



CAPT. GOODWIN (PILOT)

Above: An AH-1G Huey Cobra gunship flies low over a Vietnamese village. It carries rocket pods beneath the stub wings.



Left: A troop-carrying UH-1 lifts off from its landing zone. Note the cavalry's crossed sabres emblem on its nose.  
*AERO-RIFLE PLT FROM "C" TROOP 7TH SQUADN.  
 1ST AIR CAV*

In 1969 the US Army began to take delivery of a new turbine-powered scout helicopter, the Bell OH-58 Kiowa, to supplement the Loach. The OH-58A was powered by a 317shp Allison T63 turboshaft and had a maximum speed of 138mph, initial rate of climb of 1780ft per minute, service ceiling of 19,000ft and range of 356 miles. The normal crew for observation missions was two members, but up to five could be carried if necessary. Armament comprised an XM277 62mm minigun mounted on the port side of the fuselage.

In addition to the troop lift helicopter, a requirement admirably met by the Bell UH-1 Huey, air mobility required a medium-lift cargo helicopter for ferrying equipment, ammunition and artillery. This logistics support requirement was fulfilled with conspicuous success by the Boeing-Vertol CH-47 Chinook.

height and below in search of such signs of enemy activity as tracks, campsites and cooking fires. When working with AH-1Gs the combinations were known as 'Pink Teams'.

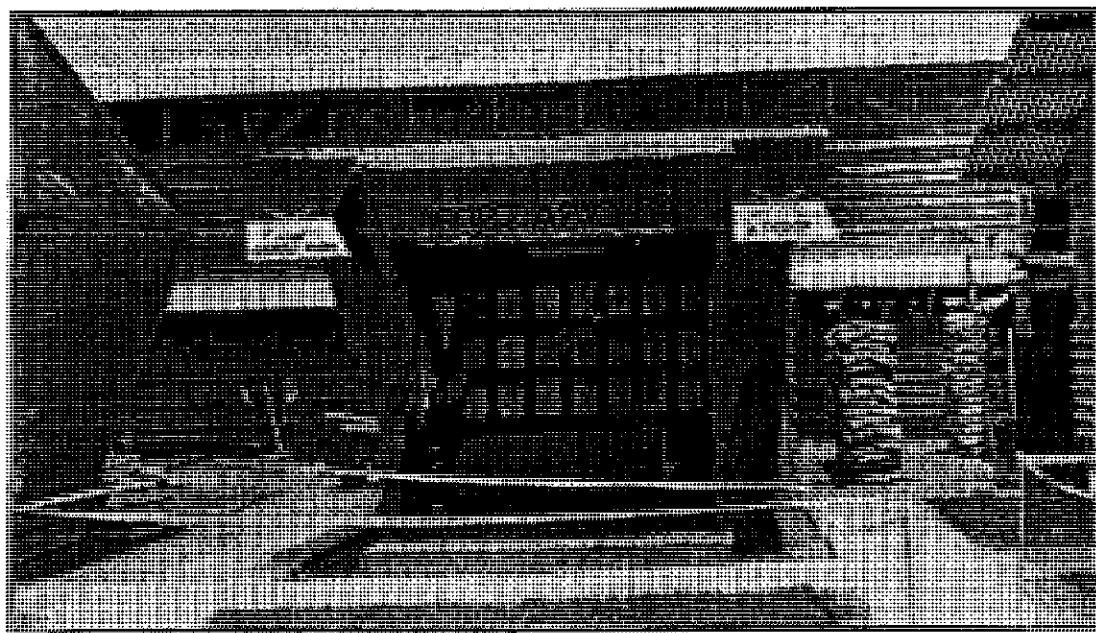
Early in the war helicopter scouting was undertaken by piston-engined Hiller UH-23 Ravens and Bell OH-13 Sioux, both veterans of the Korean War. The UH-23D Raven was powered by a 250hp Lycoming VO-450 piston engine and had a maximum speed of 95mph, initial

rate of climb of 1050ft per minute, a service ceiling of 13,200ft and range of just under 200 miles. It could carry a crew of three. The Bell OH-13S was powered by a 260hp Lycoming TVO-435 piston engine and had a maximum speed of 105mph, with a range of 210 miles. Three crew could be carried. Neither of these types was used so extensively or successfully as the Loach, which began to enter service in 1966 and gave vastly improved capability.

Vietnam 1968 / 1969



Main gate into Vinh Long Airfield



Fiat Agusta A109P 7/1 Air Cavalry