

CREW CHIEF FLIES AFTER PILOTS HURT

What had begun as a routine combat assault mission for the 187th Assault Helicopter Company, The Black Hawks, (269th Combat Aviation Battalion) suddenly became a life and death drama for the four crew-members of the number four ship in the formation. The flight had just taken off from a landing zone ten miles north of Saigon where troops had been unloaded. A burst of enemy fire raked the ship, wounding both the pilot and the aircraft commander in the legs. The Aircraft went into a descending left turn while the pilot fought to regain control before the ship crashed into the ground. Although unable to use his legs, the pilot succeeded in regaining control and started to climb away from the hostile fire.

Meanwhile, Specialist Fourth Class Larry W Mackey of Buckhannon, West Virginia, and Specialist Fourth Class John W. Burke of Franklin, New Hampshire rushed forward to remove the aircraft commander from his seat. SP4 Mackey then climbed into the vacant seat while Sgt. Burke administered first aid to the aircraft commander who was suffering temporary muscular spasms of his arms and legs resulting from a bullet damaging a nerve. Although he had no flying experience, Specialist Mackey took control of the aircraft while the pilot tried to stop the flow of blood from his wounds. Mackey turned the aircraft toward Cu Chi while another aircraft piloted by Captain Jerry Wagner of Front Royal, Virginia provided close escort and reassuring radio messages. Unable to stop the flow of blood, the pilot soon began to turn very pale. Mackey then flew the aircraft with his left hand while he applied direct pressure on one of the pilots leg wounds with his right hand in an effort to stop bleeding. (Cont on page 3 Col 1)

CAREER A PERSONAL CHOICE SAYS KEY

BLACK BARON NCO

"Choosing the Army as a career is a very personal choice; each man must make the decision himself." says 1SG Jerry A Wyatt, 1st Sergeant of the Headquarters and Headquarters Company, 269th Combat Aviation Battalion-This weeks KEY NCO.

The Leesville, Louisiana soldier began his

AVIATION SUMMARY SHOWS 269TH UNITS VERY ACTIVE

The following are excerpts taken from the USARV Daily Aviation Summary. They will appear in each issue of the BLACK BARON RELEASE.

1 JULY 1967

In a late report of Wednesday's air action, the 269th Combat Aviation Battalion's 116th Assault Helicopter Company reported that two Army fliers piloted their "Stinger" gunship into two swarms of Viet Cong killing 29.

The only helicopter shot down by enemy ground fire in the action was piloted by Major Wyatt L. Schneider of Geneva, Nebraska, and Warrant Officer Christopher R. Valentine of East Patterson, New Jersey. The Huey slick was hit before it reached the LZ and unloaded its troops.

When the ship touched down, Valentine, the pilot, killed the power while the aircraft commander Schneider called for gunship cover and a recovery ship. Valentine and the crew chief, Private First Class William Gear of Arlington, Texas set up a defensive perimeter with the infantrymen passengers.

A few minutes later, an Army Chinook came into the landing zone and picked up the disabled chopper while Huey sisterships of the 116th extracted the crew and passengers.

2 JULY 1967

Gunships from the 187th Assault Helicopter Company killed six enemy while escorting slicks of the company on "Eagle Flights". Their Eagle flight netted them the trouble they

(Cont on page 4)

WEATHER FORCAST:

Cloudy with occasional rain

1415 15 From Geneva
Report N. G. B. A. V. T. and to me after
"Soldier of Fortune" article

sault. During the unloading of infantry, the gunships killed the six enemy and silenced automatic weapons positions. The landing zone was 27 miles south of Dau Tieng in Hau Nghia Province.

"Stinger" Gunships of the 116th Assault Helicopter Company killed eight enemy while providing gun cover for slicks carrying 25th Infantry Division troops on combat assaults into multiple landing zones west of Duc Hoa.

6 JULY 1967

A "Slick" Huey from the 116th Assault Helicopter Company was downed by intense enemy automatic weapons fire 2 miles outside the Cu Chi security perimeter at 4:30 p.m. Wednesday. Gunships were immediately called to protect the chopper which was in the middle of unsecure area. The downed chopper also called for USAF fighter-bomber strikes to drive back the approaching enemy.

A "Robinhood" slick chopper of the 173d Assault Helicopter Company (11th Combat Aviation Battalion) was in the area and was diverted from its original mission to try to extract the crew and passengers.

"Hornet" slicks of the 116th were scrambled at Cu Chi to insert 25th Infantry Division soldiers into the area. Major Harold I Small, Alexandria, Virginia, commanding officer of the 116th, was flying in a Stinger gunship providing gun cover for the slicks. "We don't like to leave our people out in an area like that for any length of time without protection," reported Major Small.

LTC James H. Merryman, Arlington, Virginia, commanding officer of the 269th Black Barons, took over the command and control ship and directed his slicks and gunships during the action. "When we arrived on the scene the fighter-bombers were there and the 'Redwing' airplane was directing them in air strikes against the enemy along the river's edge from which the chopper was still drawing heavy enemy fire. The Robinhood slick was trying to get in to rescue the crew and passengers" reported LTC Merryman.

The "Robinhood" ship came right in on top of the downed chopper and successfully extracted the crew and

and protect the chopper until it could be recovered. A "Blackcats" Chinook recovery ship of the 11th Bn 213th Assault Support Helicopter Company recovered the ship and carried it back to repair facilities at Phu Loi.

8 JULY 1967

"Slicks" and gunships of the 116th Assault Helicopter Company flew in support of the U.S. 25th Infantry Division, conducting two combat assaults 15 miles south of Duc Hoa near the Oriental River. The Hornets carried elements of the 2/27th Infantry into two LZs while Stinger gunships provided overhead firepower. They met enemy resistance at both sites and the "Stingers" claimed four VC killed, seven fortifications destroyed and one sampan sunk.

11 JULY 1967

Two Helicopters of the 187th Assault Helicopter Company saw action during support activities for elements of the Army's 25th Infantry Division.

The first ship, commanded by CPT Jerry Wagner of Fayetteville, N.C., and piloted by WO John M Yirat of Omaha, Nebraska, flew its support-missions over the Saigon River near the village of Lai Thieu, 12 miles North of Saigon. The crew chief and doorgunner, SP4's Bruce D. Matthews of North Jackson, Ohio, and Richard J. Ringwood of Walnut Creek, California, were the machinegun marksmen who killed two armed enemy and sank the sampan in which they were riding.

The Second ship, commanded by CPT John Quesenberry of San Diego California, and piloted by WO Steve Hartman of Florissant, Missouri, was flying near the village of Bai Trai, 21 miles East Northeast of Saigon, when they spotted several enemy troops running from advancing elements of the 25th Infantry Division. The "Blackhawk" crew chief and doorgunner zeroed in on them with their machineguns. SP4s Imants Celtnieks of Washington, D.C., and Robert N. Gibault of Attleboro, Massachusetts, caught the enemy in the open and killed three of them with a hail of automatic weapons fire.

HEAVENLY VI

LOVE



CARTOON

Just before I left the states, there was a song that was quite popular, the words of which went something like this:

"What the world needs now;
Is Love sweet, Love,
That's the only thing that there's
just too little of"

Those of us who find ourselves in the war are quick to agree. If men throughout the world could learn to "Love one another", we would not be here.

By now you have probably guessed that the word under consideration this time is "Love"

The English language has shortchanged us by affording us only one expression for several meanings in many of our words. One of these is 'Love'. The Greeks, for example, have at least three words to express the different concepts for which we use the term 'Love'.

One of these concepts is that to which we refer when we use the phrase "making Love". That kind of love portrayed in many movies in which very often there is hardly any love involved.

Another is the concept of the love that exists within a family: Between parents and child or brother and sister.

The third concept is the one most often meant when the term 'Love' is used in the New Testament. This is the idea conveyed in I John 3:11 "For this is the message which you have heard from the beginning, that we should love one another". The 13th Chapter of I Corinthians, known as the "Love Chapter" gives a good explanation of this love. It says in part: "Love is patient and kind; Love is not jealous or boastful; it is not arrogant or rude. Love does not insist on its own way; it is not irritable or resentful; it does not rejoice at wrong, but rejoices in the right. Love bears all things, believes all things, hopes all things, endures all things. Love never ends.

Surely "What the world needs now is Love", this kind of love between all men. So, let me suggest that we all start right here to do as Paul says, "Make love your aim."

Chaplain Peterson

SERVICE SCHEDULE

Cath--Sun 0830 & 1030 hrs 2d Bde Chapel

Protestant-- Sun 1100 hrs HHC Day Room

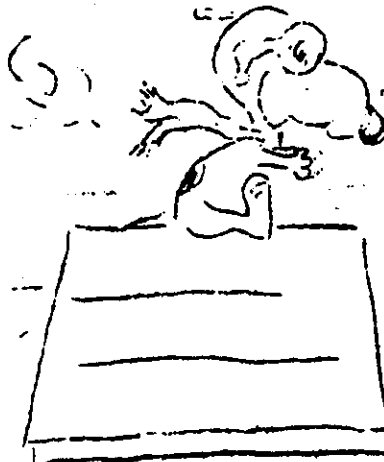
Jewish-- Fri 1900 hrs Div Memorial Chapel

Sat 0900 hrs Div Memorial Chapel

Lutheran--Sun 1300 hrs Support Bde Chapel

CORNER

IF I LOSE
ANOTHER HUEY MY
CO WILL
KILL ME



SNOOPY FROM PEANUTS
UNITED FEATURES SYN INC
1966



LBJ SAYS BONDS IMPORTANT:

President Johnson must quietly and firmly
says, "We can do no less do what we can. Buying

JOIN THE FIGHT
FOR FREE DOM

CREW CHIEF FLIES CHOPPER AFTER.

(Continued from page 1)

Concern over the two wounded aviators prompted SP4 Mackey to the small helipad at the Twelfth Evacuation Hospital at Cu Chi rather than the longer runway of the airfield. The fact that Mackey had no flying experience did not deter him; he was too interested in getting the two wounded aviators to a medical facility. With advice from Captain Wagner and the pilot, Mackey accomplished a normal approach and a smooth landing on the small hospital pad. Waiting medical personnel rushed them inside for treatment. Mackey's ordeal was over. Captain Wagner, who had landed his own aircraft, came forward and flew the aircraft to the maintenance area at Cu Chi airfield. The still unruffled Mackey then began a survey

of the damage to the aircraft.

Shortly, however, groups of amazed officers and enlisted men found him and the showers of congratulations began. The two words most often heard were "Fantastic" and "Unbelievable" in describing Mackey's feat. The most rewarding congratulations to Mackey and Burke came two hours later when they visited the aircraft commander and pilot in the hospital. No flowery words of gracious phrases were spoken. The simple words, handshakes and locks on the pilots' faces said more than any words could even hope to express.

For his heroic action, Specialist Mackey received the Distinguished Flying Cross, and a promotion to Specialist Fifth Class.

KEY NCO HAS LONG PROSEROUS CAREER

(Continued from Page 1)

Moving from California to Ft Leonardwood, Mo. was next on the agenda for Wyatt. He worked as an instructor and as cadre prior to joining the 5th Regimental Combat Team in Korea as an NCO in April of '51.

Participating in the Summer, Fall and Winter campaigns, the career soldier earned his CIB and a purple heart. Promoted to SFC(E-6) under the Army's old program, Wyatt moved to Camp Carson, Colorado and service with the 11th Armored Cavalry until discharged in '53.

After a short stint in civilian life, Wyatt re-enlisted in 1955;

was sent to the 7th Infantry Division in Korea as a PFC, and the long hard climb back up the latter began.

Jan of '57 was the next change of station as Ft Leonardwood welcomed the then "SGT" Wyatt back.

The beautiful German countryside, and duty with the 3d Armored Div came in April of 1958. After a long and prosperous tour in Europe, "SSG" Wyatt was sent to Ft Polk, to work as an instructor and cadre.

Picking up another stripe, Wyatt moved to Ft Rucker, Alabama, and the Army Aviation School. After successfully completing the tough main-

tenance course, Wyatt was sent to Vietnam and the 147th Avn Co at Vung Tau.

There he added a diamond to his stripes and came to the Black Baron Battalion under the infusion program.

Since being assigned to the 269th, 1SG Wyatt has encouraged the renovation program. Board walks were improved; two more hooches were constructed, the enlisted men got their much desired club, and several other projects are planned or in progress.

The 36 year old soldier who is nearing the end of his 20 year enlistment indicated that no definite plans were made for after retirement. Asked what he felt the best attitude for a young soldier to take while on active duty; The Black Baron Top Soldier stated: "To serve their obligation to the best of their ability, irregardless of whether the war is plan-

BLACK BARON RELEASE

THE BLACK BARON RELEASE is an authorized bi-monthly publication of the 269th Combat Aviation Battalion, Cu Chi, Vietnam. Opinions expressed in this publication are not necessarily those of the United States Army. Opinions expressed by authors of articles appearing in this publication are not necessarily the views of the Battalion Commander,