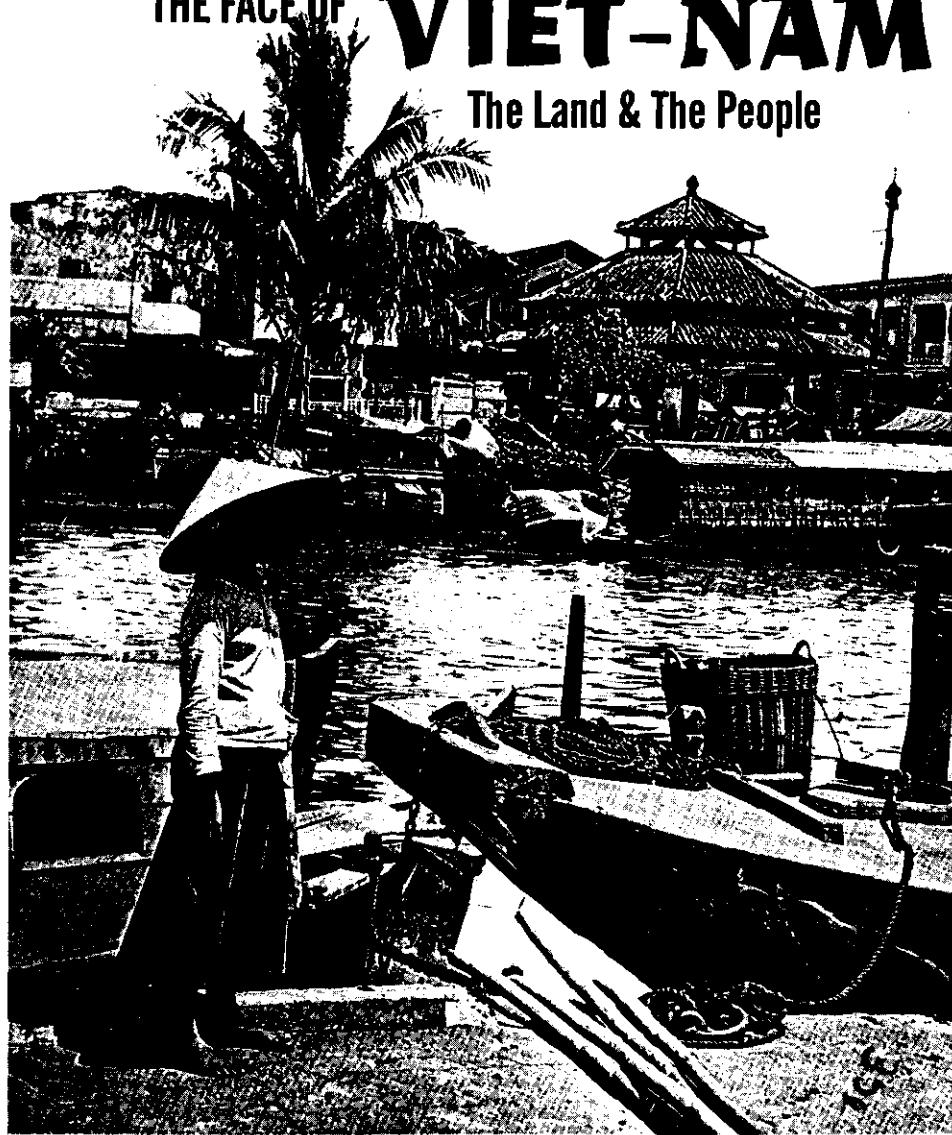
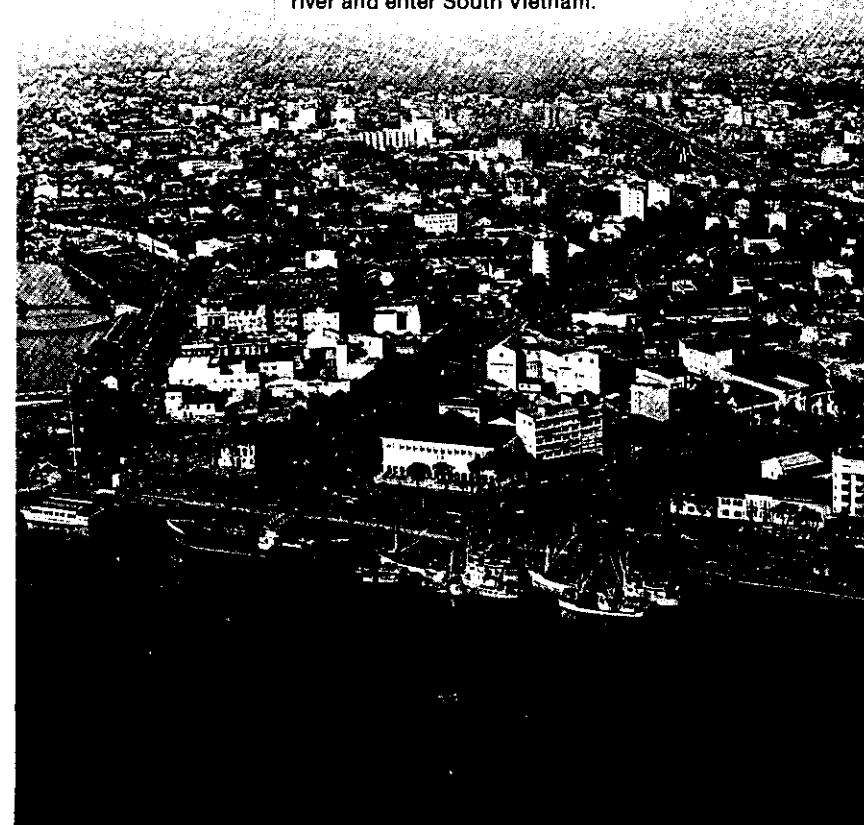


# THE FACE OF VIET-NAM

## The Land & The People



The USNS Core docked here, in the Saigon River at the foot of Tudo Street, on 11 Dec 61, 20 some days out of San Francisco, about a day and a half of which was spent orbiting around the South China Sea while we waited for diplomatic clearance to steam up the river and enter South Vietnam.



### SAIGON - The Paris of the Orient

Two hundred years ago Saigon was a fishermen's village on the banks of the River of Saigon. Today its broad boulevards and handsome buildings make it one of the world's most attractive cities.

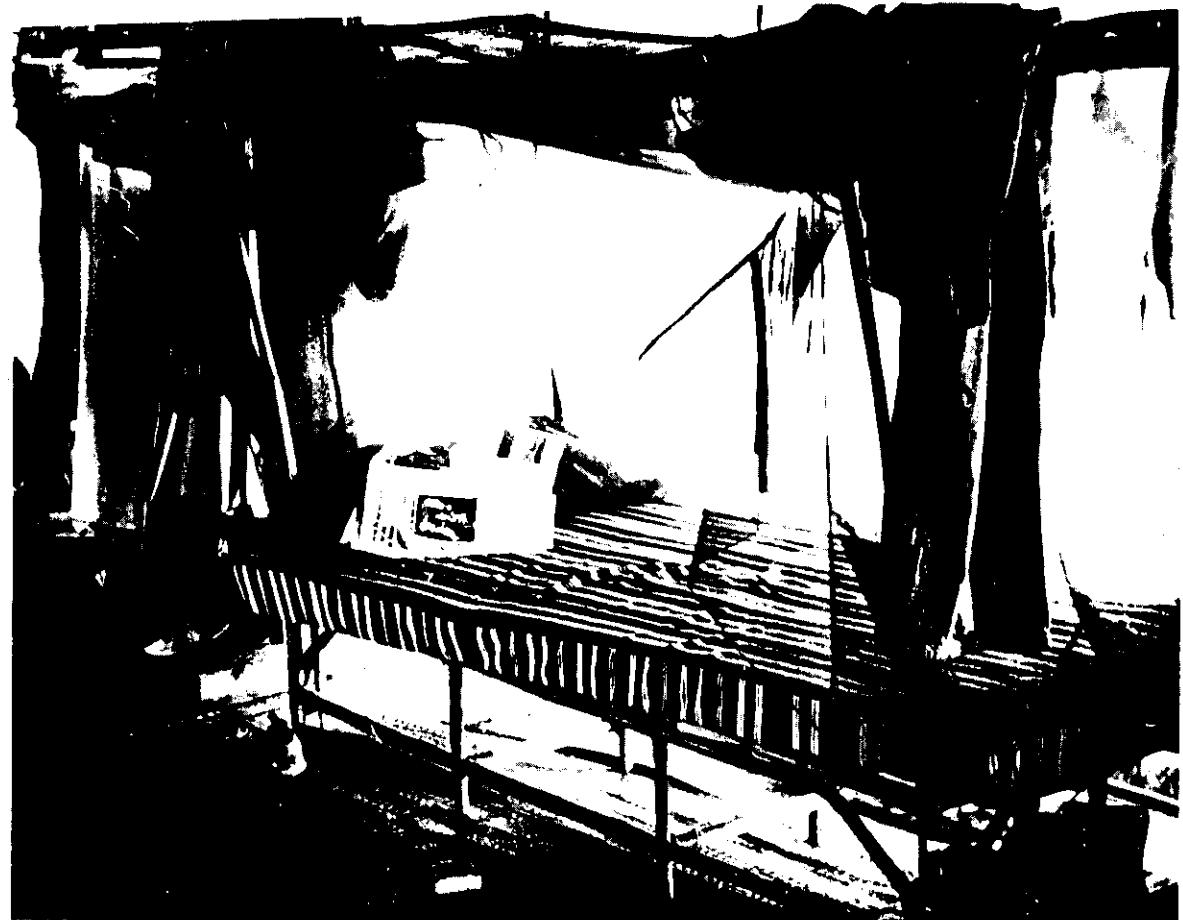


Our vehicles were not yet licensed and we were ordered into civilian clothes while downtown. They said to travel in at least pairs and no more than fours. The PRC-10 told us when to go and we put on fatigues, strapped on pistols and took "blue and whites" to war.

## THE REX AND TAN SON NHUT

They said we could sleep in our helicopters, but the C.O. felt different about that and we moved into the brand new Rex Hotel. Designed for "MAAG officers" they told us ... it was a shell when we occupied the territory against their wishes ... no electricity, no elevators, no water, no kitchen, not much but rooms. Still with field ranges, blister bags, army cots and a PRC-10 radio, we made out o.k. for a while.

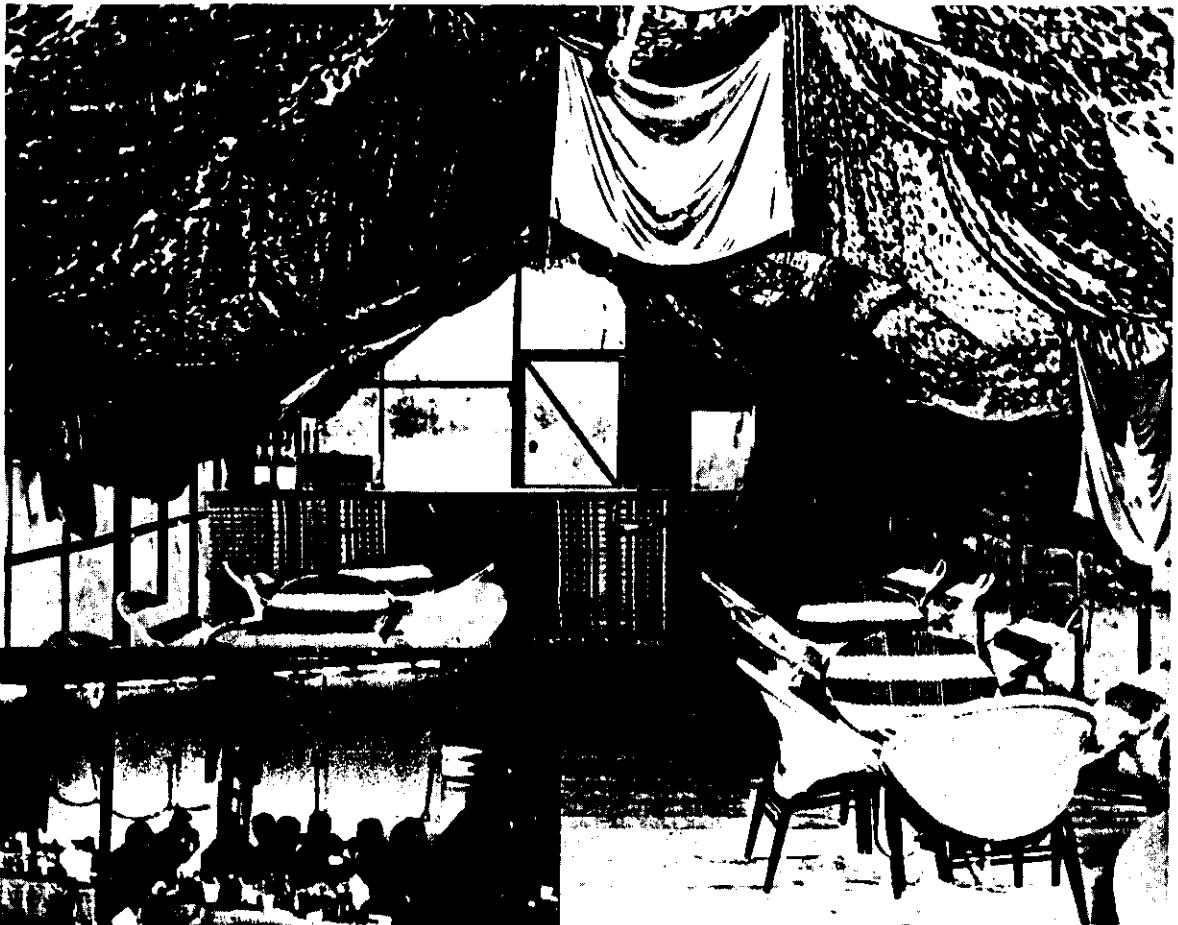
The Rex didn't last long! The canvas, and most of the other gear, had been shipped separately and when it arrived we moved to this — ... tent city at Tan Son Nhut.



Who can forget the solid mahogany and creosote seats behind those bamboo screens. The cold water showers weren't bad but the opportunity to ride a porcelain pony at a MAAG BQ was worth the trip.

A few plasters for bamboo, foam rubber, and mosquito nets fixed the place right up — just like home!

The 57th Officers Club at Tent City sported bamboo and plastic beneath a borrowed ARVN Airborne Brigade parachute ... and "captured" Viet Cong flags. The first time over the ground nothing but Viet Cong flags flew in the breeze and nobody was shooting ... the second trip, no flags and some shooting ... a third trip, Vietnamese flags would be everywhere and everybody was shooting.

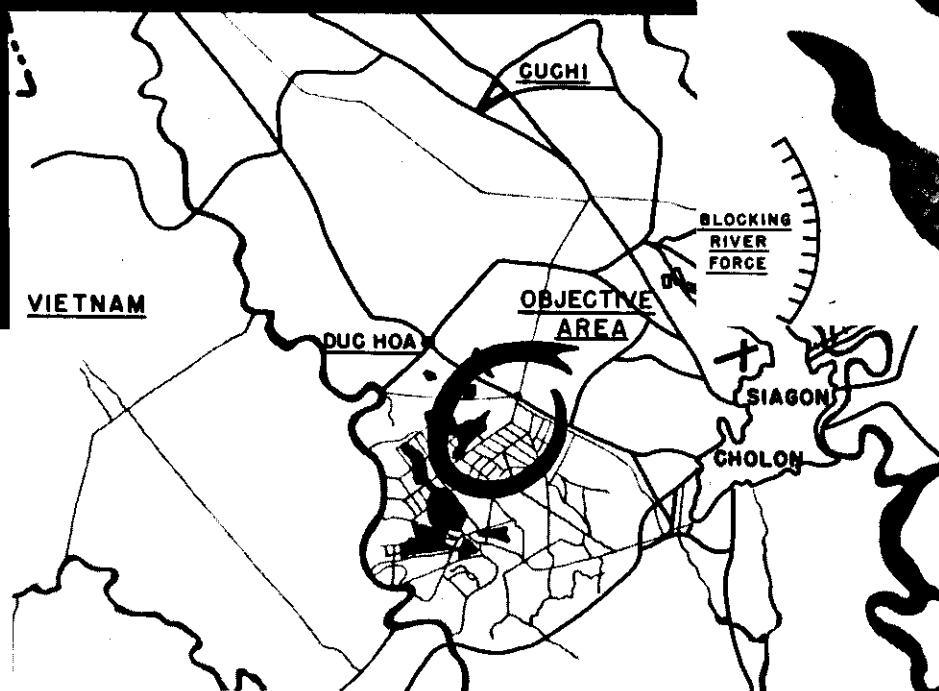


ABC shares a nearly empty converted hangar with a few others in our first mess hall at Tan Son Nhut. CWO Al Causseaux and the rest of us watched discontented VNAF pilots bomb President Diem's palace from here early in 1962.

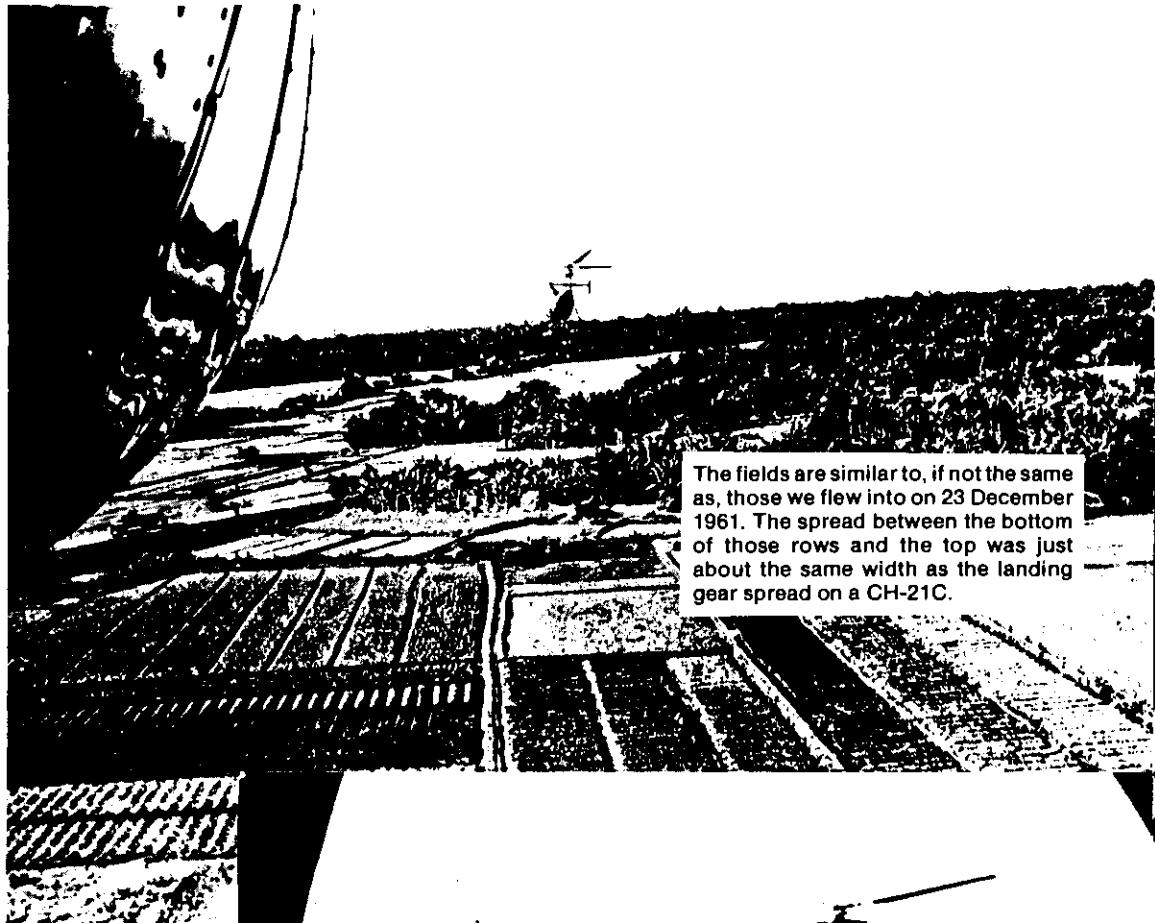
## 1ST MISSION



A joint planning session for the first U.S. Army heliborne assault in Vietnam. Maj. Bob Dillard, CO, and Capt. Emmett Knight, OPS O, work with the Vietnamese Airborne Brigade and advisors to set up the mission.



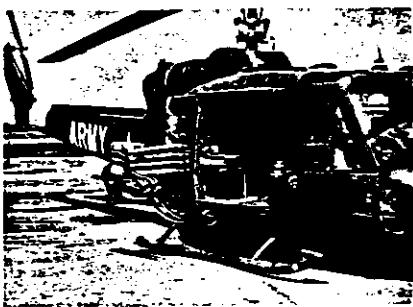
No guns mounted yet but the bald headed fella in that picture of the planning session got dumped on the ramp by a rescue crew and announced to the press that "It was just like WW II out there." Not so, but we all had to call home and explain to the wives how it really was after Time magazine published the story.



The fields are similar to, if not the same as, those we flew into on 23 December 1961. The spread between the bottom of those rows and the top was just about the same width as the landing gear spread on a CH-21C.



Meet Mr. ARVN Soldier ... we carried him out to engage what was said to be a headquarters operating a clandestine radio, protected by at least a Viet Cong rifle company.

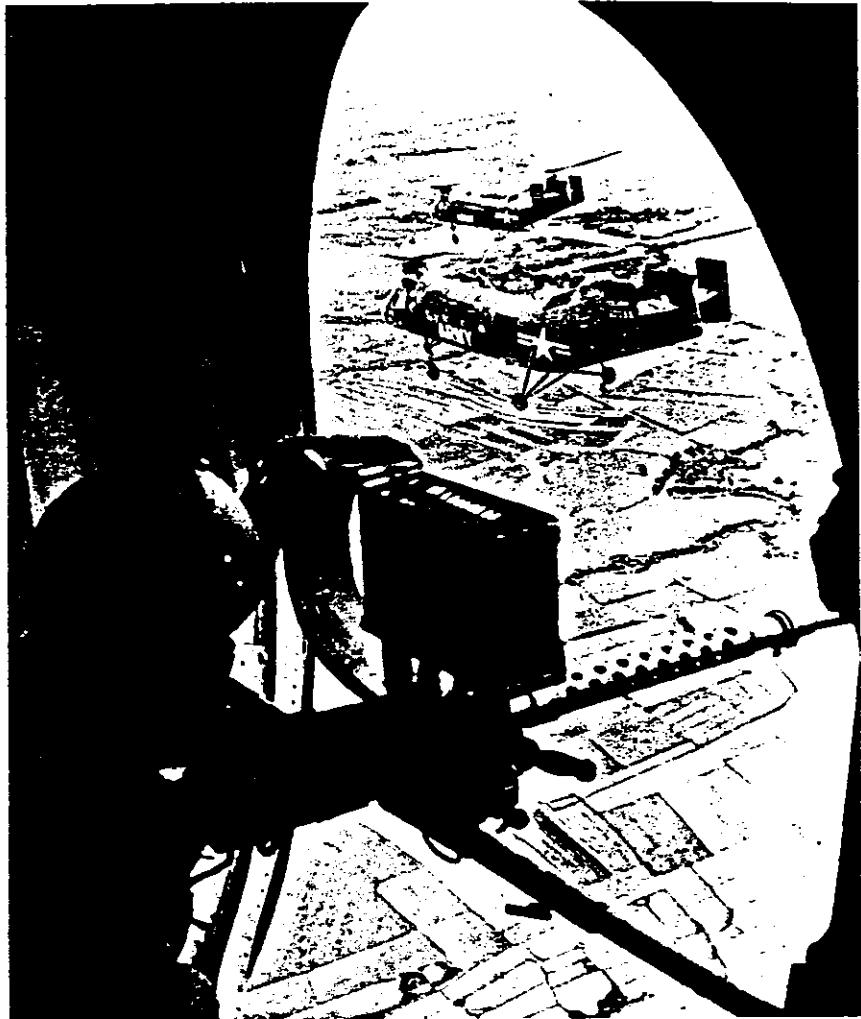


*The UH-1B "Hog" of the Utility Tactical Transport Company (UTT), fall, 1962.*

and assign officers to aviation development and procurement activities.

This was a major improvement, and the first program to capitalize on the new authority was the Light Observation Helicopter (LOH) development. The requirement was for a lightweight, reliable, easily maintainable, readily transportable LOH, capable of performing visual observation, target acquisition, reconnaissance, and command and control missions. The USN initiated a design competition based on this requirement on October 14, 1960, and a joint Army/Navy evaluation was conducted. The three designs selected for prototype testing were the Bell OH-4A, the Hiller OH-5A and the Hughes OH-6A. On July 15, 1961, the chief of transportation assumed full responsibility for the LOH procurement action and five prototype aircraft were ordered from each manufacturer in November 1961. These helicopters were then evaluated by the Army against the Army's stated materiel requirement. As a result of this "fly off," the OH-5A and OH-6A were selected for further competition, and the respective contractors were requested to submit bids for procurement. A turbine engine suitable for the LOH had been under development since 1956. The development process for this "off-the-shelf" helicopter was completed with a multi-year fixed-price procurement contract awarded to Hughes for the OH-6A CAYUSE powered with the T-63 engine on May 28, 1965.

Although the program was well oriented and moving toward proper preparation for war at the time, it was disrupted by events in 1961 and 1962 which ranged from another Berlin crisis to the Cuban missile confrontation with Russia, as well as the dispatch of a few helicopter companies to a small disturbance area in Southeast Asia. Nobody's



*"Field expedient armament on the Piasecki/Vertol CH-21 Shawnee in the early stages of the Vietnam war; successful gunnery was largely a matter of practiced guesswork."*

crystal ball included the cataclysm which would erupt in Vietnam during the next few years.

#### **The War Years and Armed Helicopters**

The 57th Transportation Company (Lt Hel)(CH-21) from Fort Lewis, Wash., and a sister company, the 8th from Fort Bragg, N.C. were deployed to Vietnam in November 1961. They arrived in Saigon on December 11, and the 57th conducted its first mission 10 days later. The first Army heliborne assault in Vietnam was conducted, with 30 helicopters from both companies participating, on December 23, 1961, thus opening the Vietnam chapter in the history of Army Aviation.

It would be impossible to fully address the subject of Army Aviation history during the Vietnam conflict in this paper, for it would involve a major portion of the history of the Army itself — as aviation became a driving central

element to all that occurred there. Needless to say, the careful planning completed by the Rodgers Board for expansion of Army Aviation was dramatically accelerated. The new turbine-powered wonders supplanted the tired old recipis, and research and development continued toward the second-generation turbine helicopters that are now being procured. The 1st Air Cav Division was conceived, organized and deployed during this time and in a sense all deployed divisions became airmobile.

The UH-1 IROQUOIS, AH-1 COBRA, OH-6 CAYUSE, OH-58 KIOWA, CH-47 CHINOOK and CH-54 TARHE provided a degree of mobility and responsive firepower which dramatically expanded the capability of ground forces to engage and destroy the enemy. Army helicopters not only delivered ground forces in airmobile assaults but also provided a major portion of the intelligence necessary to properly deploy units, and then sustained them with

close-in fire support, logistics support, medical evacuation and airborne command and control. Vietnam became known in the public mind as the helicopter war.

Helicopters, however, were not generally viewed as fighting vehicles at the beginning of the Vietnam war. The emphasis had been on improved mobility in support of the ground forces, but in the face of an ever-expanding conflict the need for armament became immediately apparent. Transport helicopters were armed and provided with armed helicopter escort. The Air Cavalry concept demanded an armed helicopter to realize its potential and development of such a capability began in earnest.

The story of the armed helicopter must be a separate subject in any saga of Army Aviation, for the development of this capability marked a fundamental change in the direction and purpose of the Army Aviation program. As originally conceived, Army Aviation was restricted to the performance of those traditional missions associated with extending the ability of ground forces to move, shoot and communicate. Although these missions remain as basic requirements, the arming of helicopters has engendered totally new concepts in organization and doctrine for the entire Army.

Helicopter armament had begun to be seriously studied in the summer of 1955 when the concept of Sky Cavalry was introduced into Army exercises and the ongoing informal experiments at Fort Rucker received the Department of the Army's blessing. Testing was conducted over the next several years on a variety of weapons ranging from light caliber machine guns to rockets and missiles. In addition to "Sky Cav" experiments, armed helicopters were conceptually evaluated with some testing as "gun platforms" for use in the close fire support role, and the emerging concept of large-scale airmobility began to take substantive shape. This evolution was still in process at the beginning of the Vietnam war. Although the first Army helicopters deployed to Vietnam in 1961 and 1962 were not equipped with armament, it did not take long for units there to recognize the need for some kind of protective firepower, and this is a "war story" worth retelling.

A field expedient solution was applied to the CH-21C SHAWNEE which consisted of an M1918A1 .30-caliber machine gun mounted in the forward



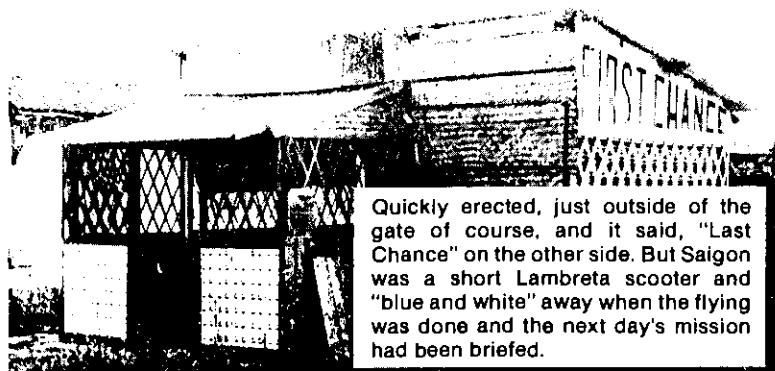
*The AH-1 Cobra series arrived in Vietnam, just in time to assist in blunting the enemy Tet offensive in 1968.*

cargo door. The crew chief, stationed at the rear cargo door, was armed with a hand-held automatic weapon. Although crude, this system did provide some firepower protection at the landing zone. Like most improvisations, this one went through a few changes before a satisfactory configuration was established. The basic installation was fabricated by removing the pintle from a triangular ground mount and welding it to an iron bar which was then secured to the door frames. The same arrangement was initially used in both fore and aft doors with a bungee cord tied to the bar at the aft door so that the machine gun could be swung inboard, out of the way for troop exit. It seemed like a good idea at the time, but it sure didn't work out in practice. When that aft gun was swung inboard it was difficult to get the troops to leave the aircraft, or do anything else for that matter, because the business end was then pointed straight up the troop compartment. Besides, if the troops did manage to overcome their fear and sidle past that ominous barrel, it became an obvious concern to the pilot and copilot that they were sitting at the wrong end of a shooting gallery. There would be a serious problem in the cockpit should there be any little nervous mistake on the part of the crew chief. Change one was instituted immediately and the crew chief was given a light automatic weapon instead.

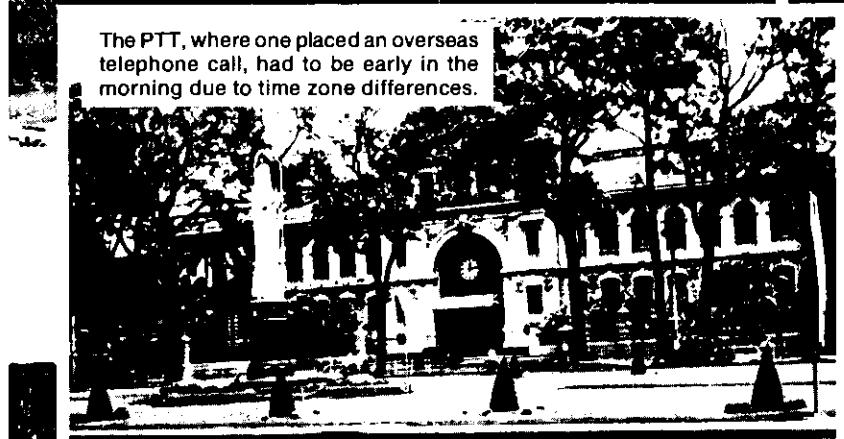
Ammunition feed to the forward machine gun was another problem. With the belt feeding directly from an ammo box on the floor, stoppages were common. The only immediate practical solution was to mount the ammo box directly on top of the gun to ensure smooth, untwisted entry of the rounds into the breach. That part worked fine but, of course, the solution brought its own set of problems, the main one being that the gunner then had to peer over the box and aim by pointing the weapon parallel to his line-of-sight about a foot above the barrel. There were no aerial trigger components available in Vietnam either, so with the pistol grip in one hand and the ammo box in the other, successful gunnery was largely a matter of practiced guesswork. Even with these briefly stated drawbacks (there were many others), this field expedient did the job until some relief was provided by the arrival of the Utility Tactical Transport Company (UTT) with its armed UH-1Bs in the fall of 1962.

The UH-1B (nicknamed the "Hog") armed with guns and rockets was a result of those early experiments at Fort Rucker, of lessons learned in Vietnam, and of various studies and exercises over the years. The Hog proved to be invaluable as an assault helicopter escort, for preassault fire at landing zones, and for close-in protective fire during air-mobile operations. Soon this responsive, integrated firepower was expanded in-

# SAIGON



Quickly erected, just outside of the gate of course, and it said, "Last Chance" on the other side. But Saigon was a short Lambretta scooter and "blue and white" away when the flying was done and the next day's mission had been briefed.



The PTT, where one placed an overseas telephone call, had to be early in the morning due to time zone differences.



The Birdwatchers Cafe for a 33 beer.



Perhaps a Bierley's on the street.



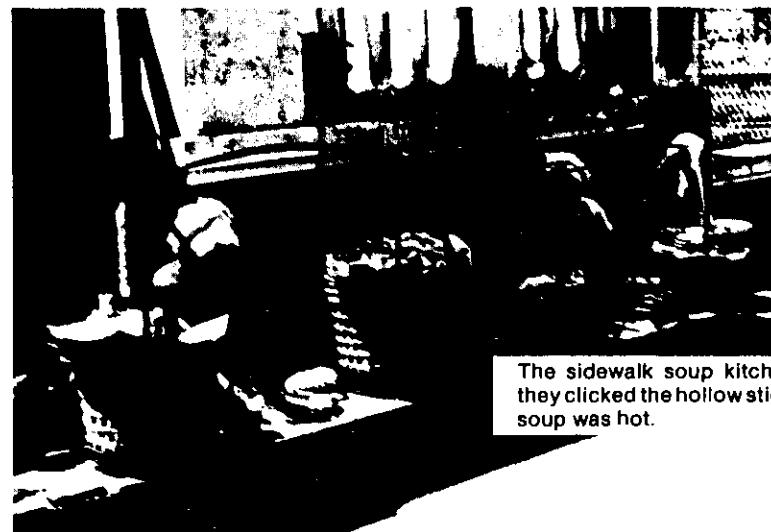
The terraces at the Continental.



The Caravelle, from whence the newspaper people watched the war.



Down toward the market and Cholon.



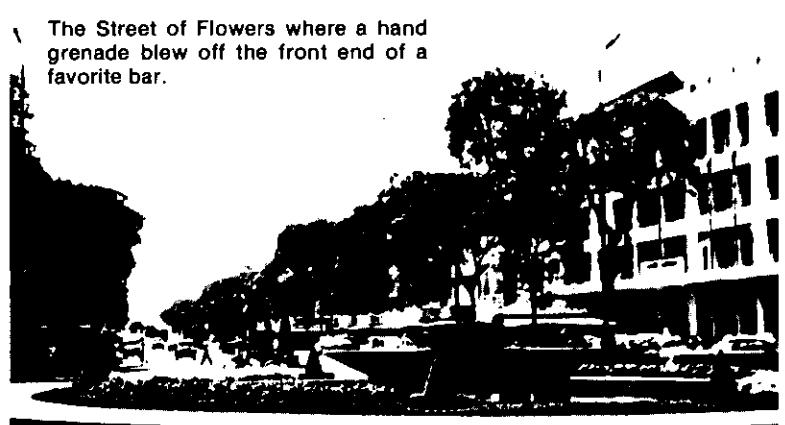
The sidewalk soup kitchen ... where they clicked the hollow sticks when the soup was hot.



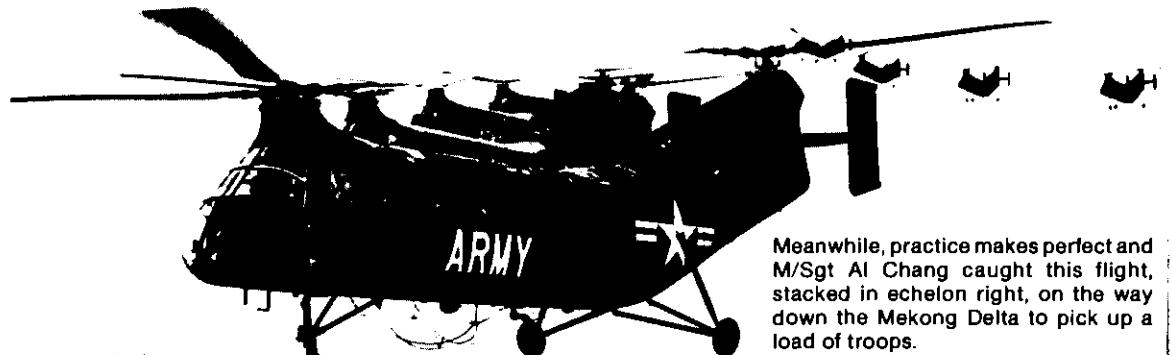
The old Rue Catinat, renamed Tudo (freedom) after the French departed, was central Saigon ... now Ho Chi Minh City ...



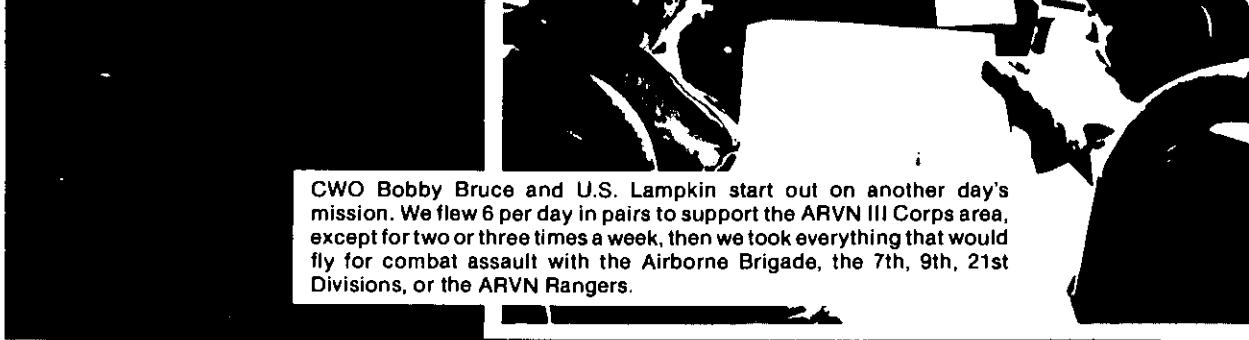
The Street of Flowers where a hand grenade blew off the front end of a favorite bar.



# OPERATIONS



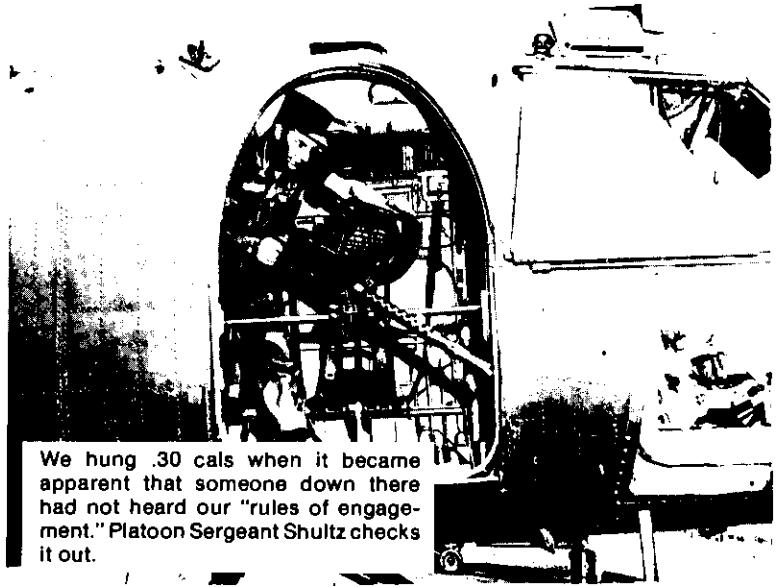
Meanwhile, practice makes perfect and M/Sgt Al Chang caught this flight, stacked in echelon right, on the way down the Mekong Delta to pick up a load of troops.



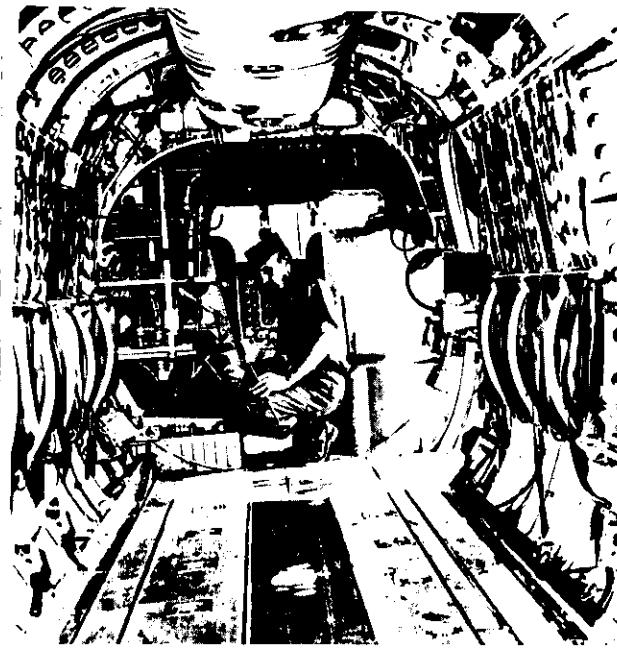
CWO Bobby Bruce and U.S. Lampkin start out on another day's mission. We flew 6 per day in pairs to support the ARVN III Corps area, except for two or three times a week, then we took everything that would fly for combat assault with the Airborne Brigade, the 7th, 9th, 21st Divisions, or the ARVN Rangers.



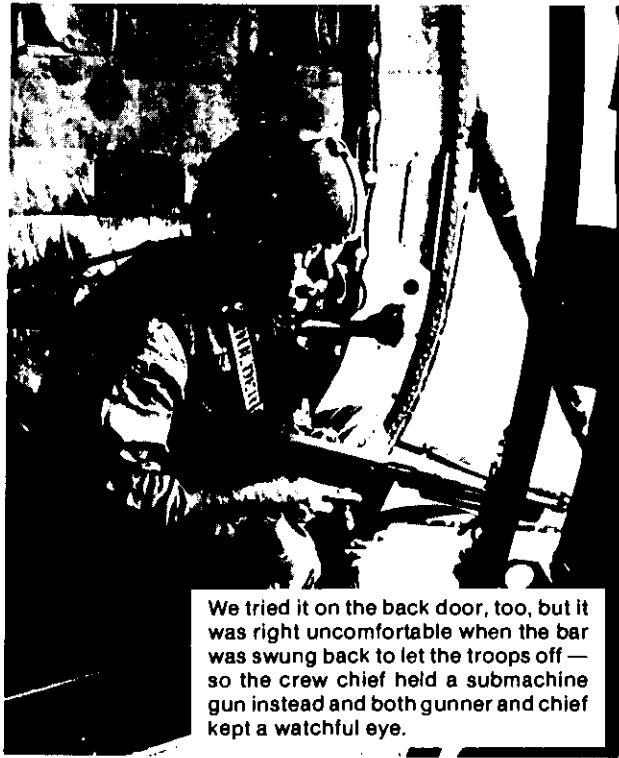
The old french hangars were commodious and when maintenance worked night and day, they could easily support the pace of operations.



We hung .30 cals when it became apparent that someone down there had not heard our "rules of engagement." Platoon Sergeant Shultz checks it out.



Density altitude forced early decisions on removal of excess equipment to reduce weight ... the seats went next.



We tried it on the back door, too, but it was right uncomfortable when the bar was swung back to let the troops off — so the crew chief held a submachine gun instead and both gunner and chief kept a watchful eye.



A main occupation early on, to familiarize ARVN troops with the rudimentary ... like how to get on and off a CH-21C. Here our expert for the day, CWO Dick Parsons, works with an interpreter to educate the troops.

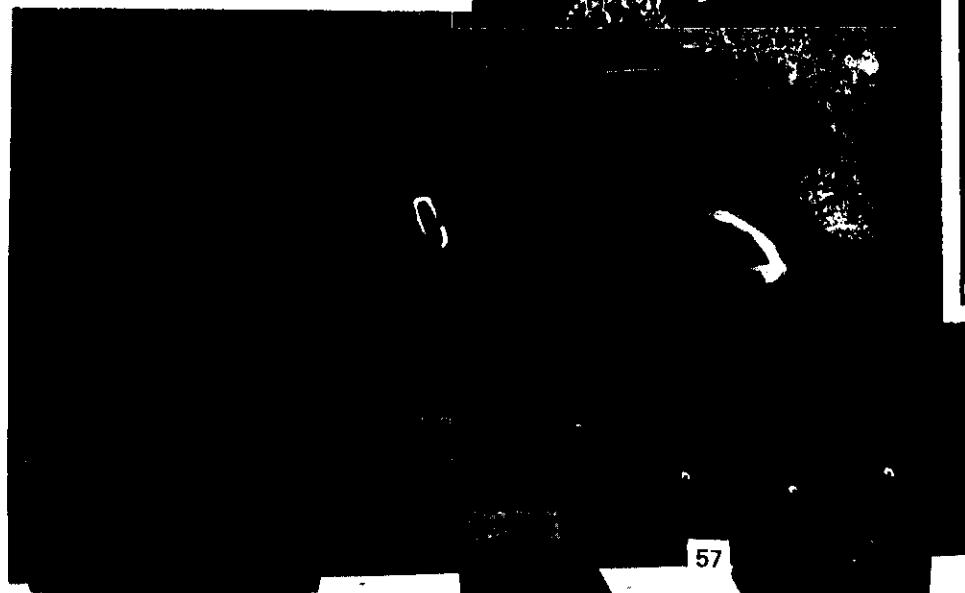


Surprise worked fairly well at first but soon cover was provided by VNAF T-28s — or they were USAF driven when we were lucky. An occasional AT-6 or B-25 might show up ... later the AE-1 appeared on the scene and that could be somewhat awesome.

Gunners half load — but put a round in the chamber only by order. The free to fire order usually was given as the assault landing began.

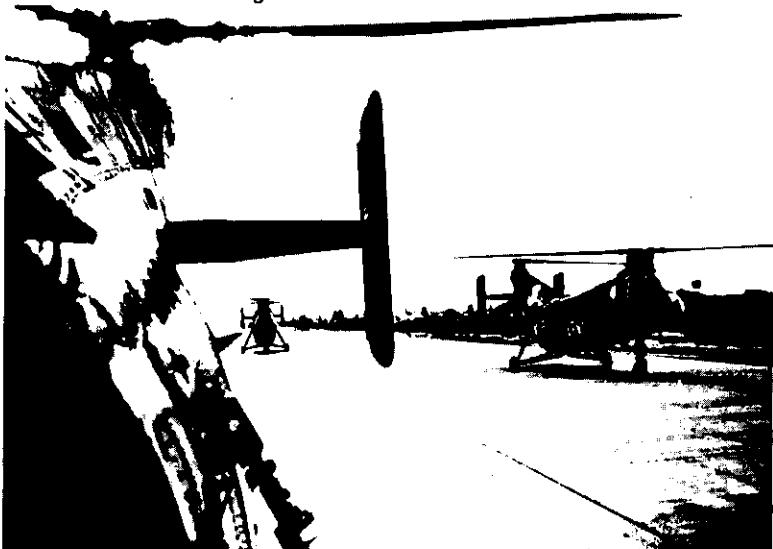


We are out in about 30 seconds per ship if all goes well.

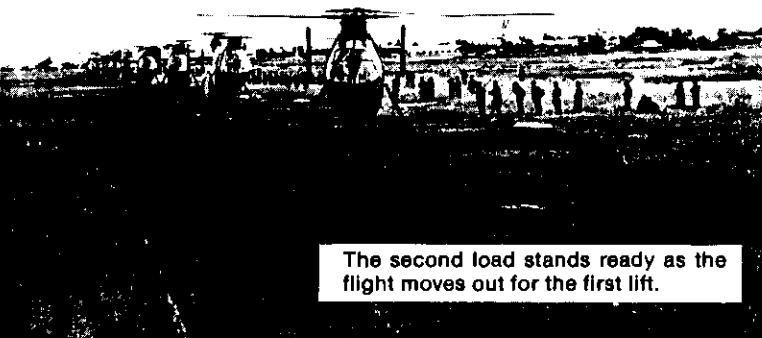


We had to take pictures to prove to the MAAG that we were being shot at ...

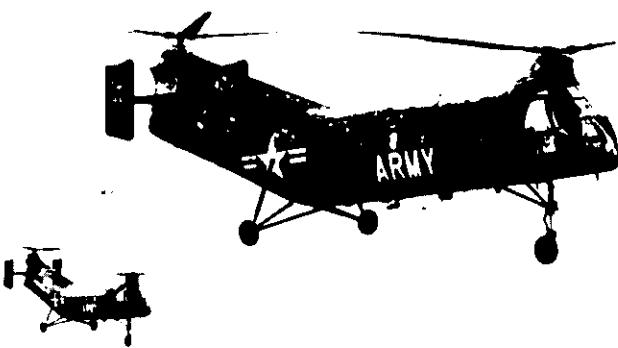
A typical mission would start with briefings at home station and "chalk one rolling" at "0 dawn hundred."



We used a normal flight altitude enroute for pickup ... but with troops aboard we were usually at contour.



The second load stands ready as the flight moves out for the first lift.



# MISSION BREAK

Brief and debrief ... these photos were shot around mid year 1961. Maj Cherne, CO, flanked by signal detachment Cmdr Cpt Ray Hout and 57th XO Bob Webb, talk with pilots from left to right around the circle — Frost, Potts, Wilson, W. J. Williams, Eakins, Gifford. These are the faces you can see.



Another angle shows B. J. Williams, Beachnau, Nelson, Smith, Ziegler and Sabey. Is that right?



Chow call on another mission ... the heavyweights in front. CWOs Ken Donley and Charley Larkin, Cpts T. C. West and Dick Bastion. Others that can be recognized are Youngblood, Smith, Knight, Gifford — but not sure about Smith and that could be Lt Magee on the right flank.

# THE PRESS

## U. S. Aids Confident:

## Long War, Viet Cong Defeat Seen

New York Times  
News Service

BY E. W. KENWORTHY

WASHINGTON, Feb. 16.— Officials confidently predicted today the ultimate defeat of the Communist Viet Cong in South Viet Nam.

They conceded, however, that it might take years for the forces of President Ngo Dinh Diem, with material help from the United States, to wear down the communist guerrillas in a war that would not be marked by dramatic victories.

These views were expressed as Secretary of Defense Robert S. McNamara and W.averell Harriman, assistant secretary of state for Far Eastern Affairs, prepared to leave for Honolulu for discussions with the U. S. Pacific Command on the situation in Southeast Asia.

THE TWO OFFICIALS, who will leave Sunday and return Tuesday, will be accompanied by Gen. Lyman L. Lemnitzer, chairman of the Joint Chiefs of Staff; Paul A. Nitze, assistant secretary of defense for international security affairs, and Brig. Gen. William B. Rossen, recently appointed to assist in special planning for anti-guerrilla warfare.

Gen. Paul D. Harkins, named last week to head the new U. S. military assistance command in Viet Nam, and Ambassador Frederick E. Nolting Jr. will fly from Saigon to take part in the discussions at the headquarters of Adm. Harry D. Felt, the Pacific Commander.

THIS WILL BE McNamara's third trip to Honolulu in three months for a review of the Viet Nam situation. It is expected that the talks will also cover Laos, since there is great concern here over the reported heavy infiltration of units from communist North Viet Nam into Northern Laos to stiffen the forces of the pro-communist Pathet Lao.

There is a feeling here that unless the three princes in Laos can soon agree on the formation of a neutral government, the Pathet Lao may resume full-scale action against the royal Lao and forces of Premier Boua Oum. Harriman is scheduled to speak to the Senate Foreign Relations Committee on Laos on his return Tuesday.

U. S. MILITARY aid to President Ngo Dinh Diem's forces has increased sharply over the past four months and U. S. troops—engaged in training activities, transportation and communications in South Viet Nam—now number about 4,000.

## • 'Copter Duty In Viet Nam Is Extended

By MALCOLM W. BROWNE

SAIGON, South Viet Nam, AP—Tours of duty in South Viet Nam for certain U. S. Army personnel serving in helicopter units have been extended from 6 to 18 months, an informed source said today.

Technically, the men involved had been here on temporary duty for a period of six months. The extension reported, possibly applies only to key personnel in helicopter companies, such as the pilots themselves.

The informant emphasized that a lengthened term would not mean a total of the estimated 4,000 U. S. servicemen now in South Viet Nam.

### Temporary Status

About three-quarters of the servicemen here are assigned on temporary duty, presumably to avoid advertising the United States military buildup to the international control commission charged with reporting violations of the 1954 Geneva truce agreement.

That agreement ended the Indonesian war. Technically, only 635 foreign military personnel were to be stationed permanently in South Viet Nam under the agreement, and similar restrictions were placed on foreign forces in North Viet Nam.

The United States' decision last December to increase its forces here substantially above the Geneva limit came only after accusation that Communist North Viet Nam had flagrantly violated truce terms for years, allowing a buildup of Soviet and Communist Chinese forces there.

One thousand odd some of American military personnel now here on temporary assignment will be replaced by permanent personnel. Tour of duty for permanent assignees in South Viet Nam is 18 months.

There are now three combat helicopter companies in South Viet Nam stationed along the length of the country. Each company has about 200 men and about 18 H-21 helicopters, each capable of carrying 14 men.

Daily Use

The helicopters are in use daily, transmitting Vietnamese troops into battle. The pilots and gunners on helicopters, U. S. Army men, are under the same orders applying to all U. S. service personnel here, not to fire on Communist Viet Cong except in self-defense.

Nevertheless, they are trading shots with Communists more often as they are used increasingly on missions.

By February, the buildup of transportation aviation units had begun and the 45th trans BN was in place at Tan Son Nhut. The TDY, "not to exceed 180 days", had disappeared and we began to make the news more often.



Time Magazine reporter, Merton Perry joins T. C. and Wolfgang for lunch.

The missions add up fast and we also became adept at briefing visiting VIPs.



AMERICAN SOLDIER'S role in South Vietnam's war is that of instructor—teaching Vietnamese how to fight Communists.

# AMERICANS IN A WAR IN ASIA

61

**U. S. soldiers, armed and in uniform, are deep in a dangerous mission in the jungles of South Vietnam. Robert P. Martin, of the International Staff of "U. S. News & World Report," spent days with the men who are training Vietnam's Army to fight the Reds. He took these exclusive photographs, and wrote the accompanying article.**

## SAIGON

THE WAR IN SOUTH VIETNAM is no lark to the several thousand U. S. servicemen on duty here. It is a grim business, being carried out efficiently by hard-working, job-conscious Americans. The Vietnamese are fighting this war, not the Americans. What the United States is doing is supplying the arms and equipment that the Vietnamese need, and teaching them to fight the Communists more efficiently. The American soldiers here are advisers, instructors, technicians—not combatants.

Yet the self-imposed disciplines of war can be seen in every camp and at every base where Americans are serving. Outside the large cities and the well-guarded camps, every American serviceman carries a weapon. Even shore-based U. S. sailors

PRISONER is one of Communist guerrillas, known as Viet Cong. He was caught reporting by radio on movements of Vietnamese Rangers who are fighting the Reds.

have their carbines. Few Americans have seen the face of the enemy. The exceptions are the advisers—men and officers—who go on combat patrols with their Vietnamese troops.

**Reds? Everywhere.** A Vietnamese is a Vietnamese, and no American can determine whether he is a Communist by the cut of his clothes or the color of his eyes. But every American in South Vietnam is acutely conscious that the Viet Cong—as the Communist guerrillas are called—are everywhere.

The planes and helicopters that the Americans fly are frequently shot at by

the Viet Cong. Roads that Americans travel are often mined, and ambushes occur repeatedly.

Some Americans have been killed, others have been wounded or injured in this conflict.

Americans are instructed to shoot back, if fired upon.

No American in South Vietnam has command responsibility over troops in the field. Suggestions are offered by American advisers, and sometimes their advice is followed.

Americans and Vietnamese soldiers often work as a team. Crew chiefs of the U. S. Air Force, for instance, fly on many cargo planes of the Vietnamese Air Force. U. S. jumpmasters control Vietnamese paratroopers as they leap into battle from U. S. Air Force planes.

As the war goes on, the U. S. is getting more deeply involved. Yet, this is still South Vietnam's war, fought by Vietnamese.

Here, in pictures and anecdotes, is the story of how Americans act and react in this war that is not like any war in which they have ever been involved before.



**C**HIEF WARRANT OFFICER David R. Saylor thoughtfully chewed his fingernails. The Vietnamese infantrymen leaping feet first out of his helicopter were just a trifle slow.

Two hours of intensive classroom instruction, two hours of flying, and four practice missions had failed to produce the catapultlike speed that the American instructors wanted the Vietnamese soldiers to acquire.

"Maybe you think a couple of seconds doesn't matter," Saylor said. "But when you're hovering over a wet rice field dropping these guys, and the Viet Cong start shooting—well, a second or two can mean the difference between losing or not losing your chopper."

The Vietnamese are gradually learning speed through hard practice. It also is hard work for the Americans. In January, a U. S. Army helicopter company logged 600 hours in the air. For every hour a helicopter is in the air, it must have 11 hours of maintenance work.

Maj. Milton P. Cherne presides over a tent city perched on the edge of a South Vietnamese airfield. At noon, the tents are like ovens and the unpaved streets are choked with dust. Books are few and recreation is almost nonexistent. Getting suitable drinking water is a problem. The Americans are building clubs and ball fields in spare time.

Major Cherne does not think morale is a problem yet. He says:

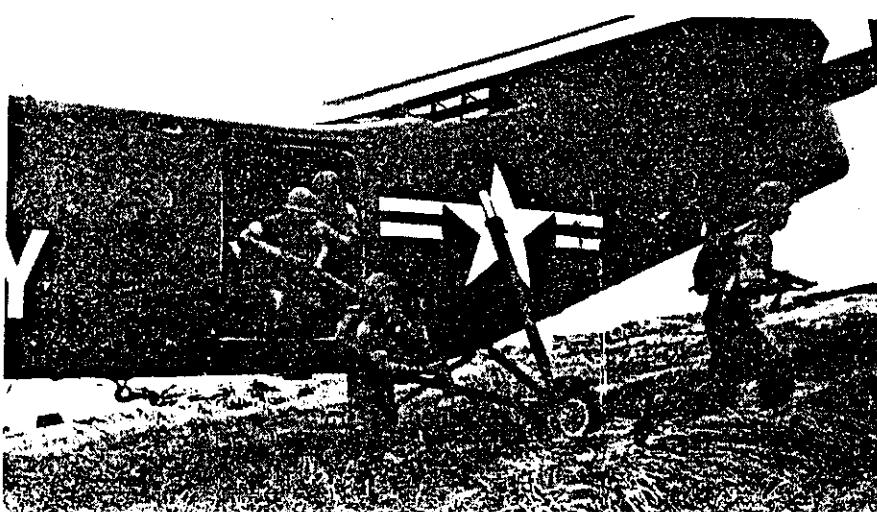
"Most of the Americans out here are mature men. Almost all of them are in the Regular Army. They know they have a job to do and their biggest interest is in doing it properly."

Sgt. Gilbert A. Secor is a cheerful soldier who, when stationed in Okinawa, spent week-ends hiking to remote villages to give medical care to people who had no doctors available.

Here, despite a shortage of medical supplies, he manages to treat 50 to 80 Vietnamese civilians during sick call.



AMERICAN INSTRUCTOR shows Vietnamese infantrymen how to get out fast from a U. S. helicopter after it has brought him to a battle scene. Speed is important. While a helicopter is on the ground, it is a sitting duck for Communist guerrillas. Several American helicopters have been knocked out of action by Viet Cong bullets. With practice, Vietnamese now have learned how to empty a helicopter of its soldier passengers in 9 seconds, under fire.



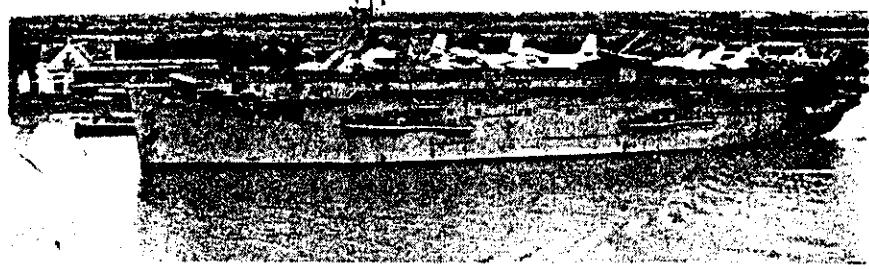
INFANTRYMEN leap from an American helicopter with guns in hand and rush into battle with Communist guerrillas. A helicopter, flown by three Americans, can carry 12 Vietnamese soldiers, armed for combat. In combat, an American with an automatic weapon squats in 'copter door, ready to provide covering fire.

## PHOTO REPORT

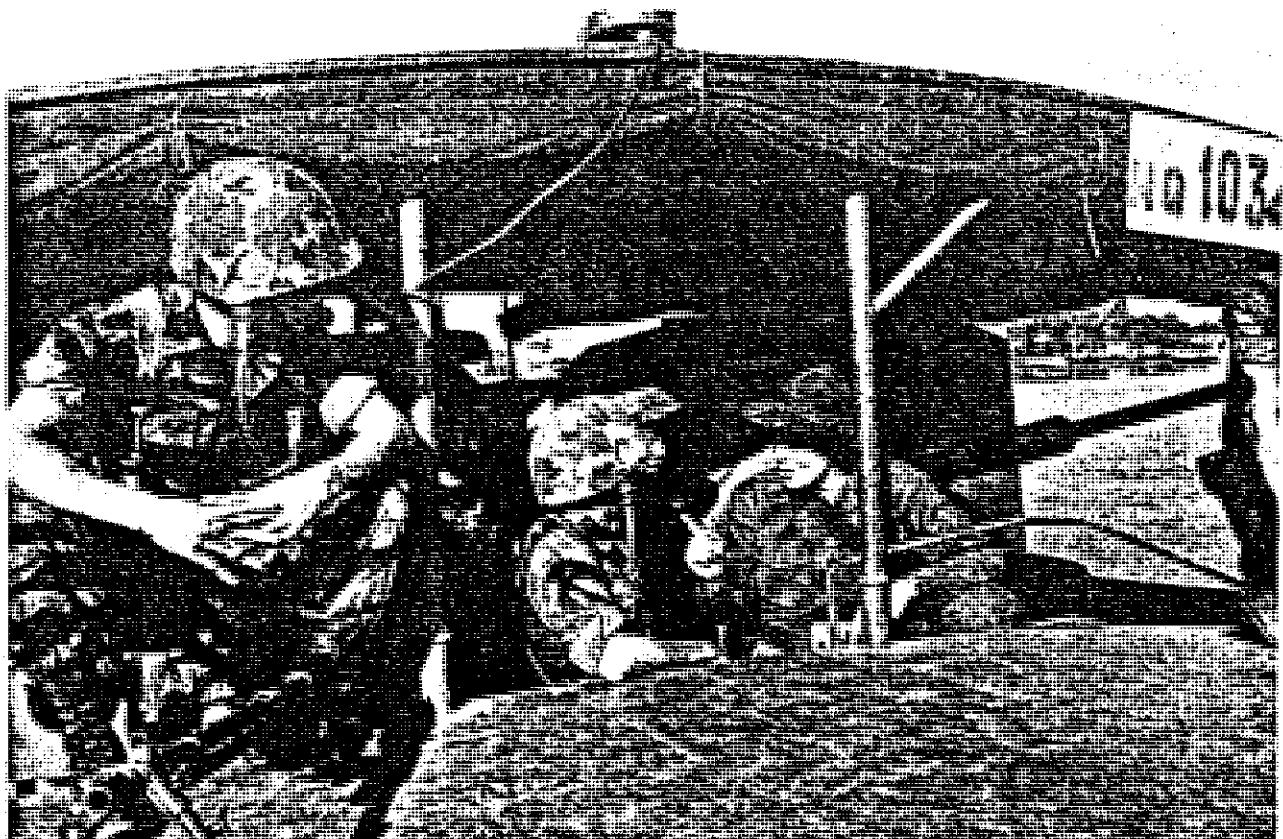
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U. S. MARINE, in traditional campaign hat, instructs Vietnamese in techniques of landing on a shore from a boat—an art in which American Marines excel. This is typical of the advisory role that U. S. servicemen play. In all, there are between 4,000 and 5,000 uniformed Americans in South Vietnam. The number may go as high as 7,000 by next summer.

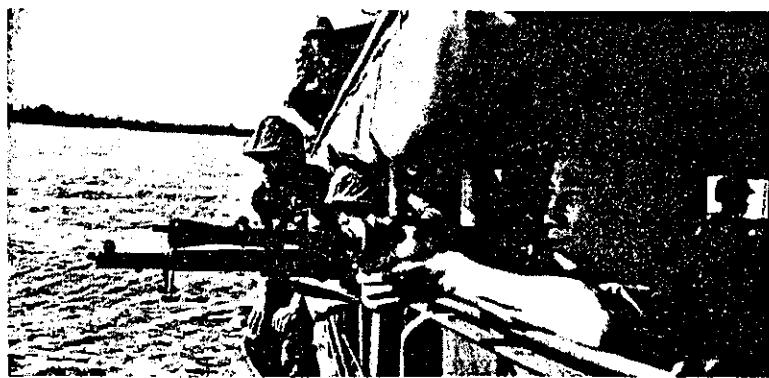


U. S. AIRCRAFT CARRIER CORE arrived at Saigon in February with 21 Otters, single-engine planes, each capable of carrying 10 combat-equipped soldiers. The Core also brought 300 U. S. officers and men.

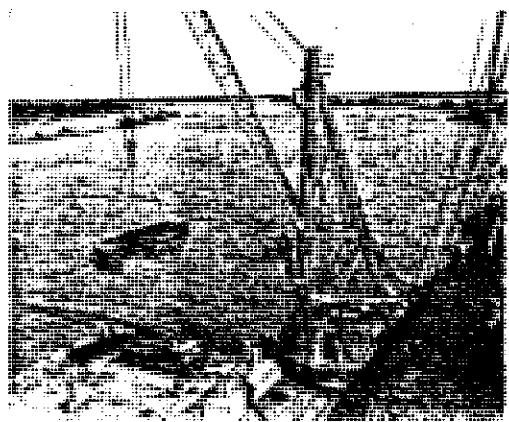


63

VIETNAMESE prepare for a marine landing. Much of the fighting in South Vietnam takes place along the shores of that country's numerous waterways.



SUPPLIES of war are unloaded from a U. S. ship, the Hawaiian Educator, at the docks of Saigon. Its cargo included 200 trucks, assault boats, pontoons for bridges, and earth-moving equipment to build airfields.



CONTINUED



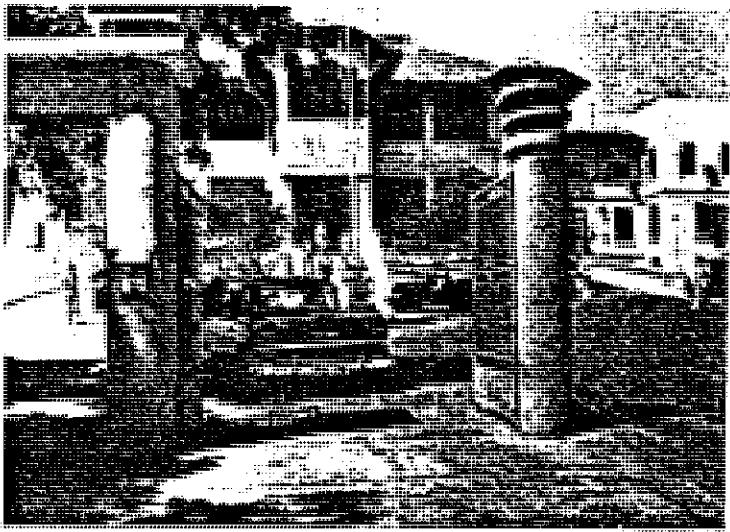
TEACHER AND PUPIL are shown in these pictures of an American soldier, above, and a typical soldier of the South Vietnam Army, below.



JUNGLE is scene of most of the fighting. Americans teach jungle tactics learned in the South Pacific in World War II.



HEADQUARTERS of the U. S. Military Assistance Advisory Group is in Saigon. The "MAAG," as it is called, was not equipped to handle such a big buildup as that which has occurred in South Vietnam. So a new U. S. Military Assistance Command has been set up to control tactical units.



VIETNAMESE RANGERS get training from an American in automatic weapons. The American advisers live with the Vietnamese troops in isolated camps far from Saigon's pleasant accommodations. On a jungle sweep, seeking out the Communist guerrillas, Americans accompany the Rangers and sometimes get involved in the fighting if the patrol is attacked by a band of Viet Cong.



Here the boss tries to explain something to 57th Lts Art Edquid and Sal Formica.

This Defense Department picture (Continued on Back Page, Col. 1) shows two canvas-covered missiles and their transport ship *Divinogradsk*.

## 64 Reds Killed, 27 Nabbed In Vietnam Copter Assault

SAIGON (UPI) — Government troops killed 64 Viet Cong in a copter-lifted assault on the southern edge of the Plain of Reeds Wednesday and Thursday, informed American military sources said.

The sources said five Viet Cong guerrillas were wounded, 27 others captured and 40 sus-

SAIGON (AP) — A U.S. Army Chinook transport plane crashed on landing at the central Vietnamese city of Hue Thursday, but no crewmen were hurt.

Peets rounded up in a battle near the village of Hau My, in Daklak Province.

There were no reports of government casualties.

Almost all the Viet Cong battles occurred Wednesday after 16 U.S. helicopters airlifted two battalions of Vietnamese infantry

into the area, about 80 miles southwest of Saigon.

Other units moved into blocking positions and a company of amphibious armored personnel carriers moved through flooded rice fields to engage the Viet Cong.

Thursday's operation was mainly to mop up.

Meanwhile, the communists

hit back early Thursday with an attack on a Self-Defense Corps post near the village of Mo Cav, in Kien Hoa Province, according to Republic of Vietnam sources.

Preliminary reports indicated the post had fallen.

The sources said the Viet Cong, possibly at battalion strength,

(Continued on Back Page, Col. 2) mi

## Squeaks, Squawks A

WASHINGTON (AP) — Close votes in several states for governors and seats in the U.S. Senate left some races still undecided Thursday and raised the prospect of a rash of recounts in others.

Two days after the national election, Minnesota and Rhode Island still couldn't be certain who their new governors would be, and Massachusetts and Maine faced the possibility of recounts for the top state-house jobs.

In South Dakota, Democrat George S. McGovern's paper-thin margin of 201 votes over Joe Bottom for the latter's Senate seat may also have to go to a recount.

Those were the closest races in statewide contests but cliff-

hanger country. Seven states with 81 p. Rhod. each won by 1. Vermont down to

better entry point into Assam than Towang on the western side of the NEFA. The Reds already hold Towang, which is about 15 miles south of the McMahon Line.

### Viet Assault—

(Continued From Page 1) made a daring daylight assault after moving forward in sampans.

The post apparently was overwhelmed before Vietnamese planes could get to the scene to drive off the communists.

American military sources said that in 26 separate sorties against the Viet Cong guerrillas in Vietnam Thursday, the Vietnamese Air Force claimed 25 guerrillas killed, 25 sampans destroyed and eight buildings demolished.

4 Min

In

The town of Muc Hoa was just north of where this action took place.

A stroll in downtown Muc Hoa.

# How U. S. Copters Face Red Gunfire

## Frightening Treetop 'Support Missions'

By Jack Foisie  
Chronicle Correspondent

Tan Son Nhut,  
South Vietnam

Some American helicopter pilots already have flown as many as 50 to 70 "combat" hours apiece in this war that does not officially involve the United States.

The Army's 57th Helicopter Company based here has accumulated the most combat time. It was the first Army air unit to leave the United States. Its departure in mid-November on the carrier *Core* from Alameda was disclosed exclusively by The Chronicle.

Since then it has been joined by two other helicopter companies and one light aircraft unit, providing air support for each of the three regions in which South Vietnam troops are battling Communist rebels.

"We count combat time on flights in which we land South Vietnamese troops in contested areas," said the operations officer, Captain Emmett Knight. "We don't always get fired on during

From Page 1

those support missions, but often we do."

Knight, whose mother, Sara Schofield, lives at 345 Bartlett street, Hayward, led the first of the 57th's flights here two days before last Christmas.

Since then the outfit has been flying almost daily, either for training or operations. The 57th choppers have made 6237 flights, carried 30,000 South Vietnamese troops, and 70 tons of cargo to beleaguered outposts in less than four months.

During these operations the 57th's choppers have been hit 17 times by enemy bullets. Two craft have been destroyed in making emergency landings after engine failures. But the company has yet to lose a man.

"We've been fortunate," Knight said. "But the Viet Cong are getting better organized in air defense. We're meeting concentrated automatic fire in some areas now. For a long time there was only rifle fire."

The 57th's pilots have necessarily become expert at flying the dangerous miles at "contour level." They hedgehop over hills and trees, keeping within 50 to 100 feet of the ground. This maneuver helps to mask their approach

—Banana-shaped U. S. helicopters hovered over the flat Vietnam countryside before setting down their troops.

from the dug-in Viet Cong troops.

"What we're doing would frighten an instructor back in the states," said Warrant Officer Bennie Potts. "We

fly at maximum gross weight, at contour level—and in formation. Hell, it frightens me!"

Potts, 35, is a pilot distin-

guished for his reddish mustache, his background as an infantryman in Korea, and one fabulous exploit here.

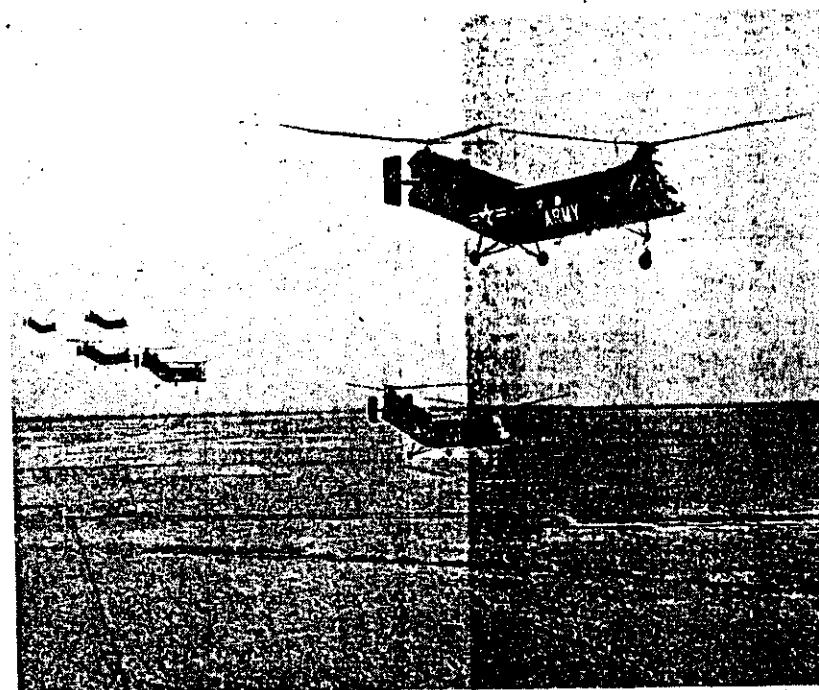
Last week on a mission his chopper engine quit as he approached his target for dumping his troops.

In what others have described as an "impossible aerodynamic maneuver," Potts caused his powerless craft to "lift" just enough to keep him from crashing into a village. He did plow through some tree tops but landed safely.

Later Chief Warrant Officer David Saylor, of 759 Alexander street, Livermore, flew in a replacement engine which was slung under his craft.

"With a 2500-pound load hanging down like a yo-yo I wasn't able to take much evasive action," Saylor related.

While South Vietnam troops held the perimeter against sniping Communists, the mechanics of the 57th re-



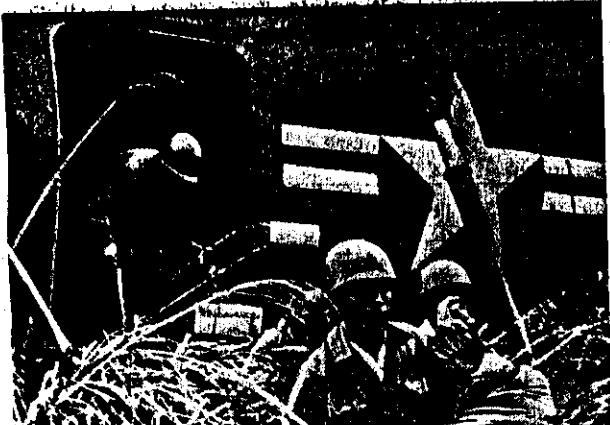
Vietnamese troops crouched in an Air Force helicopter, anxious awaiting combat

man to enemy fire whether his next-of-kin will legally be able to collect wartime benefits," said another pilot with a trace of bitterness.

"Well, it's time we go," said Knight. He, Potts, Saylor and others, including Captain Ivan Webb of Salinas, strapped on 45s, drew morphine and first-aid kits, put on flak jackets and went to their aircraft.

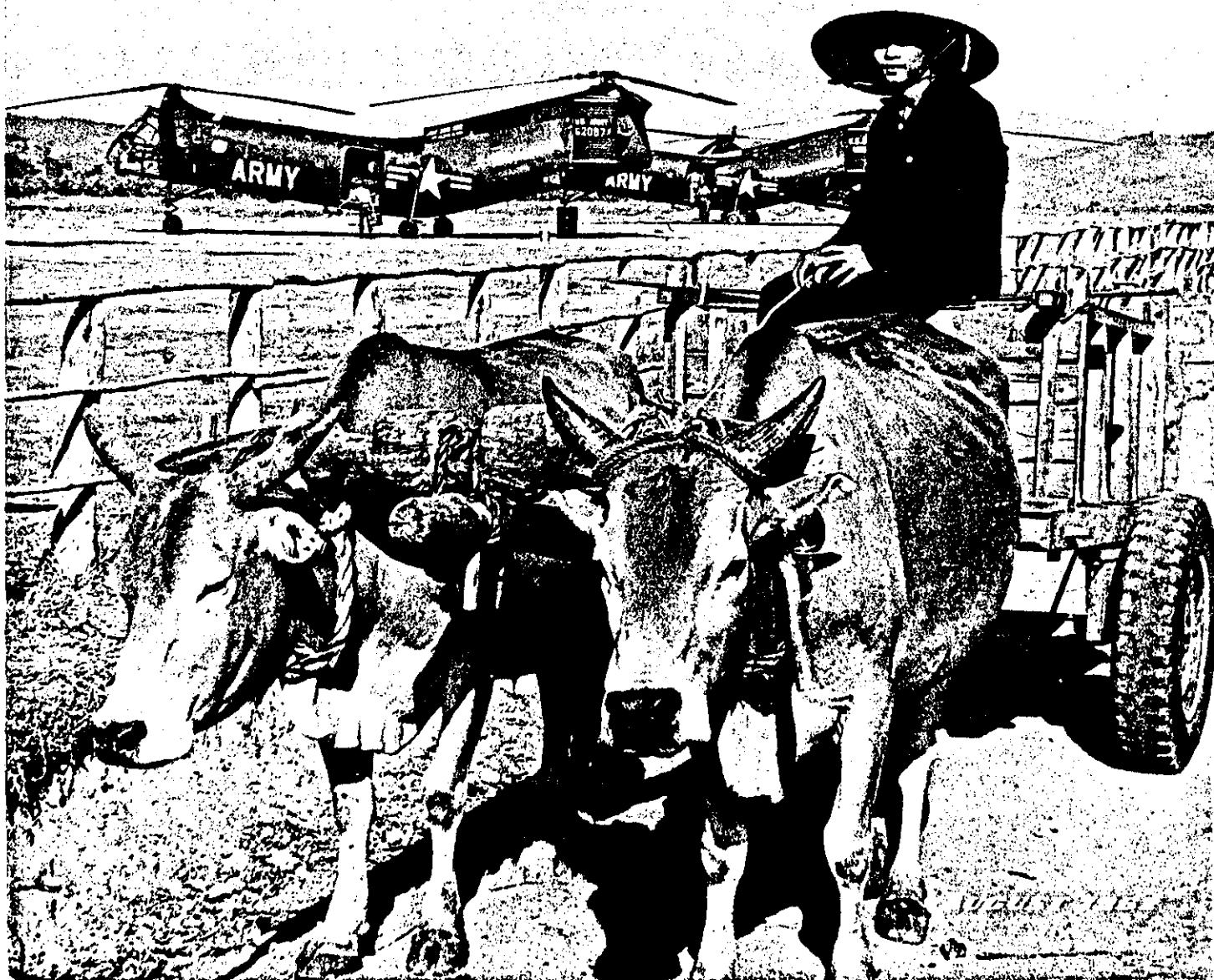
Ground crewmen gave the signal to start engines. The rotors began twirling. The "go" sign was given and the copters waddled to take-off point. Each in turn slowly rose.

"They're reluctant birds," said a mechanic. "But the crews are hot to go. We'll be sweating them out the next four hours."



**BOEING**

MAGAZINE





By NORMAN SKLAREWITZ

IT WAS PUSHING 100 degrees in the dusty tent city at Tan Son Nhut airport outside Saigon when the helicopter liaison officer from III Corps pulled his jeep in front of the company commander's own sweat box. He carried a sheaf of maps and for the next half hour the LO sat on the edge of a cot and outlined to the Old Man and the operations officer what was up.

"According to the District Chief,

there is supposed to be a company of V.C. moving into this area," he said and pointed to a position on the 1/50,000 map. "Corps wants to put a gang of Rangers down right outside the village around seven tomorrow morning. They figure on squeezing the Commies from two sides and catching 'em between here and the canal."

About the same time that this helicopter attack mission was being planned, the field phone rang in the hut of an Army lieutenant colonel

up at Komtum, nearly 300 miles to the north of Saigon. He listened to the caller, scribbled some coordinates on a scratch pad, then hung up. Outside his quarters was a concrete driveway where the detachment Jeep had been parked before a tin roof was put over the paving to make it into a combination outdoor officers' lounge, conference room and pilots' ready room.

Two young warrant officers in flying suits were reading week-old newspapers when the colonel poked

## THE COPTER'S WAR



his head out the door. "Division G-2 just called. They have reports of what might be a large scale infiltration from over the Laotian border. They want to send a couple intelligence officers and an artillery spotter up to check out the report. You ready to go?"

Still farther to the north, four low-flying helicopters cut through a rugged mountain pass carrying a platoon of tough Vietnamese Special Forces men and their teams of

American advisers on a mission deep into Communist-controlled territory.

This was an ordinary day in the shadowy war in Viet Nam where the United States is carrying out the dual role of combat adviser and prime mover to the military forces of a government hard pressed by the Communist Viet Cong. And as it is every day, Boeing Vertol H-21 helicopters flown by U. S. Army crews were a key element in the fight.

The H-21 was the first helicopter the U. S. put into tactical operation in Viet Nam as part of a stepped-up program of support. Today there are three full units in action.

The 57th Transportation Company (Light Helicopter) from Fort Lewis, Washington, is based at Tan Son Nhut under the command of Major Milton P. Cherne. It shares responsibility for helicopter airlift in the sprawling Mekong River delta in the southern III Corps area with aircraft of Marine Helicopter Squadron 362.

The II Corps area in the center of Viet Nam is served by the 8th TC Company out of Qui Nhon. Originally from Fort Bragg, North Carolina, it is commanded by Major Charles Hardesty, who led his aircraft across the U. S. from Bragg to the West Coast for overseas movement—an operational first for the 8th.

The dense jungle mountain region of I Corps right up to the 17th parallel that divides the Republic of Viet Nam from Communist North Viet Nam gets its H-21s from the 93rd TC Company commanded by Major James E. Gray Jr. His unit operates from the city of Da Nang on the South China Sea coast.

If any one piece of military equipment was ever identified with an operation, the helicopter is the symbol of the war in Viet Nam. What's more, military leaders see in the chopper the answer to the free-ranging movements of the Communist guerrillas who have held the advantage so far in the war against the U. S.-supported government of President Ngo Dinh Diem.

Now the helicopter is giving new mobility and striking power to the

Vietnamese troops and enabling them to be deployed quickly against V.C. strong points in the jungles and mangrove swamps.

In addition to this major assault role, the H-21 is playing its more conventional role as an aircraft for medical evacuation, movement of high-priority cargo into otherwise inaccessible positions, and carrying out liaison, intelligence and resupply missions.

The Viet Nam story is far from over; the American build-up still is going on. But at the end of the first seven months of our active participation, the H-21 already has written its page in U. S. military history.

When the aircraft carrier transport MSTS Core steamed up the Saigon River on December 11, 1961, with decks and holds jammed with helicopters, the aircraft were still unproved in tactical assault operations. Both Marines and Army made use of 'copters during the Korean War to airlift troops and some weapons into position, but then there was a fixed front line behind which the 'copters put down. In Viet Nam, they not only land deep inside enemy-dominated country but often atop V.C. strong-points. Communist riflemen hiding in the thick sword grass have been revealed by the downwash of an H-21's rotors on many occasions.

The concept of vertical envelopment was refined in training exercises over the years that followed Korea, but the thinking generally then was the use of rotary-wing aircraft on a beachhead or airhead.

Both services have, since coming to Viet Nam, learned enough about the strategy to cause major revisions in past thinking.

A helicopter company commander in Viet Nam, directed to prepare a summary report on his experiences, found he was up to 14 pages typed single spaced and he hadn't even reached the sections on communications and maintenance. When a colleague chided him about writing a novel, he wearily replied, "I'm not writing a book: we're writing *The Book*."

This is hardly an exaggeration, for not only have ideas come in for overhauling as a result of the ex-

*Army ingenuity provides a practical gun mount in helicopter doorway.*





periences of the three H-21 companies, but feats of maintenance and operation considered unique or impossible back in the United States are, of necessity, commonplace in Viet Nam.

In May this year, the men of the 57th TC Company racked up 1,000 flying hours—that's thought to be the first time any H-21 unit has rolled up that many hours and it is assumed to be an H-21 world record. The same outfit had a total of 3,300 flying hours for the first six months it was in Viet Nam. Further, the 57th claims an availability record of 74.8% for its aircraft against the general U. S. Army-wide standard of 53%.

When such things as shrapnel and bullet holes are considered as routine un-scheduled maintenance and when work on rotors, usually done in moisture-controlled, air-conditioned shops, must be performed out in the open air, such records become all the more amazing.

The 8th TC Company claims a grim record of its own: it was the first helicopter unit to have crewmen win the Purple Heart for wounds suffered in action.

Officially, of course, there is no combat flying in Viet Nam, since it is U. S. policy to provide only advice and support to the military forces of the Vietnamese. This

posed an administrative problem: it was difficult to log flying into an assault position with heavy ground fire slamming up and men being hit as either training or service. Finally the term "combat support" was coined by the Pentagon and it is against this column that flying in Viet Nam is logged.

Because of different terrain in the areas in which the H-21 companies operate, a variety of assault techniques have been tried. As many as 10, 14 or even more aircraft have been used in a single mission over flat rice-paddy land, while in other cases a single helicopter may do a job.

Some of the Viet Nam territory is heavily forested hills and rugged mountain plateaus. A touchdown target may be little more than a rough clearing.

From the start of American helicopter troop airlifts, the Viet Cong have been after the aircraft. First they used home-made rifles that were almost totally ineffective. Now they have automatic weapons. In addition, the communists use a lot of energy building ground traps.

At Ban Me Thuot this past spring, a major attack force whirling in toward its landing point spotted 10-foot-long sharpened bamboo poles planted as helicopter traps. The enemy hadn't had time to finish sewing the entire touchdown area and there was plenty of room left for the H-21s to set down.

Good landing areas in the central and north regions are scarce and the communists know it. One pad had been used for some weeks by aircraft of the 8th TC Company for resupply missions. They were then engaged in another area.

*Mechanics of 57th TC Company work on aircraft at Tan Son Nhut.*





SP6 Niles Myers from Enola, Pennsylvania, repairs an H-21 rotor in a hangar near Saigon.

U.S. Army helicopter operations officers and Vietnamese airborne brigade commanders prepare for a combat assault.



CWOs Huey Nelson and Jack Carey made it bit later when this picture was published in the Feb 67 issue of the military review to illustrate an article entitled "The Higher Level Staff Advisor".

The morning before the aircraft were scheduled to resume working out of the regular pad, a squad of Vietnamese soldiers went into the area to fix up the markers. One detonated a land mine right on the pad. The communists evidently had moved into the area the preceding night, sown mines liberally and then withdrawn without a trace.

Soon after the H-21 went into action in Viet Nam last December, it became apparent that the aircraft had to have some means of defending itself against ground fire. Hastily mounted .30 caliber light machine guns provided the best means of returning enemy fire and a directive from the White House authorized the American fliers to do so when attacked.

Since a machine gunner is not part of the regular H-21 crew, a fast on-the-job training program was set up in each of the three TC companies. Usually some veteran of World War II combat flying instructed the younger men in the fine art of aerial gunnery. Before long, the V.C. discovered that the passing H-21s were no longer defenseless targets.

The Americans obey the order not to fire unless fired on but once the enemy gets rough they don't hesitate to shoot back. The day that Warrant Officer Henry C. Beau was seriously wounded up in Kontum Province by Communist fire, one GI gunner got off 100 rounds against the V.C. who were firing up at the helicopters from a camouflaged hut position.

Even in the case of weapons there are differences between the various TC companies. The 57th uses just a single machine gun mounted in the forward door. The 8th has two aboard, one forward and the other aft. The latter is swung out of the way when troops are deployed. The assistant crew chief acts as the second gunner, although enlisted men from a variety of duty assignments ranging from off-duty mechanics to gasoline truck drivers double in riding aerial shotgun.

Crewmen wear the standard-issue body armor but feel it provides no protection from rounds fired up into the aircraft from below—the

most common source of wounding fire. One company is now experimenting with an armored seat made out of  $\frac{1}{8}$ -inch steel plating which hopefully will lessen groundfire injuries.

During the first six months of helicopter operations in Viet Nam, the aircraft have been tactically used to move Vietnamese Rangers, airborne troops and Army regulars into position for surprise attacks on suspected Viet Cong positions. Generally the aircraft make the troop pick-up at an assembly point and then airlift them to the objective, usually a village or strongpoint 20 or 30 minutes flying time away.

With the ground forces are U. S. Army advisers who are equipped with back-pack radios to maintain communications between the attacking force and the helicopters should they be needed later for evacuating wounded or to make similar return emergency runs.

Initially, the helicopters on maximum-effort missions flew contour in a train, deposited their troops, returned to the pick-up point, and then repeated the run in. This method soon was abandoned. On the

second run the V.C. were waiting and delivered devastating fire on the aircraft. Further, the low-level movement provided no surprise after the initial run and exposed the aircraft to V.C. fire en route.

As a result, minimum altitudes are used only in the assault area. The trip toward the touch-down zone is made at about 2,000 feet, to keep the aircraft out of range of usual ground fire. When approaching the attack zone, the helicopters drop as low as possible and go in to achieve maximum surprise and shock.

Navigating when only 10 feet or so above monotonous brown paddy fields was difficult. To provide navigational direction now, a control aircraft, usually a Beaver or Otter borrowed from the MAAG Army detachment, is used. A helicopter company officer rides in the control ship and can by simple radio directions direct the flight precisely on target from his overhead vantage point.

Air cover for many such missions is provided by T-28 trainer planes armed with machine guns, napalm and rockets. Two such planes ac-

company a helicopter assault to suppress concentrated ground fire and to provide Combat Air Patrol should enemy aircraft intrude (something which has not yet happened).

If at all possible, the helicopter company commander never takes his aircraft into the same touch-down area twice on the same raid and never flies the same route when moving into and out of an assault zone.

The Military Assistance Command considers exact number of combat support missions flown by the Army helicopters to be classified information, but it is common knowledge that at least one of the companies averages a major assault operation every other day.

In this most unconventional of all wars in which the U. S. has been involved, generalities are difficult to make. Yet one Army H-21 pilot may have coined the best description of Viet Nam duty. He said, "We get a call to fly a mission to a place we've never seen, to do a job we've never done under conditions never experienced. But we go anyhow—and do it." 

*Boeing Vertol H-21 helicopters land on Tan Son Nhut Airport.*



## U.S.M.C. ARRIVES

The USMC arrived in Soc Trang with their CH-34 squadron in the spring of 1962. The Army briefed them in and led them around for a while.



Maj Cherne was along to do the briefing. The USMC squadron was commanded by Ltc Archie Ciapp and was known as "Archie's Angels" ... so with that we adopted the title of "Milt's Misfits".

The 45th BN Cmdr, Ltc Howard Richardson, and his staff, flew down with Cpts Peppard and Bass seen here.





The air medals started to arrive eventually and the first one was appropriately pinned on our senior CWO, Bennie Potts, by BG Stilwell ... later to become known around the 57th as the Army's highest paid gunner. (Stilwell, not Potts)



And the utility tactical transport (UTT) came to stay with us ... CWO Giff Gifford grins past his handlebar mustache in between flights ... "red leader this is blue leader" "blue leader this is red" ... "etc., etc., etc.," escort chatter was so high for awhile that the 57th flight leader could hardly get a word in edgewise.



Others look on, too numerous to mention — try your memory — young looking fellas, aren't they?

In Memory of the Ap Bac Operation  
Tune: On Top of Old Smoky

We were called into Tan Hiep  
On January Two  
We would never have gone there  
If we'd only knew

We were supporting the ARVANS  
A group without guts  
Attacking a village  
Of strew covered huts

A ten copter mission  
A hundred troop load  
Three lifts are now over  
A fourth on the road

The VC's start shooting  
They fire a big blast  
We off load the ARVANS  
They sit on their ass

One copter is crippled  
Another sits down  
Attempting a rescue  
Now there are two on the ground

A Huey returns now  
To give them some aid  
The VC's are so accurate  
They shoot off a blade

Four pilots are wounded  
Two Crewmen are dead  
When it's all over  
A good day for the Red

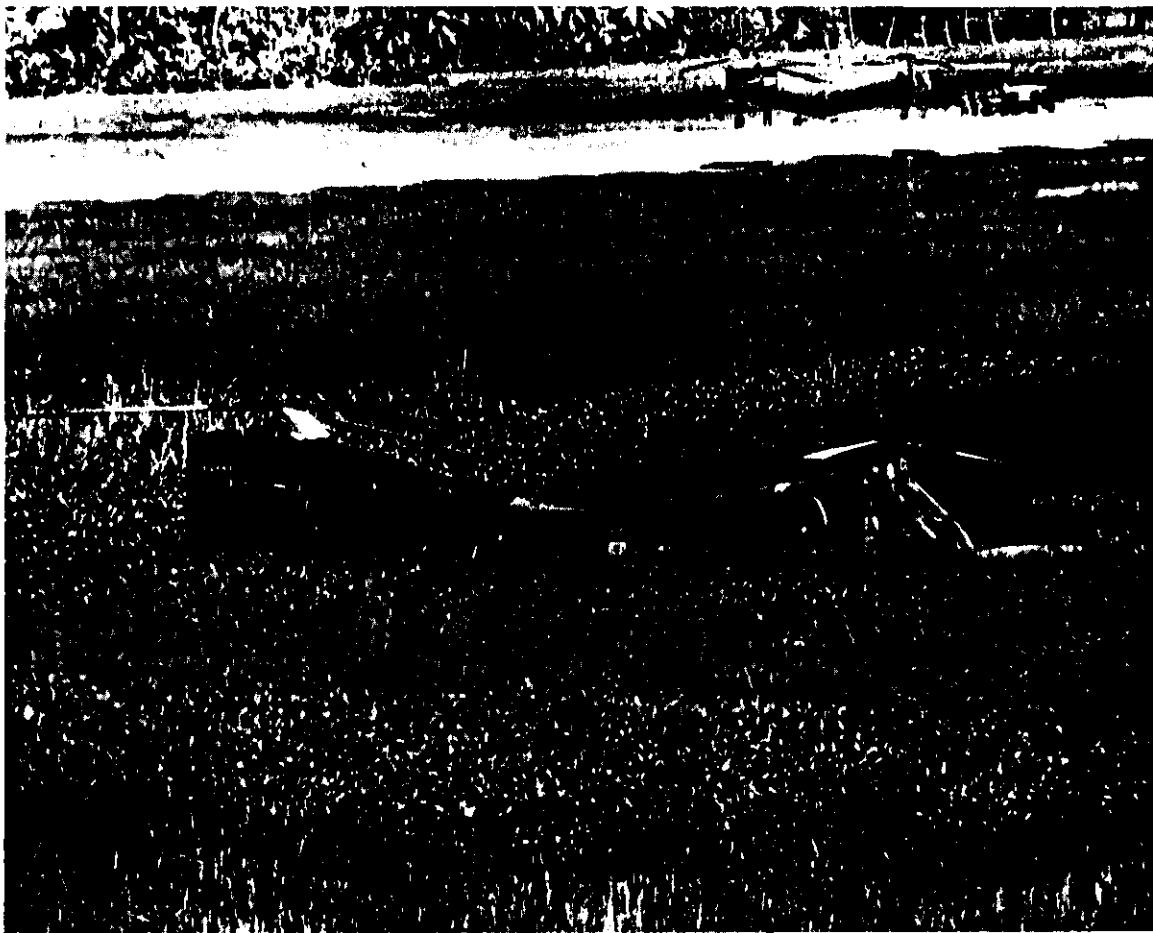
They lay in the paddy  
All covered with slime  
A hell of a sun bath  
Eight hours at a time

An armored Battalion  
Just stayed in a trance  
One Captain died trying  
To make them advance

The paratroops landed  
A magnificent sight  
There was hand to hand combat  
But no VC's in sight

When the news was reported  
The ARVANS had won  
The VC's are laughing  
Over their captured guns

All pilots take warning  
When tree lines are near  
Lets land those darn copters  
One mile to the rear.



On this one we stripped a gear leading a flight into VC village. Those rice paddy dikes got hard when the dry season started. Here old 208 is laid gently against a dike inside an H-21 sized hole at Can Tho. She stayed upright, the blades didn't hit the water on shutdown and after a couple of

weeks of effort, she was placed on a lowboy to be returned to the base for repair. Unfortunately, the night had to be spent in Can Tho where the Viet Cong managed to insert a couple of grenades which provided an abrupt end to the story.

The Ft. Lewis bunch, and those who joined up for the first tour with the 57th in RVN, were all out of country by November '62. Soon thereafter we lost one from altitude, packed with 57th crew and friends from the 93rd. Then there was AP BAC and that one was pretty bad so a poem was composed to commemorate the occasion.

*In Vietnam the Boeing Vertol H-21 was called the*

## **GAME OLD DAME**

By MAJ. MILTON P. CHERNE  
*United States Army*

**S**MOKE and fire belched forth as the engine roared to life with deafening reverberations. Minutes later, the first CH-21 made her ungainly debut before the Vietnamese audience that thronged around the baby flattop anchored at the base of Tu Duo Street in Saigon.

Awkwardly, perhaps clumsily, she hovered momentarily over the crowded carrier deck as the pilot talked to her in soothing tones before coaxing her into a downwind overwater takeoff. With the frivolity of a teenager, she shed her ungainliness and changed into a thing of grace as she ascended into flight. The crowd cheered with glee and admiration as the banana-shaped helicopter circled the city, asserting her reign and dominance over the countryside. The skies were hers, and hers alone. Jealous, temperamental, fickle, understanding, mean, ornery, and hardheaded she was. But she liked to be treated like a lady.

That was four years ago. Since then she has been used and abused, cussed and discussed, but never has she been ignored. We pampered and pleaded with the ole gal and sometimes seemed to lift her into the air with sheer will power. She shuddered and vibrated to let us know that this work wasn't appreciated, but she knew the job had to be done—and do it she did.

Pigs, chickens, dogs, women and suckling babes have swelled her innards. Iceboxes, rice, lumber, plumbing, wire and an endless list of items have been speedily transported across the land. Guns, mortars, and men were her primary interest, and when they riddled her with bullets, she gallantly continued on.

Occasionally the strain would be too much and our lady would rebel. Like a Missouri mule, she just quit doing what she was doing and really didn't care where she was. This seasoned many a young pilot and greyed a few more. Once in a while she would roll over on her side and thrash her blades on the ground like a child having a tantrum. We'd pull and tug to get her on her feet and

with tender loving care feed her a new engine, a shiny transmission or two, and bribe her with the thought of six new blades to take her into the air again.

As her hair became white and her muscles became knotted and sore, she wisely noted the young upstarts were doing more and more. They were trim and sleek while she was patched and old. Her memories were vivid and she could recall the legion of firm hands that had guided her history. This game ole dame had pioneered a new frontier. Sadly, she recalled the valiant young men who had given their all. Proudly, she could point to her accomplishments and the dedicated men who have ridden her to glory.

Recently, the last of her kind retired. Ironically, Lt. Col. Robert Dillard, who introduced the lady to Vietnam in December 1961, flew one of the original CH-21s (old 049) on her last flight. He brought her down from her unit and prepared her for shipment home. The excitement and confusion of her arrival will be missing. No doubt, no one will wave and cheer as she leaves. But we all will have a sadness in our hearts as we bid farewell to a dear old lady that has taught us so much and worked so untiringly.

*Reprinted from the United States Army Aviation Digest.*

*United States Army helicopter units flying H-21s carried many troops to battle.*



*First Boeing Vertol H-21 helicopter to head for action in Vietnam was unloaded at Saigon December 11, 1961.*



# Ne'er Forget

Major Milton P. Cherne

**T**WO HEADS are better than one" is an oft-used saying. When both heads appear on the same object the saying becomes debatable. Some would say that you really have nothing but a two-headed monster.

Be that as it may, you can add to the problem by making "it" look like a common tropical fruit, designing "it" to operate in the arctic, employing "it" near the equator, and naming "it" after a glutinous animal.

Seemingly, with a beginning such as this, it would be improbable that fame and success could ever be achieved. However, the Hog—two-one (CH-21) not only took part in epochal events, but personally wrote a few chapters for people to ponder. The banana-shaped chopper was known and identified worldwide. Her picture appeared in print from west to east and north to south. Printed boldly across her sides in huge block letters was U. S. ARMY.

Newspapers, television, maga-

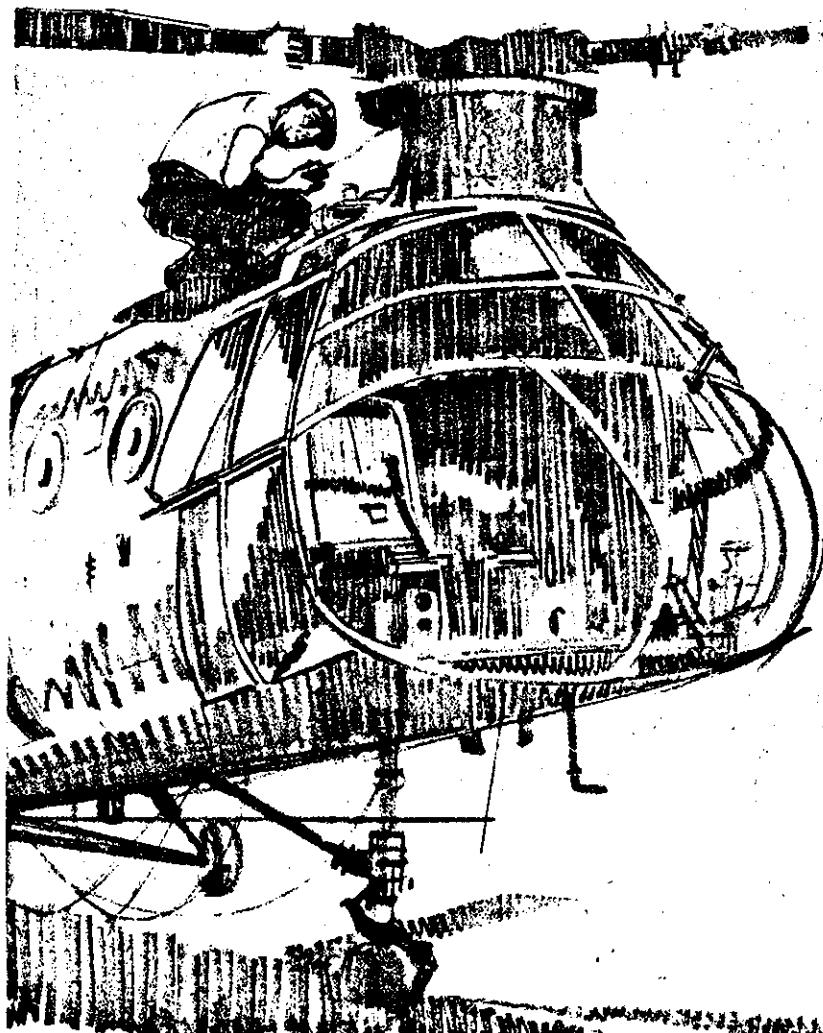
zines and radio covered her exploits in Vietnam beginning in December 1961. Even the Viet Cong acknowledged her presence with crude drawings which were distributed to their better gunners and regular units.

Some people, unfortunately, never have the opportunity to face a "moment of truth." Some, unfortunately, have a moment of truth and find they are not capable of handling the situation. They are not prepared: do not have the intestinal fortitude to measure up to the task at hand and must back away from the challenge. To face such a situation and to surmount all obstacles incumbent with a mission is to experience a unique sense of real accomplishment and personal satisfaction.

If just one of her heads had a memory, she could remember 22 December 1961 when she blazed her way to fame during the first U. S. Army heliborne assault in the Republic of Vietnam. She could recall the steaming jungles and elephant grass; the flooded rice lands of the Vietnamese delta area; her personal wounds and the agony of the wounded soldiers she evacuated; names like Pleiku, Da Nang, Na Trang, Ap Bac, Soc Trang, My Tho, Cau Mau, and other strange sounding places.

Fame is short lived and success can only be measured by what remains after you depart. When you are emulated after your departure, or when your accomplishments become a new set of standards, or when your meager successes are building blocks for bigger and better things, then you have been successful.

So call her a two-headed monster if you will, or a gas guzzling Hog, but ne'er forget, ole CH-21 faced her moment of truth, tasted the sweet fruit of success, and paved the way for the future.



U. S. ARMY AVIATION DIGEST

January 1966

THE 57TH STARTED THE ACTION TO BE RECOGNIZED BY THE AAAA AS THE OUTSTANDING AVIATION UNIT FOR 1962. THE 45TH BATTALION THOUGHT THAT WAS A GOOD IDEA AND ADOPTED IT. MAJ CHERNE ACCEPTED THE AWARD AT THE CONVENTION THAT YEAR. SFC JAMES C. DYKES FROM THE 225TH SIGNAL DETACHMENT, ATTACHED TO THE 57TH, WAS ALSO RECOGNIZED AS THE AVIATION SOLDIER OF THE YEAR. IN 1963, WE WERE AGAIN IN THE LIMELIGHT AT AAAA.

57TH TRANSPORTATION COMPANY (LT HEL) (H-21)  
APO 143 Box 25, San Francisco, California

ASCV-JK

7 August 1962

SUBJECT: The Hughes Outstanding Aviation Unit Award

TO: Commanding Officer  
45th Transportation Battalion (Trans Acft)  
APO 143, US Forces

The 57th Transportation Company (Light Helicopter) (H-21) had for several years ably supported the training and efforts of the STRAC 4th Infantry Division, stationed at Fort Lewis, Washington. In addition to this support which included every facet of military preparation both domestic and overseas, the 57th Transportation Company repeatedly assisted the local populace during times of strife or peril. Search and Rescue, flood relief, transporting fire fighters in the rugged hills and mountains of eastern Oregon, medical evacuation and a host of other duties that are common to a well trained, highly skilled helicopter organization. All of these tasks were performed with a minimum of fanfare and a maximum of professional competence.

In May of 1960, orders were received (Inclosure Nr.1) that were to change the entire perspective of the unit and eventually bring the designation of the unit before the eyes of the world and the scrutiny of the United States Army. These were the orders changing the status of the unit to a STRAC II Category. The following days, weeks and months were devoted to loading plans, alert plans, notification plans, basic loads and a host of other projects that could favorably and adversely effect the unit during the initial and critical moments of a movement. Never satisfied and never quite perfect enough, these plans were studied, tried, reworked, re-tried and polished again and again. The fruits of this labor would someday be enjoyed when the moment came and there was not time left to correct mistakes.

April of 1961 found the world in a turmoil and South East Asia floundering in internal dispute. All eyes followed the news reports closely and speculation of assistance of the American public was a common topic.

April proved to be a triple barreled month for this unit. On 1 April 1961 (Inclosure Nr.2) the 57th Transportation Company was selected as a Superior STRAC unit and was awarded the streamer for the unit guidon and a coveted scroll. Several days later messages were received directing the unit to prepare for movement. Plans were pulled from the files, boxes taken out of storage, and packing and crating began on a twenty-four hour basis. Shot records reviewed, wills, power of attorney, clothing inspections, double checks on aircraft and vehicle maintenance, replacement of short time component parts and the multitude of other items that must be checked and double checked when you are about ready to move. All loading was accomplished

in the prescribed time frame and the waiting for additional orders began. One day, two days, a week and then the word to unload and prepare for immediate movement to Yakima Washington to support the STRAC 4th Infantry Division throughout their yearly division maneuver. Carefully each item was unpacked and stored. Massive notes taken to emphasize the lessons learned and assist us should the day arrive for another move.

During the tenure at Yakima Washington, the unit received a delayed Army Training Test. In order not to interfere or impose any restrictions on the maneuvering forces, the ATT was programmed over an eleven day period. Drills seemed to be everywhere and anywhere testing the unit at every possible opportunity. Air raids infiltration, smoke, gas attacks, night movement, security, operational missions, nothing was excluded. The results were rewarding and justified the long hours and efforts which must be put into any simulated combat mission to receive the maximum amount of training in a short period of time. A score of 97.8 was awarded the unit for the truly outstanding job they did during this exercise and test. (Inclosure Nr.3)

Immediately upon return to Fort Lewis an IG inspection was in order and once again the unit went into high gear to make a good showing. Operational missions were at no time slighted or delayed because of the additional work created by the normal preparation for a big inspection. Night flights, support missions and others continued on as normal. Once again the spirit and esprit-de-corp of the unit emerged and each soldier buckled down to the task at hand. Once again, these efforts were rewarded by a rating of Superior by the Inspector General. (Inclosure Nr.4)

Early November found the officers and men of the unit starting to think about Thanksgiving and Christmas leaves. Little did they realize that Thanksgiving would be spent on the Pacific Ocean and Christmas would be a sacred moment or two in South Vietnam, crammed between maintenance and missions. When the flag went up and the order to move was received, the procedures were old hat. Inspections, checks, allotments etc., were more or less routine.

In four days, one hundred percent of all TO&E aircraft were flyable and ready to depart. At 1000 hours, 6 November 1961, twenty H-21's departed Gray Field, Fort Lewis, Washington for Stockton, California. At 1900 hours, 8 November 1961, twenty (20) Helicopters arrived at Stockton, California without incident. This included a night flight over the Sierra mountains, reaching an altitude of 10,500 feet.

On 21 November 1961, the unit departed for "destination unknown" aboard the USNS Coro. Twenty-one (21) days later, crowds gathered to observe the Banana Helicopters docked at Saigon, Vietnam. Hundreds and hundreds of people gazed with admiration at the big helicopters with U.S. Army boldly written across the side. As rapidly as possible the cocoons were removed, engines pre-oiled and the crowds waited expectantly as the first helicopter prepared for flight. Smoke blew out of the exhaust as the engine roared into action. Slowly the blades started to turn. Faster and faster until the pilot made all of his flight checks. Then with a powerful lurch, the first United States Army Cargo Helicopter to fly in South Vietnam, lifted off

the deck of the carrier USNS CORE and sped down the Mokong River to the Saigon International Airport. Another first for the 57th Transportation Company. One by one the H-21's moved noisily off the carrier to their new home in a strange and unfamiliar land.

The 22nd of December 1961 will be long remembered by the men who served with this unit on that day. Operating jointly with members of the 8th Transportation Company (Light Helicopter) a training exercise was conducted north of the city of Saigon. Everyone knew that this was a rehearsal for the real thing that was to follow. Thirty (30) H-21 helicopters loaded to maximum capacity with crack Vietnamese paratroopers raced across the docile countryside. Take-off, check points, release points and the landing area were hit with exact timing indicating the degree of professionalism and training that those two units possessed. The training exercise was completed successfully in every detail and we know that we were ready for the "big one".

At dawn on the morning of 23 December 1961, the pilots examined their aircraft with unusual thoroughness. Each item on the pre-flight check list was carefully scrutinized. Simultaneously the Vietnamese paratroopers quietly and orderly broke themselves into chalk loads and assembled around the helicopter that was to make history for them. Slowly the time passed. One hour, two, then three. The pilots laughed nervously as intelligence patiently tried to get a fix on the radio that we wore after. Then the word came. Go! With the 57th Transportation Company loading into a small page in history, thirty (30) helicopters formed in echelon right and left, gaining speed as they left the Saigon Airport behind. On time, and on target, the helicopters flared for a landing into an almost impossible zone. Perpendicular rows of pineapple fields deep in mud and water. If over pilot training and technique paid dividends, this was the day. Small arms fire broke out immediately and several of the aircraft were under fire as they departed the area to return for additional troops and reinforcements. All the aircrafts departed this area but one. As the pilots looked back they could see the cloud of black smoke and orange flames reaching for the sky and there was little doubt as to what had happened. Another, but undesirable first for the 57th Transportation Company. The first aircraft to be lost to insurgent activity while on an operational mission.

On the 24th of December 1961, Specialist Fourth Class George F. Fryott, was reported kidnapped by the insurgent Viet Cong. The 57th Transportation Company and the 8th Transportation Company were jointly alerted to prepare to mass a large number of troops as soon as the location of this American soldier was determined. Frantic preparations were made to continue making ready the H-21's for this most important mission. On 2 January 1962, the word was received and for the first time, a large number of troops were delivered into an otherwise unaccessible area. One thousand and thirty six (1,036) troops were flown into a hole in the jungle. This landing zone was no more than 300 yards by 150 yards. The ground was soft and the zone was further confined by isolated trees and brush growing at random. Tall, towering jungle trees ridged the area and the Viet Cong roamed at will throughout this dense foliage area. Without incident, this mission was performed to the amazement of the Vietnamese staff and commanders who were now grasping the importance of

helicopters in their operations and the complete freedom and flexibility it would give them in future actions.

A one time priority of training became our goal. Helicopters departed regularly to train the Infantryman on the minimum procedures he must grasp prior to being sent on an assault mission. In three months, the 57th Transportation Company adequately trained 26, 364 men. We now had the flexibility to move anywhere in the Mekong Delta Area and displace trained troops. At first awed by the helicopters, the Vietnamese soldier soon came to look forward to an assault by the helicopter. Slowly, the local commanders began to employ the helicopters more and more in less stereotyped missions. New ideas were sought and in every case the pilots of the 57th Transportation Company carried them out to the letter. An entire new concept in thinking and maneuver against the insurgent forces made the helicopter the most desired tool in their inventory. The ratio of men employed, to Viet Cong destroyed, clearly demonstrated the soundness of helicopter vertical envelopment.

With the arrival of the United States Marine Squadron came an even greater lift capability. Instead of fifteen choppers, we could now employ thirty or more. The men of the 57th Transportation Company eagerly greeted the Marines and passed on to them the experience that we had gained during the many assault missions we had flown. On 22 April 1962, another first was recorded for the 57th Transportation Company. A massive mission of thirty (30) helicopters, lifting 1,104 troops, flown jointly by United States Marines and United States Army Helicopter pilots descended upon a little known area in an effort to suppress those who wish to overthrow the government. With minimum planning and liaison, the mission was performed in training-film style. Each unit moving directly to the appointed place at the appointed time with split second timing.

On the 19th of July 1962, a triple threat was passed against the Viet Cong. On this day, for the first time, forty (40) helicopters deposited their troops in an area south west of Ben Cat. These choppers were flown by the 57th Transportation Company, United States Marines, and Vietnamese Air Force pilots. Four hundred and eighty (480) soldiers were massed adjacent to a suspected Viet Cong strong point. Landed in flooded rice paddies with mud and water up to the waist and chests of the debarking men. A feat deemed impossible just a few short months ago.

As of the 24th of July 1962 this unit has flown 4,583 hours in support of the Vietnamese forces. A grand total of 133,464 ton miles of cargo have been flown to assist this nation in its struggle for independence and freedom from the Viet Cong. 51,358 troops have been transported by helicopter to insure the eventual defeat of the insurgents.

Flying as much as eight hundred and fifty (850) hours a month we have clearly shown that helicopters have carved for themselves a notch in history and have added a new dimension to modern warfare.

The eyes of the world have carefully followed the progress of this unit. With true determination, outstanding Esprit-de-Corp and honest dedication we have lived in contempt to the dangers that surround us and performed each and every mission to the best of our ability.

*Milton P. Cherne*  
MILTON P. CHERNE  
Major, TC  
Commanding



the Army, to step forward to make the award for the "Army Aviator of the Year." (Applause).

**REMARKS OF THE HONORABLE STEPHEN AILES, UNDER SECRETARY OF THE ARMY:**

"Ladies and gentlemen, as you all know, in South Vietnam these days traditions of Army aviation are being made on a daily basis - traditions that will bolster Army aviation for years to come.

Army Aviators over there are risking their lives in a grim and difficult and dirty war. I think it is particularly fitting that the recipient of the Award of "Army Aviator of the Year" be a man who is being honored for his achievement in that theater. I would like to ask Captain Emmett F. Knight to come forward, please." (Applause).

**REMARKS OF JAMES N. DAVIS, PRESIDENT OF THE AAAA:**

"Captain Emmett F. Knight has been selected as "Army Aviator of the Year" for 1962-1963 for his out-

THE ARMY VICE CHIEF OF STAFF, GENERAL BARKSDALE HAMLETT, IS SHOWN WITH CAPTAIN EMMETT F. KNIGHT FOLLOWING THE LATTER'S RECEIPT OF THE 1962-1963 "ARMY AVIATOR OF THE YEAR AWAHD." CITED FOR HIS MANY ACHIEVEMENTS WHILE SERVING IN VIETNAM, THE AWARDEE IS CURRENTLY SERVING AS A STUDENT AT USATSCH. (USA PHOTO)

standing performance as Operations Officer of the 57th Aviation Company.

Captain Knight's development of new and imaginative techniques for the employment of rotary-wing aircraft in the assault role contributed greatly to the success of helicopter operations in Vietnam." (Applause).

**REMARKS OF CAPTAIN EMMETT F. KNIGHT, U.S. ARMY TRANSPORTATION SCHOOL, FT. EUSTIS, VIRGINIA:**

"Secretary Ailes asked me just a minute ago if I wanted to say anything, and I told him I wouldn't feel right if I couldn't lay off some of the blame for this on somebody else, so thank you all very much.

I am indebted to all of you mem-

bers of the Quad-A for this honor, but my gratitude really remains largely for the officers and men of the 57th Transportation Company with whom I had the honor to serve in South Vietnam.

An Operations Officer, as most of you are aware, could real easily be compared to a funnel. He primarily acts as an agency through which the individual talents and energies of the members of the helicopter company can be directed into action.

**ACKNOWLEDGMENT**

I would particularly like to thank two groups within that organization. First, the maintenance and enlisted flight personnel. No unit can operate successfully without the outstanding quality which many of us in Army aviation have come to accept as routine. We had the finest.

Secondly, the people I dealt most directly with over there - the warrant officer pilots. These are the individuals within the Transportation Light Helicopter Company who flew the missions. Many of the warrant officers in the 57th logged well over 300 hours of combat support time. They were guaranteed a flight nearly every day for the eleven months we were in operation there. They performed these missions - I don't need to tell you - in an outstanding fashion.

The 57th deployed to South Vietnam in November of 1961 as a unit. It was a fine company, and I can only accept this Award with the full knowledge that each of the individuals in that company can claim ownership to a large part of it. Thank you very much." (Applause).

**REMARKS OF JAMES N. DAVIS, PRESIDENT OF THE AAAA:**

"The next award is the Hughes Annual Award to the "Outstanding Aviation Unit." I would like to ask the Vice Chief of Staff of the U.S. Army, General Barksdale Hamlett, to come forward and present this award." (Applause).

**REMARKS OF GENERAL BARKSDALE HAMLETT, VICE CHIEF OF STAFF, U.S. ARMY:**

"Mr. Davis, Honored Guests, ladies and gentlemen. The Hughes Award for the "Outstanding Army Aviation Unit" was established in 1960 by the Hughes Tool Company - Aircraft Division.

The basis for selection is the extent to which that unit, and I quote, 'made outstanding contributions to or innovations in the employment of Army aviation on and beyond the normal mission assigned.'

**PREVIOUS WINNERS**

There have been three previous recipients of this Award: in 1960, the 1st Reconnaissance Squadron, Fort Carson, Colorado; in 1961, the 937th Engineer Company (Avn), U.S. Army, Caribbean; in 1962, the 45th Transportation Battalion, of U.S. Army, Pacific (Vietnam).

This year, the Hughes Award is being given to the Utility Tactical Transport Company, U.S. Army, Pacific (Vietnam). This title really might be called a 'cover' because this is an armed helicopter escort and assault company. (Applause).

With us today we have the officer who served as Commanding Officer during the greater part of the period





CERCLE SPORTIF  
SAIGONNAIS



Saigon

Date : March 7, 1962.

Mr. Emmett F. KNIGHT  
M.A.A.G.

Dear Sir, CHOLON

We wish to inform you that in the meeting on March 6, 1962, the Board of Directors has accepted your

active

Be It Known By These Contents  
That

Having Remained Motionless In Space;  
Flown Backward, Forward, Sideways And  
Vertically In U. S. ARMY HELICOPTERS, Is  
Hereby Designated A Genuine U. S. ARMY

HOVERBUG

main,

secretly,

GENERAL

KAREN KNIGHT  
3314 MT TACOMA DR.  
TACOMA 99, WASH.

CERCLE SPORTIF  
SAIGONNAIS

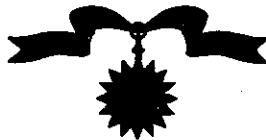
ASSEMBLÉE GÉNÉRALE DU 22 MAI 1962

Monsieur le Président  
du Cercle Sportif Saigonais

## THE AIR FORCE PRAYER

GOD GRANT ME THE EYES OF AN EAGLE,  
THE STEALTH OF A STALKING TIGER, AND  
THE BALLS OF AN ARMY HELICOPTER PILOT.

ON



# THE UNITED STATES OF AMERICA

TO ALL WHO SHALL SEE THESE PRESENTS, GREETING:

THIS IS TO CERTIFY THAT  
THE PRESIDENT OF THE UNITED STATES OF AMERICA  
AUTHORIZED BY EXECUTIVE ORDER, MAY 11, 1942  
HAS AWARDED

## THE AIR MEDAL

TO

FOR  
MERITORIOUS ACHIEVEMENT  
WHILE PARTICIPATING IN AERIAL FLIGHT

6 October 1942 to 20 October 1942

GIVEN UNDER MY HAND IN THE CITY OF WASHINGTON  
THIS 11TH DAY OF APRIL 1943

*James F. Collins*  
JAMES F. COLLINS  
Major, United States Army  
Commander in Chief



*Cyrus Verner*  
Cyrus Verner  
Secretary of the Army

57<sup>TH</sup> TRANSPORTATION COMPANY  
APO 143  
SAN FRANCISCO, CALIFORNIA

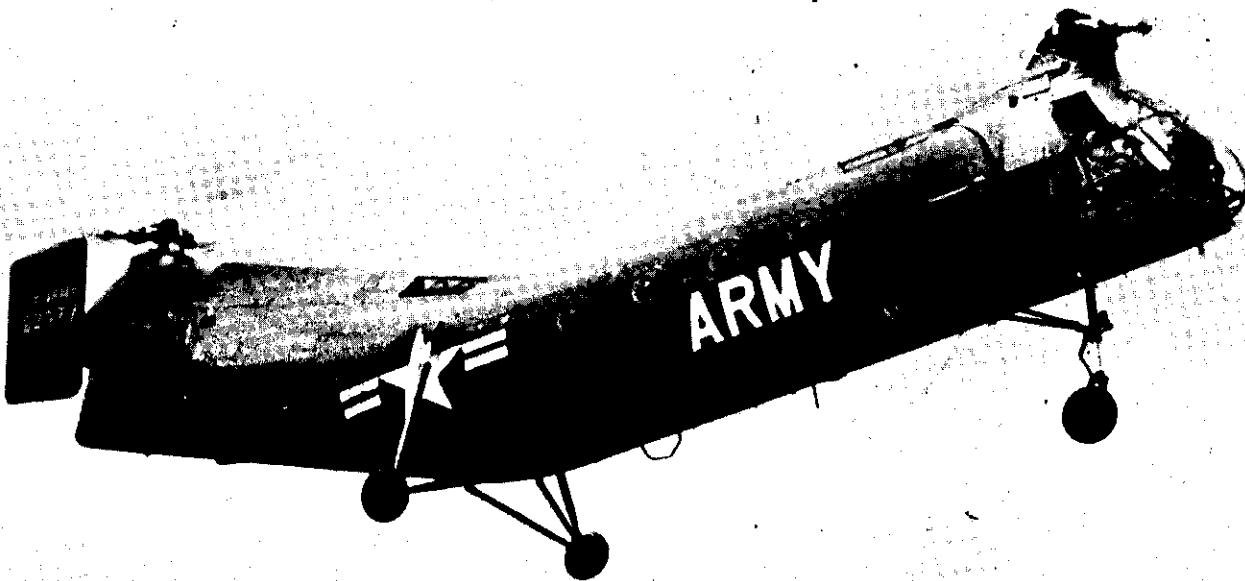
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Promoted in appreciation for helping this unit obtain a total of 5000 flying hours. The part you played in making this outstanding goal possible will long be remembered in the field of aviation. True professionalism is attained by few and remembered by many. My sincere thanks for a job well done.

11 August 1962

*Milton P. Glavin*  
Commanding





Old 077 still wears a 57th patch and is displayed at the U.S. Army Transportation Museum, Fort Eustis, VA.

# ARMY AVIATION- AGE FORTY

by Colonel Emmett F. Knight

**C**onceived to fill a need not fully recognized, to form an overflying crest  
Soldiers: organic, extended eyes and ears and voice flying above the best.  
Weaving an overlapping seam along the edge of air and ground  
Commanders carried aloft, ranging with the guns and flying to the sound.

**B**orn forty years ago to a fractious Army family of ground and Air Corps  
Weaned in North Africa, Italy and France to a diet of worldwide wars.  
In Asia and in Germany, all together in Army combat shoes  
Concerned with how best to fight the enemy; there were divergent views.

**A**rmy Aviation, formed with hidden strengths of ingenuity and drive  
With pilots performing air liaison a new capability comes alive.  
Light and fragile in the beginning, but with clear-eyed vision at the hub  
Flying fabric covered "Dresshoppers," Stinson and Piper Cub.

**I**n three years the war is over; the one to end them all of course  
So the victorious nation reorients resources and begins to starve the force.  
The Air Corps still flew, off into the blue, by high performance seduced  
For the Army troops, an old idea comes true; the hellicopter is introduced.

**S**oon, lo and behold, this nine year old is once again thrust over the fray  
New concepts of vertical lift and troop insertion keep the enemy at bay.  
Rotary wing for medevac, a Godsend proven on that rugged Korean ground  
Metal airplanes replace flimsy fabrics; improved combat support is found.

**T**hose lessons learned, this youth comes home with experience that shows  
He fills a void the Air Force can't, his early promise grows.  
Planning, expanded training, procurement and logistics  
Hellicopter R&D takes off, Fucker explodes, growth defies statistics.

**R**eal surveillance, and cargo fixed wing craft above the best are found  
An integral part of Army combat strength; aviation units the world around.  
Improved hellicopters are developed for increased support of the troops  
In CONUS and Korea and Europe this land is beginning to run in groups.

**G**rowing fast, but those old cantankerous recipis comprise the power of the fleet  
With brains and sinew and bone structure in place, he's rapidly adding meat.  
Then a major change - turbine power for muscle begins to appear at age fourteen  
Opening new horizons of sky cavalry; airmobility is no longer just a dream.

**A**t age twenty with aircraft turning obsolete, another war... "Play it again, Sam"  
Our willing crews will be sorely tested in the jungle of Vietnam.  
Soon Shawnees and Mojaves give way to Iroquois and Chinooks... then damn  
The Caribous are lost to the Air Force in that old roles and missions scam.

**H**ellicopters armed for combat soon help to dull the pain and by age twenty-five  
A milestone passed, a final phase achieved, an airmobile division is alive.  
A hardened veteran then, with choppers rampant on the Vietnam combat scene  
Army Aviation becomes highly visible on the home front TV screen.

**S**till fighting at age thirty, youthful vigor and power now fully mature  
A proud warrior standing tall and straight, his massive strength secure.  
Mauled by the ever increasing intensity of that unpopular far-off war,  
He faces about to quit the field with a chegrin never suffered before.

**S**o home again, battle scarred, proud, and in need of rest and recuperation  
Yet anxious to reift and rearm before the next crisis to face the nation.  
But history repeats anew after all our wars, the struggles will be again  
To compete for suddenly restricted resources amid the annul that follows pain.

**A**rmy Aviation, combat proven today, but with the anxiety that middle age brings  
Many aircraft are older than the flyers, and them drawing boards don't have wings.  
The Russians have watched and listened; witnessed our success in airmobility  
Their Hips and Hinds in quantity show their respect for hellicopter capability.

**T**hirty-nine and holding? No, that's a thing one can't achieve - Time moves on  
And now we face a scenario of radars and smart weapons in organic echelon.  
The future unfolds as usual with predictable events but at an accelerating pace  
And we in Army Aviation are part of a frenzied technology race.

**"T**he light at the end of the tunnel," remember when that bromide first flew?  
There is a new generation of flying machines and we've actually bought a few.  
The Black Hawks are really superior and there will be a rejuvenated medium too  
Apaches are at the junction, without the Scouts per se but with AHIP in lieu.

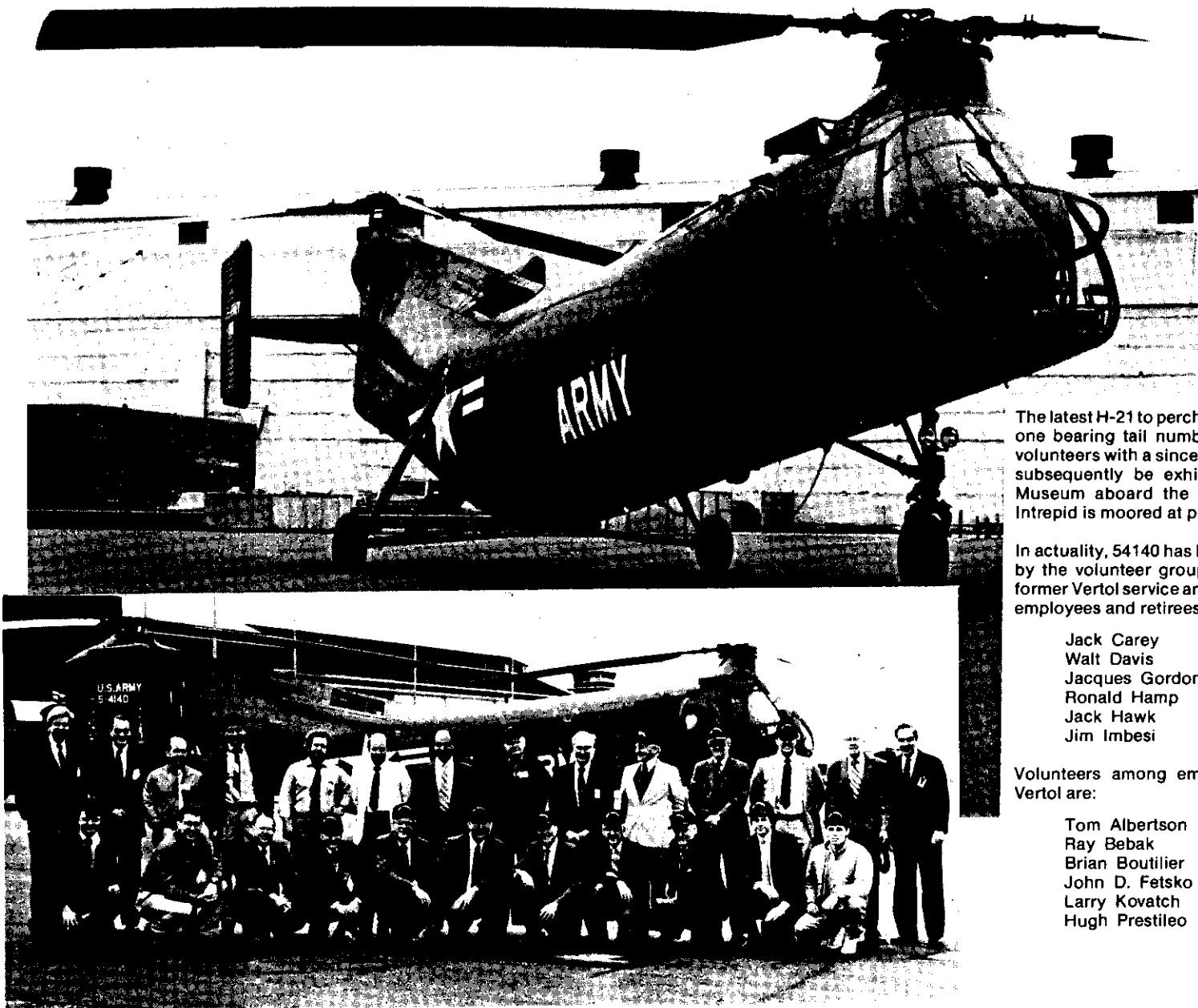
**B**ut then take a look at the numbers and compare the production rate  
Think a minute about hellicopter air-to-air and now let's calculate.  
Army Aviation at age forty, resolutely marches toward its fate  
Press on, old warrior, forward, let's ensure that we're not too late.

## Postscript

I'll bet you didn't know that there was a "poet" in the 57th, but this piece of doggerel somehow emerged and was printed as the centerfold for the 40th birthday issue of the Aviation Digest and it kind of brings us up to date. Now five years later, we could add a stanza about V-22 tiltrotors and the next generation Light Helicopter Experimental (LHX).



The reunion gathers force with a meeting of these old timers at Ft. Rucker in the summer of '85. As Jim Tarrant said when he sent the pictures, "Intelligence: being able to identify individuals in enclosed pictures."



The latest H-21 to perch on the ramp at Boeing Vertol Company is one bearing tail number 54140. It is being restored there by volunteers with a sincere affection for the old Shawnee, and will subsequently be exhibited at the U.S. Navy Sea-Air-Space Museum aboard the retired aircraft carrier "Intrepid." The Intrepid is moored at pier 86 in New York City.

In actuality, 54140 has been made up from many hulks and parts by the volunteer group. Chief among them is Jack Fetko, a former Vertol service and marketing representative. Other former employees and retirees involved are:

Jack Carey  
Walt Davis  
Jacques Gordon  
Ronald Hamp  
Jack Hawk  
Jim Imbesi

Bill Kay  
Herb Kendall  
Ed McKee  
Chuck Miller  
John Murphy  
Dan Oristaglio

Volunteers among employees currently working for Boeing Vertol are:

Tom Albertson  
Ray Bebak  
Brian Boutilier  
John D. Fetko  
Larry Kovatch  
Hugh Prestileo

Bill Ripley  
Keith Rockcastle  
Bob Samson  
Dick Schaffer  
John Watson

#### The Team

##### Back Row — Left to Right

— Brian Woodcock, John Slattery, Brian Boutilier, Ray Bebak, John Watson, Tom Jenkins, Bob Cicconi, Chuck Miller, Ed McKee, Bob Swanson, Herb Kendall, Ron Hamp, Hugh Mulvey, Bob Brubaker.

##### Front Row — Left to Right

— Bill Ripley, Keith Rockcastle, Walt Davis, Bill Kay, Jack Hawk, Jacques Gordon, Tom Albertson, Jack Carey, Jack Fetko, John Fetko, Larry Kovatch.

##### Not Pictured

— John Murphy, Jim Imbesi, Don Oristaglio, Hugh Prestileo, Dick Schaffer

Please excuse the holes, omissions and the mistakes in this story of the 57th. It is based on records which have been decimated by everything from chewing puppies and government issue termites to decades of change of stations and lack of absolute recall... memory is the second thing to go, you know.

It is necessarily incomplete because it is pretty much limited to the time that I was with the unit. However, you will note that it is loosely bound so if you've got something to punch all those little holes with, you can add your own collections to it.

Also, please hold Frank Piasecki and my current outfit, the Boeing Vertol Company, blameless for this scrapbook. If you think it is a worthwhile endeavor, in fact, they deserve our thanks for they helped with the beginning and the end - the history of the CH-21, the helicopter stuff and the restoration of the old Shawnee now underway in Philadelphia. And they laid it all up and printed it gratis.



Emmett F. Knight

