he would like to see professionalism strived for by all men in the 16th Group.

He said, "Professionalism can be divided into two parts, ability and attitude, and all soldiers possess both of these. It's the process of application, that in time, closes the gap from just "doing a job" to a sense of professionalism, of which personal pride for what each man is doing, is probably the most important ingredient."

The Group will make history in 1969, when the unit will test the operational and logistical integration of an aviation group with a standard ROAD (Reorganization of the Army Division) Division. It is hoped to realize greater tactical responsiveness, as well as increased aircraft availability and support.

The XO noted the 16th Group has a greatly improved capability over this time last year. "Our aircraft are in better shape, and our tactical posture is much better," he stated.

"Our situation has improved along with the rest of the Army in Vietnam and we can count on good results in the event of another enemy attempt to mount an offensive."

* * * *

SAVE YOURSELF FROM SUNBURN

By Major David Greer

Everyone is looking forward to a nice, long sunny summer at the exotic resort spot of Chu Lai by-the-sea. The sizzling temperatures will be a welcome change after those long winter months.

One of the more popular pastimes is to change from fatigues to swim trunks and head for the beach. Unfortunately, with the temperatures ranging into the nineties-plus, and the humidity ranging upward from eighty per cent, the effects upon you and your skin can be dangerous.

The intelligent approach is to take your sun in small doses. This is most applicable to those persons lucky enough to get an afternoon off.

The temptation is to get out there and "soak-up those rays." This is exactly what happens in very short order. If you are not already "tanned" and fail to utilize some method of sun protection, about one hour of basking in the sun will produce first degree burns.

Those persons with lighter skin, especially red-headed persons, may even get second degree burns. This could result in your disability and can become a problem.

Did you know that sunburn and other heat injuries such as heatcramps, heat exhaustion and sun strokes are usually found to be NOT in the line of duty because you have failed to take preventative measures?

In addition to the pain from the burn, it means that you are liable for the cost of the hospitalization and medicines required for your treatment. The time you lose from duty is so-called "bad time" which means that you owe the Army an extra day for every day of duty missed as a result of the sunburn.

One final goodie is that you are subject to disciplinary action under the Uniform Code of Military Justice.

A suntan takes TIME. Don't be fooled by overcast skies. Unless there is a heavy cloud layer, the ultra-violet rays filter through and will burn you just as badly as on a sunny day.

Don't forget to take along some type of suntan lotion. The brand is immaterial, even baby oil is quite effective. Also, drink plenty of water-based liquids such as water and soda pops and take two salt tablets per quart of liquid or three cans of soda pop. This will insure against heat cramps or heat exhaustion.

COMPUTER CORNER ON SPORTS

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FEBRUARY 2, 1969

SHORT TIMER'S QUIZ

By Bud Goode

College football had a number of upsets this year. But three of them decided the fate of the Big 10, and ultimately, the Rose Bowl Championship. The interesting thing about college upsets, is that they prove out the findings of our electronic sports computer. After pouring three seasons of college football game stats into the Computer Communications, Inc. sports analyzer, we found a handful of statistics which separated winners from losers. But most important were--yards gained rushing, and passes intercepted.

The following table shows the three upsets and the Rose Bowl statistics on these important measures:

TEAM	Rushing Yards	Passing Yards	Inter- ceptions	Pts.
PURDUE	220	259	1	37
NOTRE DAME	147	307	3	22
OHIO STATE	333	78	0	13
PURDUE	57	129	2	0
MICHIGAN STATE	154	93	0	21
NOTRE DAME	131	312	1	17
OHIO STATE	260	101	0	27
USC	177	189	2	16

In all of the upsets listed, the winning team had more yards gained rushing than the loser--and the loser had more yards in the air. Although the Purdue team had demonstrated a strong passing attack before they played Notre Dame, and the Irish had a strong running game--Ara's boys were upset by the Boilermaker's ability to run through the line.

Woody Hayes' Buckeyes came into the season with a hidden flush--one of the greatest running attacks football has seen. They averaged over 300 yards per game on the ground--and upset Purdue and defeated USC in the Rose Bowl (by a score no one predicted). Moral: College football is a running game--and yards on the ground mean points on the scoreboard.

* * * *

1. How many animals of each species did Moses take aboard the Ark with him before the great flood?

2. John Jones and his girlfriend went to a horse race. As the horses sped around the oval track, the girl remarked, "I'm getting confused trying to watch all the horses at once, so I think I'll just watch the one whose jockey is wearing pink. Why I can't even tell how many horses are in this race." "I just counted them," said John "and I noticed that the number is the total of one-third of the horses in front of the pink horse, plus three-fourths of those behind it."

How many horses were in the race?

LESLIE BIANCHINI!



SHE'S SO SMOOTH

BY SPS JERRY HARRIS

She must be the sexiest thing the Army possesses. At first glance she's ugly; a weather-worn face, badly in need of makeup, and clumsy to boot. She boasts measurements of 58'-41'-52", and her name is Otter!

Otter a weird name for a "her?" With measurements of 58 feet (wing-span), 41 feet (body length), and 52 inches (body width), Otter is an airplane, but what an airplane!

Once inside the aircraft and seated the first question that comes to mind is, "Will it really fly?"

With only a single engine of 600 brake horsepower, it is supposed to reliably carry 10 persons plus some luggage or up to 2000 pounds cargo, and soaks-up only 130 gallons per hour accomplishing the job!

All systems "go" and pilot CW4 Charlie Hooks, Montgomery, Ala., and co-pilot Captain Billy Sorrells, Atkins, Ark., start the engine. With a great cloud of smoke the powerhouse is revved up; there is a deafening noise that prevails, and the passengers look at each other as if to say, "you must be kidding."

Otter taxis to the beginning of the runway and the motor is revved up again to what seems full throttle. There's a great noise and vibration--ready to take-off. But alas, no take-off, the plane seems to only vibrantly shake off the morning dew.

The 600 horser is accelerated once again and this time Otter jaunts forward, slowly, but with enthusiasm. Gaining speed, gaining speed.....the passengers grip their safety belts.... Otter isn't off the ground yet; then suddenly the gigantic, oversized wings seem to swallow a gulp of air and up, up, and away!

Otter, sometimes formally called U1-A, gains elevation smoothly, slowly, kind of lofting in the air. It can't help but be noticed how most of the aircraft's controls seem to be manually operated rather than automatically or electronically. The crew are pulling levers and turning knobs constantly.

The flight is from Chu Lai to Vung Tau, about four hours traveling time. Otter has been in the air only five minutes and she's making such deafening noises. One passenger aboard the craft, 16th Combat Aviation Group surgeon,

"Doc" (Major) David Greer, Henrietta, Tex., as if he could read minds, broke out an extra set of earplugs for someone else to use. Ah yes, an experienced Otter man.

All agreed, it's a noisy plane alright, but smooth. Sort of like the story of the ugly duckling, except the plane stays ugly.

As Otter flies along the Vietnam coast, and looking out the window, it seems the plane isn't even moving--it's so smooooooth. In fact, the scenery isn't moving. However, assurances come from Otter's first love, her crewchief Specialist Four Glenn Van Patten, Chicago, Ill., that we are moving at a top notch speed of 90 knots.

One hour into the journey and everyone is asleep, save the crew. The noise has soaked through and nobody cares about vibration either; Otter rides the air so smoothly.

About half-way to Vung Tau, everyone is ready to come down. The noise is restless, most person's posteriors and limbs are getting stiff or sore. But Otter is still flying so smooth; she's flying to Vung Tau! Confidence.

The aircraft confidence seems so strong it spreads to everyone aboard. They must think, "How can an airplane, that flies as nice as Otter ever fail?" In fact, confidence appears so prevalent with this craft, even crewchief Van Patten looks bored.

The end of the fourth hour of continuous flight, destination is nearing, and all aboard seem to come out of a pseudo-coma. Seat belts are fastened and sighs of relief are evident.

A landing approach is being made and suddenly the engine noise cuts. No, it can't. What about that confidence?

Turns out the pilot only cut the throttle down. Standard operating procedure with the Otter says pilot Hooks. With some apprehension, all watch Otter drift down at a steep descent, and just as the plane meets the ground, it levels out and makes an oh-so-smooth landing.

Otter confidence returned.

SEND THE FALCON HOME

CHANGE OF COMMAND AT THE 176th

MINUTEMAN PAD, 176th AHG-IO

Major Ronald C. Metcalf, Hickory, N. C., took command of the 176th Assault Helicopter Company on Jan. 14, 1969 during a brief Tuesday morning ceremony held on the 176th maintenance ramp.

Major Metcalf assumed his new command after serving five months as the assistant operations officer of the 16th Combat Aviation Group. This is his second tour in Vietnam, having served with the 1st of the 9th CAV, 1st Air Cavalry Division during 1966-1967.

During his 13 years in the Army Major Metcalf has served in Korea, Europe and Vietnam, as well as the United States. He entered the service during the Korean conflict, but got out in 1954 to attend college. He graduated from Wofford College, Spartanburg, S. C., with a Bachelor of Arts in psychology in 1959, re-entered the Army, and has served continuously since.

The new CO took command from Major Richard G. Adamski, who was reassigned to Ft. Carson, Colo.

Lieutenant Colonel Robert E. Wilson, 14th Combat Aviation Battalion Commander, participated in the ceremony, while LTC Charles A. Klopp, who recently relinquished the Battalion commander's slot to become Group operations officer, watched with a group of officers representing the 16th Group and the 14th Battalion.

WEEK'S WEATHER

Skies will be mostly cloudy to cloudy with occasional light rain. Winds will be northerly at 10-15 knots changing to northeasterly at mid-week. The temperatures will range from highs of 76-82 degrees to lows of 64-70. The humidity will be from 70-100 per cent.... Visibility will be 5-7 miles except for 1-2 miles in showery or foggy areas.

(PELICAN RESCUE CONT'D FROM PG 2)

"The whole rescue operation was speedy and efficient, taking only five minutes," stated Duncan, "and this was mostly due to Mr. Elwell's good control, touch and calm appraisal of what could have been a pretty difficult situation."

After he was rescued, the F-100 pilot was taken to the 312th Medivac Hospital and was found to have received no injuries. He was later flown back to his base in Phu Cat.

NEW DENTAL BENEFITS FOR VETS

A new policy on dental care adopted by the Veterans Administration in mid-December will extend treatment to Vietnam era veterans on a more liberal basis.

VA for some time has provided treatment for dental conditions that originated or were aggravated during military service if supporting military records were submitted and if application was made during the first year after release from service.

Under VA's new policy, dental treatment may be provided without supporting military records, if it is determined within eight months after release from service that the condition is service-connected.

The veteran must make his application within the first six months after release from service and has the additional two months to have the condition verified professionally.

The VA said that to qualify, the veteran must have served on active duty six months or more.

Dr. J. J. Hiniker, VA's director for dentistry, said the new policy is expected to extend dental care to veterans who developed conditions during military service that were not entered in their records.

ANSWERS TO SHORT TIME'S QUIZ

1. Moses took no animals at all since he had no Ark. Noah took quite a few.

2. There were thirteen horses in the race. Since the track is a continuous oval, each other horse is both in front of and behind the one with the jockey in pink. One-third of twelve—four plus three-fourths of twelve—nine—equals thirteen.



"I THOUGHT YOU SAID THEY COULDN'T UNDERSTAND WHAT WE WERE SAYING!"

FOLD INTO THIRDS AND
SEND THE FALCON HOME

FROM _____

AIR MAIL 10¢
FIRST CLASS 6¢

TO _____

