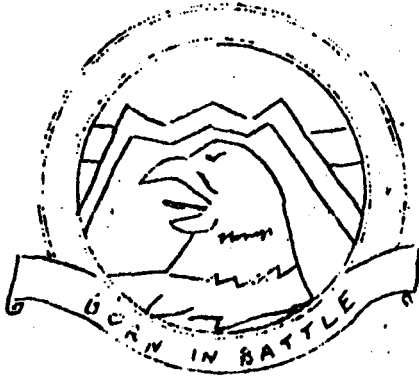
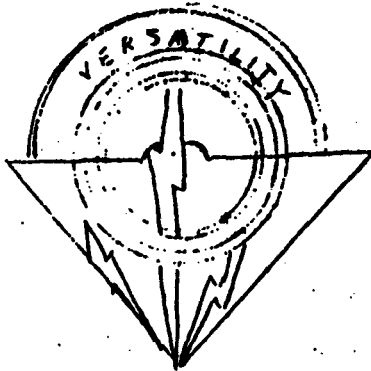
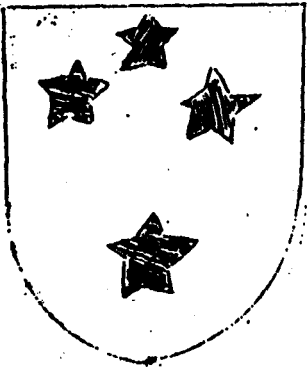
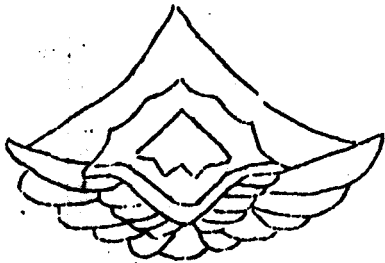


THE FALCON



ABOVE I CORPS

VOL II NO 6

16TH COMBAT AVIATION GROUP, CHU LAI, RVN

MARCH 18, 1969

ONE MILLIONTH R & R PARTICIPANT CHOSEN

New 16CAG Unit —

CHU LAI, RVN, 16th CAG-IO

First Sergeant Lawrence E. Tyson, from 123rd Aviation Battalion's maintenance unit, "E" Company, has been selected the representative of the Americal Division to compete in Special Service's "One-millionth R&R Participant Contest."

1SG Tyson was selected as one of the most outstanding enlisted members of the Americal Division by a board of nine division command sergeants major.

According to Special Services, 1SG Tyson will compete against other representatives of major Army commands at USARV Headquarters for the honor of symbolizing the one-millionth participant in the R&R program.

The individual selected will be placed on R&R to Hawaii on April 15, where he will meet his wife, be interviewed, and feted. It is anticipated most of his expenses will be paid.

In 1964-65, 1SG Tyson served a tour of duty in Vietnam with the 118th Aviation Company. A World War II veteran, he served in New Guinea, the Philippines, and Luzon.

"Top's" wife, Nancy Anne, and children Lawrence, Martha, and Brian reside at their home in Hacienda Heights, Calif.

* * *

CHU LAI, RVN, "E" Company-IO

On Feb. 15, 1969 "E" Company, 723rd Maintenance Battalion submitted its first morning report as a transportation aircraft maintenance company and was attached to the 123rd Aviation Battalion under the 16th Combat Aviation Group. Instantly, the new unit was operational supplying the Aeroscout and "A" Company, 123rd AB with organizational and direct support maintenance.

"E" Company, under the command of Captain Charles W. Cupp and the administrative talents of First Sergeant Lawrence E. Tyson, was smoothly evolved from the old 406th TC Detachment. To aid in the completion of its mission of a combined maintenance concept, the service platoons from "A" Company and Aeroscout Company have been attached to "E" Company.

The men of the new maintenance unit have come through the reorganization continuing the fine performance of their duties. Internal reorganization has taken place and the company is now gearing its manpower and assets for wider and more demanding mission requirements.

During its short existence, "E" Company has demonstrated that quality and quantity can go hand in hand with each other.

NEW LZ: "MINUTEMAN"

MARCH IS RED CROSS MO.

AMERICAN RED CROSS WORKERS
SERVE MEMBERS OF
THE U.S. ARMED FORCES

IN SOUTH VIETNAM AND WORLDWIDE

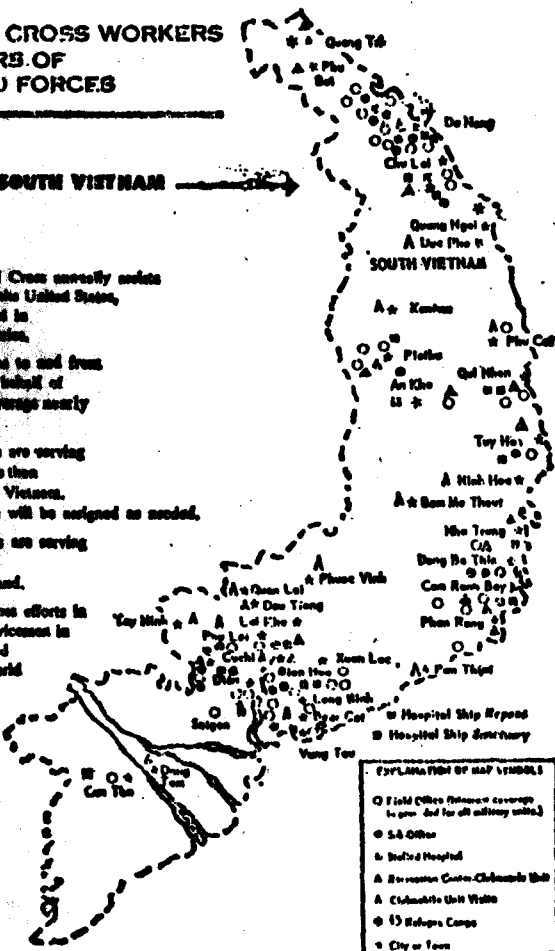
The American Red Cross currently assists
1 of 3 U.S. servicemen in the United States,
South Vietnam, and in
30 other foreign situations.

Red Cross messages to and from
South Vietnam in behalf of
U.S. servicemen average nearly
2,100 a day.

320 Red Cross workers are serving
U.S. troops at more than
60 locations in South Vietnam.
Additional workers will be assigned as needed.

25 Red Cross workers are serving
U.S. troops at
9 locations in Thailand.

American Red Cross efforts in
behalf of U.S. servicemen in
South Vietnam and
throughout the world
are supported by
volunteer and
career workers
in chapters.



EXPLANATION OF MAP SYMBOLS
 O Field Office (includes coverage
to zone and for all military units)
 * SA Office
 A Medical Hospital
 A Recreation Center/Clubhouse/Club
 A Clubhouse Unit/Club
 * 15 Helicopter Camps
 * City or Town

CHU LAI, RVN, 176th AHC-IO

The "Minutemen" of the 176th Assault Helicopter Company were recently honored by Lieutenant Colonel Ronald R. Richardson, Colorado Springs, Colo., when the newest landing zone in the area of operation was named "LZ Minuteman" by "The Professionals," 5th Battalion, 46th Infantry, as a permanent reminder of the close combat-combat support relationship enjoyed by the two units.

LTC Richardson, commanding officer of the 5/46th, was on hand to receive the "Minuteman" guidon from Major Ronald C. Metcalf, Hickory, N.C., company commander of the 176th AHC. Colonel Robert Tully, Fairfax, Va., commanding officer of the 198th Light Infantry Brigade, looked on as LTC Richardson officially named the first LZ in the area of operation after a supporting unit.

LTC Richardson said, "I've named this LZ to honor the 'Minutemen' without whom the Brigade couldn't function. They've done a tremendous job and we're proud of every 'Minuteman'."

The new LZ is located 15 miles south of Chu Lai on the Batangan Peninsula, recently cleared by joint Americal Division, Marine and ARVN efforts in Operation Russell Beach. "Minuteman" LZ, named just two days after the "Minutemen" had celebrated their second anniversary in Viet-

nam, commands a beautiful view of the South China Sea and the lower rice lands around its base. Prior to Operation Russell Beach, the peninsula had been a VC and NVA sanctuary for about twenty years.

Captain Michael Smith, New Lebanon, Ohio, who commands "Delta" Company, 5/46th, the company initially assigned to occupy LZ "Minuteman," firmly planted the "Minuteman" guidon in the turf.

Daily support to the ground units in the area is being given by other units of the 14th Combat Aviation Battalion in addition to the "Minutemen." The 5/46th however is traditionally supported by the 176th AHC. As LTC Richardson put it, "Every ground troop knows the 'Minutemen'."

SEND THE FALCON HOME

THE FALCON

THE FALCON utilizes AFRTS and AFVN news sources. Views and opinions expressed in this publication are not necessarily those of the Department of the Army. THE FALCON is an authorized bi-weekly Army publication, released by the 16th Combat Aviation Group Information Office, Chu Lai, RVN, APO SF 96374. The editor reserves the right to edit all contributions to THE FALCON.

Commanding Officer-

Colonel Hanz K. Druener

Editor-

Specialist Five Gerald S. Harris

Information Officer-

1st Lieutenant F.R. Volkwein

A CASE REPORT

EMBALMED ALIVE!

By Major David Greer, 16th CAG Surgeon
Recently a soldier from an outlying unit went to a local economy, civilian restaurant. He had drunk one Vietnamese beer, part of a second, and suddenly lost consciousness and collapsed onto the floor without incurring head injury.

This occurred at approximately 1900 hours, and he was promptly taken by his friends to the nearest medical facility; hopefully they had administered individual first aid by checking his airway and treating for possible shock.

He failed to regain consciousness at the initial medical facility and began to have convulsions. By the time "Dustoff" evacuated him to a local hospital only 30-45 minutes had elapsed --yet he had undergone two major convulsions.

On arrival at the hospital further testing was done and more definitive treatment was begun. From his arrival at approximately 2000 hours, until 0530 the following morning, he had five more major convulsions, began urinating blood and did not regain consciousness despite continuous intensive medical treatment.

Finally at about 0830 he began to respond to the spoken voice, but subsequently lapsed into a coma from which he began to recover several hours later. He continued this improvement and decline course with gradual overall improvement in the next few days.

He was eventually able to return to duty and could perform without difficulty, however, he had complete amnesia of the events immediately prior to drinking the beer and of the first two or three days at the hospital.

The beer had been contaminated by methyl alcohol. Medically speaking, it doesn't matter how or why the wood alcohol was in the beer since the effect is the same on the patient. The methyl alcohol is absorbed directly through the stomach and is immediately changed by oxidation to formaldehyde.

Formaldehyde is commercially utilized as embalming fluid. The body cannot break down or metabolize formaldehyde except in small quantities and over a prolonged period, and it is poisonous to the liver, kidney and brain cells.

In summary, this person was literally "pickled" or embalmed and is lucky
(Continued on page 7)

THE LATE
"BOXCAR 470"

CHU LAI, RVN, 178th ASHC-IO

Quick action and the right decisions saved the lives of crewmembers of a "Chinook" CH-47B belonging to the 178th Assault Support Helicopter Company "Boxcars" when it was forced down by intense hostile fire while on a tactical emergency resupply mission recently northwest of Chu Lai.

Aircraft Commander, Chief Warrant Officer Fred Lindsley, Lebanon, Tenn., and pilot Warrant Officer Charles Preaus, Tulsa, Okla., responded to an urgent request of the 198th Light Infantry Brigade to resupply two forward fire bases, one of which was under mortar attack. Enroute, and climbing to 2400 feet they heard the heartstopping sound of 50 caliber slugs ripping through their fuselage, to be followed by a loud grinding from the area of the combing transmission.

The next thing they heard was the voice of the flight engineer, Specialist Five Earl Evans, Portland, Ind., shouting, "Get us on the ground, we're on fire!"

The crew remained calm and Mr. Lindsley started an immediate emergency descent while Mr. Preaus keyed a mayday call on the guard emergency radio frequency.

Meanwhile, Specialist Evans attempted to fight the fire with an extinguisher; and his efforts kept the fire at bay until they could get the aircraft on the ground, and as if the fire was not enough to keep them occupied, the number-two engine failed on the way down.

Realizing that their sling held a load of ammunition, aircraft commander Lindsley didn't release the load until they were 200 yards from their landing point. Immediately on touchdown they removed the weapons from the aircraft and established security of the area.

Specialist Evans had to be bodily removed from his position inside the aircraft fighting the fire, and he emphasized, "I've spent six months building this bird, I'm not going to let it burn now!" After Evans left the aircraft, further attempts were made to fight the fire with extinguishers and sand.

Despite their efforts "Boxcar 470" burned to the section just aft of the fuel cells in the center of the aircraft. When the fire was finally put out, the fuel cells, themselves filled
(Continued on page 4)

COMPUTER CORNER

By Bud Goode, AFPS

Computer Corner had a good year in predicting major sports events this year: In the World Series the electronic whiz selected the Detroit Tigers over the St. Louis Cardinals, favored at 8-to-5; and advised against the proposition which labeled the Baltimore Colts 18-point favorites over the New York Jets.

"Ball Control" statistics, one of the important classes of sports stats which the computer has helped identify and weigh in order of importance, have contributed to the electronic analyzer's predictive accuracy.

What are these important ball control stats?

In football they are--interceptions, fumbles and punts--all give-ups; in basketball it is the rebound; and in baseball it is the "balance" between batting and pitching.

Each of these stats has the quality that a "credit" for one team is a "debit" for the other. The interception in football, for example, means ball control and field position, and gives the intercepting squad a chance at a run-back. If two teams are equally matched at the outset of the game, they may lose two or three downs on this interception--and if the intercepting team makes a first down on this series the loss costs another 4 downs. The interception has added six plays to one team, cost the other team six plays providing 25% more opportunities to score. Except for a scoring run or pass, the interception is the most important play in football. It is a potential 14-point play--7-points you may lose by giving up ball control, and 7-points the intercepting team gains if they score.

The "punt" is another give-up, and another ball control statistic. Compare the 81 punts the L.A. Rams had this year, tops in the NFL, with the modest 49 punts for the Baltimore Colts, league champs. Obviously the Ram's offense suffered. You can't score without the ball.

Fumbles are also ball-control stats, but they are not as important in the overall picture as punts and interceptions.

In basketball the "rebound" is the important ball control stat--it is also a potential 4-point play. Your team shoots and misses, you lose a po-

LATE 'BOXCAR'(cont'd)

with over 3500 pounds of jet fuel, were smoking.

Luckily, another "Boxcar" aircraft, commanded by CW2 Donald McKay, had heard their mayday call and returned to their position to pick them up and help in the recovery of the ammunition that was in the sling.

The "Boxcars" have the distinction of having in their inventory 16 1/2 Chinooks. Still to be seen, sitting on the "Boxcar" ramp, is approximately one-half of a Chinook--the late "Boxcar 470."



"SORRY MEN--YOU'VE BEEN DETAILED TO AID LT MIEGLENOOK TEST THESE NEW TYPE CASUALTY BANDAGES!"

tential 2-points--if the opposition gains the rebound and scores, they are credited with two and your loss of two provides the 4-point difference.

In baseball this balance between offense and defense is reflected in the batter-pitcher face-off: the better the batter, the worse he makes the pitcher look, and the better the pitcher, the weaker he makes the batters look.

The change in the size of the strike zone this year, and lowering the pitcher's mound, will cut into the pitcher's ability. This debit is a credit to the batters. Look for the strong hitting teams like Detroit and St. Louis to benefit from the change more than the average league teams.

"Ball control" stats--they are credits for one team, and debits for another. For the team in control it means money in the bank.

335TH RESCUES "DEAD BIRD"

CHU LAI, RVN, 335th TC-IO

On Mar. 4, 1969 the 335th Transportation Company (Aircraft Direct Support) was called on to recover a ship belonging to the 54th Medical Detachment that had been shot down the previous day by sniper fire southwest of Tinh Phuc airstrip, about 25 miles northwest of Chu Lai.

A security force was moved into the area of the downed chopper because of reported enemy activity to provide protection for the ship that night and the recovery operation to be made the next day. Two Cobra gunships and one "Huey" troop-carrying "slick" from the 123rd Aviation Battalion's "Acroscout" company provided aerial security for the recovery team.

While the area was being secured two men had been lost and seven more wounded.

Commanding the recovery ship was Chief Warrant Officer Don L. Sewell from San Antonio, Tex., his co-pilot Captain Karl R. Griffin, Newport News, Va., crewchief Specialist Five William H. Carney, Nashville, Tenn., and gunner Staff Sergeant William G. Yates, Jr., Clinton, Miss.

The rigging team was headed by SSG Randall L. Farrior, Copperas Cove, Tex., and included mechanics SP5 James R. Terhune, Lebanon, Ore., and SP4 Lynn Morikawa from Sacramento, Calif.

CW2 Sewell approached the area, and was forced to circle until he was given the o.k. from ground security to move in and drop the rigging crew off. When the go-ahead was given, aircraft commander Sewell dropped his ship, a UH-1H "Huey", from the sky with a power-on auto rotation while continuously zig-zagging across the sky falling at a rate of 3400 feet per minute, or 120 knots per hour.

Sewell reached the drop-off point and began receiving automatic weapons fire from an undetermined size enemy force. He landed his ship, dropped the rigging crew off, and was airborne again, all in a time span of five seconds; the chopper providing security for the recovery, followed CW2 Sewell into the drop-off point, was hit by sniper fire, and was forced to return home.

"When the recovery ship landed in the rice paddy, we could see the 'dead bird' about 200 feet away on higher

ground," said mechanic SP5 Terhune.

"As we left the chopper and ran towards the bird, automatic weapons fire opened up into the paddy. We kept running even though it was hard going in the two feet of mud, and when we reached the chopper I could still hear automatics going off; then mortars began exploding around us.

"We attempted to rig the chopper as quickly as possible, which usually takes from five to six minutes, but the work was slowed because we were forced by hostile fire to keep very low while rigging the bird. Morikawa and myself tied down the front and back blade while SSG Farrior rigged the head, and then we secured the inside of the chopper making sure nothing would fall out and the chopper could be lifted out smoothly.

"This all might seem, and usually is a smooth job, but there was very little cover, and hot lead was in the air. Morikawa and myself got a little jumpy when the security force came down to give us more cover."

SP5 Terhune continued, "Once the dead bird was rigged, we moved back to the firing point the 'grunts' had set up for security, and were given word that the CH-47B 'Chinook' cargo helicopter would be in for the pick-up in approximately five minutes. When the Chinook arrived SSG Farrior climbed to the top of the downed chopper and popped smoke, the signal to our recovery ship that we were ready to be picked up.

"I can remember 'Sarge' saying later that he 'thought it was all over' when the CH-47B pick-up ship started receiving fire just six feet over his head."

"It wasn't one minute later that the dead bird was on its way out and Mr. Sewell was there to pick us up," noted Terhune, "I don't know if we were receiving fire on the way out; I was just glad to be in the air once again."

YOUR FUTURE'S A BIT BRIGHTER



THRU OFF DUTY EDUCATION!!!

RE-UP OPTIONS IN VIETNAM

FROM THE 16TH CAG CAREER COUNSELOR'S OFFICE

Starting with this issue of The Falcon, we will be writing a monthly column in which we will discuss reenlistment opportunities and provide information that might be useful to you in planning your Army career.

Just because we plan to cover many areas of interest to you in this monthly column doesn't mean that we are closing our doors to personal visits and questions. Quite the contrary. We hope that this column will stimulate additional thinking and additional visits to our office. We are located between message center and the public information office in the 16th CAG headquarters. Drop in to see us or call us at Chu Lai 4248.

Thought that we would use this first column to discuss something on everyone's mind, Vietnam. As we all know, there is a job to be done over here and experienced men are needed. However, a tour in Vietnam also offers golden opportunities that will benefit you from financial and career standpoints.

For example, have you ever given any thought as to how much additional money you can make and save while in Vietnam?

First off, all pay and allowances for enlisted men are tax-free. Just add your withholding taxes to your take-home pay and you can see how much additional money you will have.

That's just a start. Add the extras. Depending upon your rank, you receive an additional \$8 to \$22.50 a month foreign-duty pay. That is tax-free. Hostile-fire pay adds another \$65 a month to your paycheck, again tax-free.

What other benefits does the man in Vietnam get?

Well, there is free postage and up to seven days of R&R for every 12 months of service. For this R&R, the Army flies you, free of charge, to such locations as Hong Kong, Bangkok, Tokyo, Singapore, Australia and Hawaii. You may also go on a three-day R&R within Vietnam.

When your one-year tour of duty is over in Vietnam, and if you decide to extend in the country for an additional six months, you will be given 30 days of non-chargeable leave, including free round-trip transportation to almost any point in the free world that you select.

For the man who does not want to extend his tour in Vietnam, there are other opportunities.

Toward the end of a Vietnam tour, any enlisted person, regardless of pay grade, may reenlist for the CONUS Station-of-Choice option. This assures a one-year stabilized tour at the stateside station you choose. It is normally open only to enlisted men in grades E-1 through E-6. In Vietnam it is open to everyone regardless of grade.

The Oversea Area-of-Choice option is another reenlistment opportunity open to enlisted men in Vietnam. It is available to men in grade E-6 or below without regard to number of years service completed.

A third option for which the Vietnam-based enlisted man is eligible is the drill sergeant reenlistment program. It offers a stabilized tour of 18-months at a stateside training center of the man's choice. Qualified NCOs and Specialists in grades E-4 - E-7 can reenlist for this duty while in Vietnam or any other unaccompanied short-tour area. A big advantage of the drill sergeant program is that a man can be promoted from E-5 to E-6 without regard to time in grade or service. Eligibility lists for this fast promotion opportunity are made up from those drill sergeants with four months of outstanding performance.

So, as you can see, a tour in Vietnam offers you both financial and career advantages.

We have additional information on the subject and we will be delighted to discuss it with you.

Hope this column has been helpful to you. For complete details as to how you can reenlist in Vietnam or to obtain information about other options see your career counselor today—don't wait. Call Chu Lai 4248 now. Secure your future. Stay Army.

(EMBALMED ALIVE—Continued from Pg 3)
to be alive. Only time will tell whether he has any permanent brain damage or disabilities from other internal organs.

Lesson learned: If you drink beer, drink American beer. Otherwise, you may get an unexpected "early out" and wear a wooden overcoat back home.

* * *