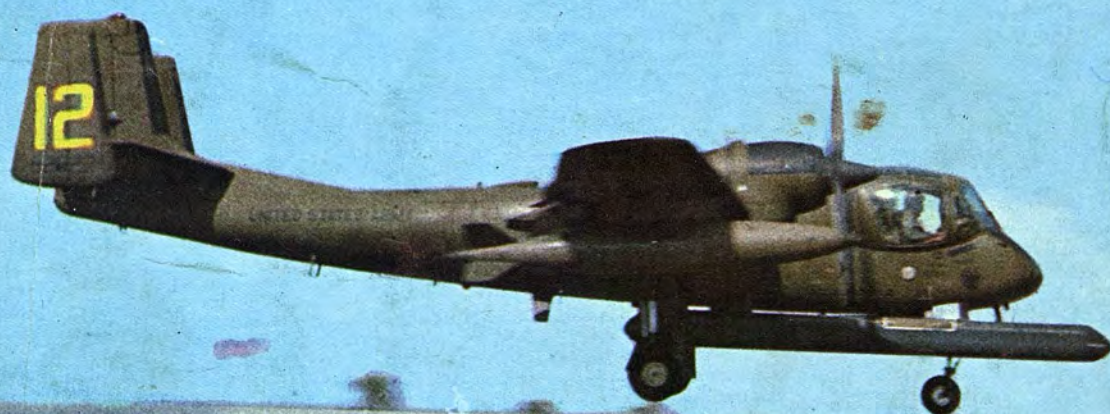


HAWK

February 1968





1ST AVIATION BRIGADE

HAWK

FEBRUARY 1968

VOLUME 1

NUMBER 6

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NEWSLETTERS



MG ROBERT R. WILLIAMS, Brigade Commander, receives the Command Mobility plaque from Mr. Jack E. Leonard of Hughes Tool Company. The plaque was given in recognition of the 1st Aviation Brigade being selected Army Aviation unit of the year. Looking on is Brigade Sergeant Major Douglas W. Sims.

COMMANDER WILBUR F. H. RAIDLINE and members of the Bethlehem, Pennsylvania, Post 855, Veterans of Foreign Wars, have undertaken a project to promote "Mail from Home" for members of the United States Armed Forces serving in Vietnam and elsewhere in Southeast Asia in support capacities, as well as military personnel in hospitals at home and abroad. Military personnel who desire letters or packages should send their names and complete addresses, along with a brief description of themselves and their interests, to: "Mail From Home", Bethlehem Post 855, VFW, Bethlehem, Penna. 18017.

RVN SPECIAL LEAVE POLICY has been changed by DOD to allow men to take leave up to 60 days after normal rotation date. Modification applies to individuals who were unable to take leave because of operational commitments. Old policy states that leave had to be taken within 30 days after normal rotation date. (ARMY DIGEST)

HAWK

BOEING'S US ARMY CHINOOK helicopters have been recovering downed aircraft at an average of three per day since their arrival in Vietnam in September, 1965. Estimated replacement value of the salvaged aircraft exceeds \$500 million. Recoveries of the widely used UH-1 assault helicopter have accounted for almost 80 per cent of the total. (BOEING HELICOPTER NEWS)

THE 14th COMBAT AVIATION Battalion's new 242nd Assault Support Helicopter Company, in its first full month of war zone operations, flew about 100 more hours and 600 more sorties, carrying 800 more passengers and 1400 more tons of cargo than any other Chinook Company in any single month. (BOEING HELICOPTER NEWS)

SORRY 'BOUT THAT. The caption on page 5 of the December issue of HAWK gives credit to the 210th Combat Aviation Battalion. The Slicks, in reality, belong to the 118th Assault Helicopter Company. Ed.



THE NEW CH-47B CHINOOK helicopter is scheduled for arrival in Vietnam. The CH-47B, operating at sea level conditions with a full fuel load, is able to transport 15,800 pounds on a 115-mile radius mission. This represents a 54-per cent increase over the payload capability of earlier Chinooks.

Editorial:

DIED AS A RESULT OF...

Died not as a result of hostile action. You see this every day in the newspaper. And behind this, there is a list of names, names of people who died in Vietnam, but not in combat.

These names, perhaps you know one of them, died from a variety of causes, some natural and some not. Heart attacks and diseases take their toll, but a good percentage of the names should not be on this list. They are there because of a careless accident.

Accidents, taking many forms, have claimed the lives of many men in the 1st Aviation Brigade. Last year, 10 men were killed in automobile accidents. A recent survey, conducted by the Military Police, showed that 50 percent of all fatal accidents could have been prevented by simple defensive driving.

Recently, two pilots were hospitalized because they were wounded with weapons that supposedly were "cleared" but were not.

The answer to stop this loss of life is simple, common sense. A little bit of defensive driving would probably have prevented the vehicle accidents. Following the rules taught to every soldier in basic training would have prevented the accidents with weapons.

To curb the number of accidents with weapons, every individual should make sure that they are armed only with the weapons they need. All war trophy weapons should be kept in the arms room.

To end the traffic fatalities, use common sense. You only have a year until your return to your family. Don't let a mistake extend your tour for ever.



Chaplain's Corner

Chaplain (Maj) Henry N. Easley

A committee once called upon Enrico Caruso, then at the height of his operatic fame, to ask if he would sing at a concert for the benefit of a worthy cause. The chairman of the committee, fearful that Caruso would refuse, hurriedly said, "Of course, Mr. Caruso, since this is a charitable affair and you are not being paid, we would not expect your best. Your name will draw the crowd, and you can merely sing some song requiring little of strength or skill."

Caruso is said to have drawn himself up to full height as he answered, "Caruso never does less than his best!"

Far too many persons today are doing less than their best. If you are not giving your best for your God and your Country, for your fellow man and in your vocation, then you are making yourself a part of the problems of the world instead of helping to find solutions to those problems. You are not only cheating others, you are cheating yourself when you fail to give and do your best consistently.

In a world which has become nothing more than a large neighborhood in modern times, you are not only cheating others, you are cheating yourself when you fail to give and do your best.

From the

CAREER COUNSELOR

Army aviation is today playing a vital role in the defense of our Country. In Southeast Asia, along the demilitarized zone of Korea, in Europe and other far-flung bastions, Army aviation is in the forefront.

One of the many highly technical courses in aviation maintenance taught at the U.S. Army Transportation School, Fort Eustis, Va., is the Aircraft Engine Repair Course.

The course provides the student with a working knowledge of the Army aircraft maintenance and supply system, fundamental subjects relative to the performance theory of maintenance, and general repair procedures authorized at field maintenance level for various aircraft systems and components.

Upon successful completion of the course, the student is highly trained and well qualified for the MOS of Aircraft Engine Repair. He has an opportunity for further schooling, and with this he can attain higher rank.

Prerequisites are: normal color perception, nine months or more of active duty service remaining upon completion of the course, and a standard score of 100 or higher in aptitude area MM.

For additional details, see your career counselor.

ABOUT VIETNAM

ECONOMY and RESOURCES

The economy of Vietnam is basically agricultural. About 80 percent of a population of nearly 18 million people derives a livelihood from the land. Vietnam's population growth, estimated at nearly three percent annually, constitutes a severe challenge to the ability of the economy to maintain or improve living standards by increasing output at an equivalent or greater rate.

Trade plays an increasingly important role in the economy. Rice and rubber comprise the principle exports and provide the only source of Foreign Exchange, although tea, copra, kapok and peanuts are being exported in some volume.

Rice exports in an average year have been roughly 250,000 metric tons, worth about 25 million United States dollars. Rubber production in an average year has been about 78,000 metric tons. In past years Vietnam has ranked as high as the fifth largest world producer of rubber; although the volume of production has remained fairly steady, export values have fallen about ten percent a year since the peak year (1960) when the export value reached 48 million dollars.

Imports consist chiefly of manufactures not produced within the country. Local capital re-

sources are limited; only a few institutions exist to channel savings into productive use. Basic public facilities, such as transportation and communications are inadequate, and have suffered heavily from Viet Cong actions. Government controls play an important role in directing the economy.

Although mining is relatively underdeveloped, the principle mineral resource, coal, is undergoing intensive exploitation. It is at present used as fuel, but in the future it should provide the basis for numerous industrial applications such as urea and carbon. Other mineral resources, such as limestone, pozzuolana, ilmenite and phosphate rock exist in quantity, but are much less important than coal from a commercial point of view.

To promote development, the Government is concentrating on public investments designed to create basic facilities useful to the private sector. The three largest are the Da Nhim hydroelectric project, the An Hoa Nong Son industrial complex, and the Ha Tien cement plant. The Government has also entered into some activities which would usually be reserved to the private sector in the United States. Aside from expenditures for maintaining military and police forces,

public funds are spent primarily for rehabilitation of the transportation and communications network, development of education, and various farm programs for increasing agricultural productivity and improving living conditions in the rural areas.

Agriculture is the principal source of income in Vietnam. It not only employs about three-fourths of the population, but it accounts for about one-half of the gross national product and for almost all of the foreign exchange earnings from exports.

About 35 percent of the country's land area is used for agriculture. The Government of Vietnam believes that prospects for improving living standards will be enhanced through more productive and diversified agricultures.

The Government is also putting greater emphasis on industrial crops, such as sugar cane and hardfibers, as forerunners of new or expanded processing industries. Increased use of chemical fertilizer and water control is stressed in areas which have greatest potential for immediate increase in production. Rice has been singled out because its increased output would bring an immediate and sizable increase in foreign exchange earnings.

Perspective:

223rd COMBAT SUPPORT AVIATION BATTALION



The Vietnam Conflict has been described as "the helicopter war", and rightly so. The Huey slicks and gunships and the newer Huey Cobra, the Chinooks and Flying Cranes, the OH-23 and more recently the OH6-A Cayuse have proven themselves indispensable in a war which requires mobility, firepower and logistical support. Flying missions from the DMZ to the Mekong Delta, these ships have become a familiar and reassuring sight to

the men they support.

Probably not so familiar a sight, but as important, are the Army's fixed wing aircraft. They too have proven themselves invaluable by providing reconnaissance, surveillance, and tactical air lift of troops over long distances.

The 17th Group's 223rd Combat Support Aviation Battalion, commanded by Lieutenant Colonel Leslie H. Gilbert, is charged with performing these functions

for the II Corps area of Vietnam. Aircraft of its six fixed wing companies are in the air 24 hours a day supporting Free World Forces. The battalion's history and successes closely parallel the history and success of the ground elements.

Its history is not a long one, but it has been significant. The 223rd was officially organized at Nha Trang on May 15, 1966, with the mission of fulfilling all fixed wing commitments for the 17th Combat Aviation Group, whose area of responsibility covered the I and II Corps Tactical Zones of Vietnam. This comprised slightly more than two thirds of the total land mass of South Vietnam and gave the battalion unique problems in command, communications, operations and logistics. To handle these problems, the battalion was equipped with six aviation companies.

Shortly after becoming operational in September of 66, the battalion received the 92nd Aviation Company, which joined the 135th Aviation Company, its sister CV-2 (Caribou) unit in

Marking rockets often lead to successful air strikes



giving direct medium transport support to field commanders in Vietnam. The 92nd and the 135th companies remained important elements of the 223rd until January 1967, when the Air Force assumed control of all US Army Caribous.

The first week of 1967 was a hectic one for the 223rd, as the battalion moved its headquarters from Nha Trang to Qui Nhon, remaining operational throughout the move. Operating from this headquarters, the 223rd had been providing reconnaissance, surveillance and troop lift to the II Corps area ever since.

Reconnaissance capability is furnished by four O-1 Birdog companies--the 183rd "Seahorses", the 219th "Headhunters", the 185th "Pterodactals" and the 203rd "Hawkeyes." These units are the "eyes" for Free World Force commanders in the I and II Corps areas with their visual reconnaissance and combat surveillance support.

Pilots of these units fly a variety of missions, directing



Bird Dog is loaded with rockets prior to a mission

fire for the US Army, US Marine Corps, and ARVN artillery batteries and US Naval gun and rocket ships lying offshore, and on occasion they have directed air strikes for the Air Force.

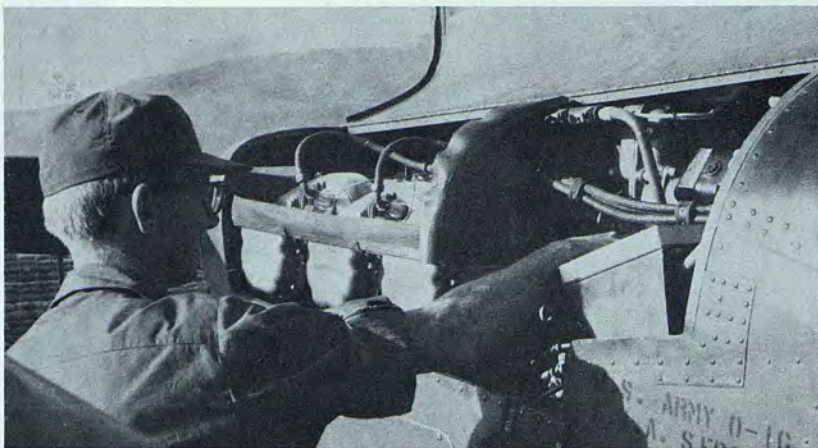
"We also provide intelligence," says Captain Brian Mullady, a pilot with the 1st Platoon of the 203rd "Hawkeyes". "We locate VC rice fields, trails, and possible strongholds, and keep ground commanders advised."

Also providing valuable intel-

ligence information is the 225th Surveillance Airplane Company, Commanded by Major Thomas E. Cote. The OV-1 Mohawks of the 225th, with their Side Looking Airborne Radar (SLAR), Infra-red and photographic capabilities are flying night and day providing valuable intelligence for the II Corps area. Perhaps the greatest tribute to the effectiveness of the Mohawk pilot has been paid by "Charlie" himself; the bounty for bringing a

U-1A Otters provide light transport capabilities for the 223rd





Maintenance personnel work hard to sustain a high aircraft availability rate

Mohawk pilot down is higher than for any other pilot in Vietnam.

The reason for Charlie's concern is understandable, considering that approximately 80 per cent of the intelligence in the II Corps area is derived from the reconnaissance and surveillance programs of the 223rd. And approximately 50 per cent of all tactical combat operations in the II Corps area are the result of the intelligence gained from its Bird-dog and Mohawk units.

In addition to providing

reconnaissance and surveillance, the 223rd furnishes light transportation capability with its 18th Utility Airplane Company. The 18th, "Low, Slow and Reliable", is the oldest fixed wing unit in Vietnam. Its U-1 Otters fly throughout the four corps areas from the DMZ in the north to the delta city of Can Tho in the south, making it the only unit in the 17th Group to regularly furnish support in the III and IV Corps Tactical Zones.

The 18th recently carried its

300,000th passenger a remarkable feat due to the fact that the U-1 Otter carries only nine passengers, and is the only single engine transport plane in the Army inventory. Flying combat support for more than 2,100 consecutive days, ships of the 18th have flown a mileage equivalent to 31 trips to the moon.

Each of the units of the 223rd Combat Support Aviation Battalion have proven the effectiveness of the Army's inventory of fixed wing aircraft.

Mohawks of the 223rd are responsible for much of the surveillance in the II Corps Area



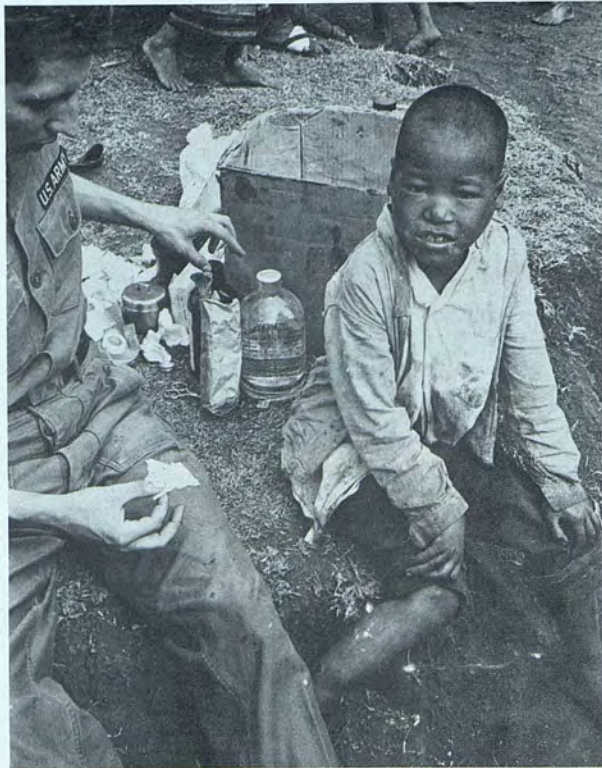
HAWK HONEY



Sherry Jackson

Brigade Civic Action

OPERATION FRIENDSHIP



Montagnard boy awaits medical treatment

To most people, the war in Vietnam is one of rifles, helicopters and artillery. A military victory over the Viet Cong, they feel, brings the war one step closer to its conclusion.

There is another face to this war, however, one where lives are saved, not taken. Instead of destroying, a nation is being built.

Members of the 1st Aviation Brigade fight this other war daily. Through various Civic Action programs, every unit in the brigade fights the common enemies of poverty, hunger and disease.

Using medical techniques that might seem primitive compared to the modern hospitals in the United States, 1st Brigade medics treat unknown numbers of Vietnamese every day.

Clothes, text books and school supplies are collected in some units and distributed to nearby

Vietnamese orphanages, schools and refugee villages.

Also, the men of the 1st Brigade supply something that many hamlets and villages have not known, friendship.

Many small hamlets have never had any real contact with any governmental system, except that imposed by the Viet Cong. Through Civic Action programs, the rural Vietnamese are shown that they have nothing to fear from American soldiers, and, with the help of interested district leaders, they are given a closer relationship with the Saigon government, which helps build a stronger nation.

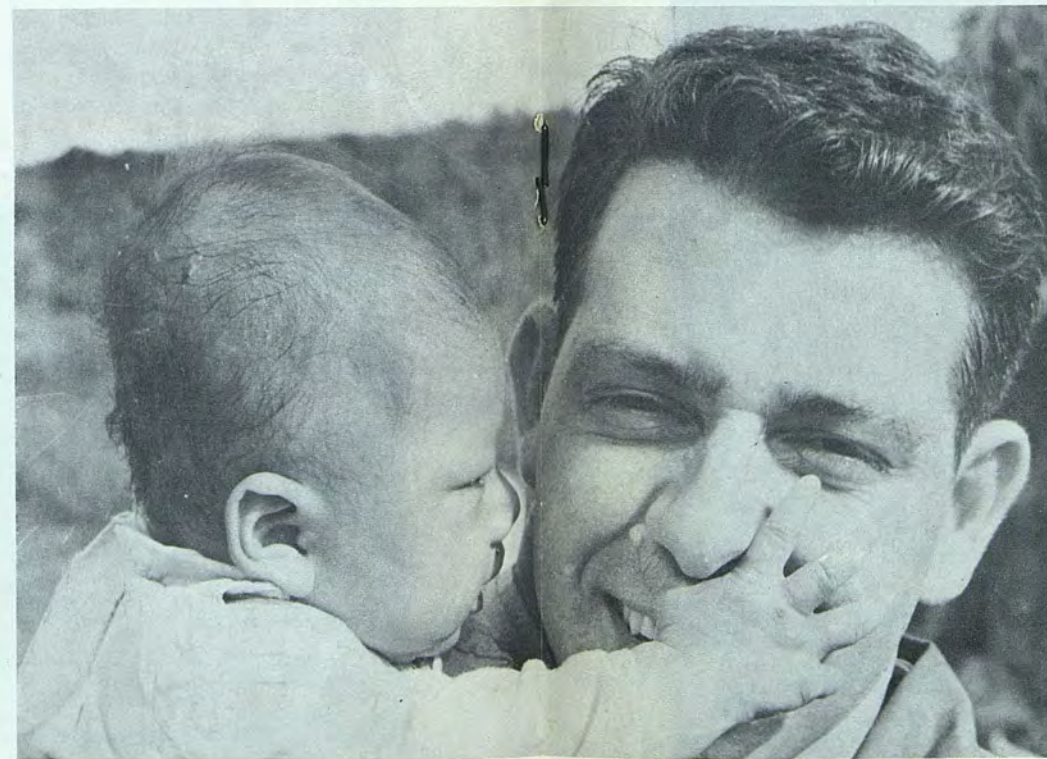
Whether it is with gunships and slicks or books and medicine, the 1st Brigade is an effective participant in all phases of this complex war.



A Montagnard girl gets her first pair of American shoes

A happy and healthy child is reward enough

Brigade Chaplain Francis A. Knight makes another friend



HAWK

HAWK

A Brigade medic treats a child for skin rash



MOS Spotlight:



TECH SUPPLY SPECIALIST

"For the want of a nail, a shoe was lost; for the want of a shoe, a horse was lost; for the want of a horse, a battle was lost."

That adage has been said so often that it has almost become a cliché. But the fact that it has endured so long and been repeated so many times is testimony to its basic truth. It is just as true today in modern warfare as it was in feudal days. And it is especially true of Army aviation.

The success of a ship in performing its mission depends not only on the pilot, but upon the hundreds of men who back him up, providing maintenance, repair, flight following, and of course, supply. Lack of proper preparation and efficiency in any one of these areas could lead to failure, and possibly disaster, on a mission.

The man who provides the "nail" in aviation is the Technical Supply Specialist. It is his job to make sure that any parts or components needed for the repair or upkeep of a ship are supplied as quickly and efficiently as possible. He has to be familiar with thousands of parts, and know which parts are most frequently required.

"Of course, the most important

parts--the ones which have top priority--are the EDP (Equipment Deadlined for Parts) items," says Specialist Four Lee Johnson, a Tech Supply Specialist with the 256th Transportation Detachment at Qui Nhon. "These are mission-essential parts that are necessary to keep an aircraft flyable. If I have the part on stock, I can supply it immediately. But if it's a "fringe" part (one which there is not enough demand for to keep on the regular stock list), it takes longer, depending on the availability of the part. Sometimes I can get it in an hour, and sometimes it takes a few days."

But just finding and handing out the parts is only part of the Tech Supply Specialist's job.

"A lot of paperwork is involved," says PFC Angus Hume, of the 18th Utility Aircraft Company. "Once a week I go through the files to see what parts are needed. Then I put in a requisition for any parts that are less than the number I'm authorized." When the number of parts involved in maintaining and repairing an aircraft are considered, it's easy to see the amount of paperwork that might be required.

The Tech Supply Specialist is trained for his job at one of several aviation-oriented supply schools in the States. During the eight week course, he is taught the different types of parts, how to determine what the reorder point is for certain parts, and how to determine what and how much to order. There is also a supplementary school at Vung Tau, offering a condensed version of the same course for in-country training.

Once he gets on the job, the Tech Supply Specialist usually finds the work challenging. "It keeps me busy, and I sometimes work late hours when they're performing maintenance on a ship," says PFC Hume, "but I like my job."

And like most personnel whose MOS is related to aviation, PFC Hume has found that he loves to fly. He has flown as an aerial observer with a Birdog unit during his off duty hours, and plans to get his pilot's license when he returns to the States.

But whether behind a counter or desk, or in the air, the Tech Supply Specialist has just reasons to be proud of his job, and the role he is playing in Army aviation.

The 213th at DAK TO

At 8 a.m., on November 17, a flight of three CH-47A twin-rotor "Chinooks" of the Army's 213th Assault Support Helicopter Company "Black Cats" lifted off from Phu Loi, 15 miles north of Saigon, enroute to Pleiku in the central highlands. At 9 a.m., a second flight of three Chinooks was airborne and the 213th "Black Cats" officially began eight days of action in the central highlands in support of the U.S. 4th Infantry Division and the 173rd Airborne Brigade at Dak To, during Operation MacArthur.

The six "Black Cat" Chinooks, led by Lieutenant Colonel George W. Adamson, commanding officer of the 213th, were requested by the 52nd Combat Aviation Battalion to assist the 179th Assault Support Helicopter Company, based at Camp Holloway in Pleiku.

The temporary base of operations chosen for the huge Chinooks was Hensel Army Air Field, a satellite field eight miles south of Pleiku. The maintenance section, commanded by Chief Warrant Officer Herman Lenhardt, set up shop on the grass a few hundred meters from the active runway. After a few hours of

getting settled in their new quarters, and a briefing on enemy situation and terrain, the "Black Cats" were ready to begin mountain operations.

Each day, for eight days, the 213th supported operations around Dak To and Hill 875. "The mountainous terrain in the area of operation there is much different than the lowland area that we're accustomed to," said Captain Thomas Hyneck, Assistant Operations Officer for the 213th. "It was like learning to fly all

over again, making approaches to pinnacles and having to carry a lighter load because of the higher elevation."

After the first day, however, the "Black Cat" pilots fit right into the routine, and at the end of the eight days had logged over 300 hours and carried over 1,500 tons of ammunition, Howitzer batteries, supplies, and equipment. The majority of their flights were from the Dak To re-support bases that are near the Cambodian border and to the

Ships of the 213th were on the ground...



infantry units located in the vicinity of "Hill 875".

On one day, Colonel Adamson and Chief Warrant Officer Newton, a 179th pilot, airlifted two battalions of South Vietnamese soldiers--almost 1,000 troops, into a tight landing zone in the battle area. On the initial lift, the troops were committed to battle as soon as they touched ground. By the time the lift was completed, however, the ARVN's had control of the situation. No hits were taken by the aircraft.

On another day Chief Warrant Officer Frank Smith and Chief Warrant Officer Kenneth Moorman went on a recovery mission to airlift a downed aircraft from a fire support base.

"As we hovered over the ship to hook up, my aircraft suddenly

shook from explosions to my right," said Mr. Smith. "About that time we were hooked, so I continued to airlift the Huey out of the area. That's when my crew chief informed me that there was a B-52 strike in progress about one-half mile from the pickup site.

"We continued our flight, carrying the Huey to Dak To when our flight engineer noticed a bullet hole in one of the rear windows while making his aircraft check. With the B-52 strike pounding away back there, no one felt a thing. Six months in country and I took my first round."

The battle-weary US Paratroopers of the 173rd Airborne Brigade captured Hill 875 on Thanksgiving Day, after five days of

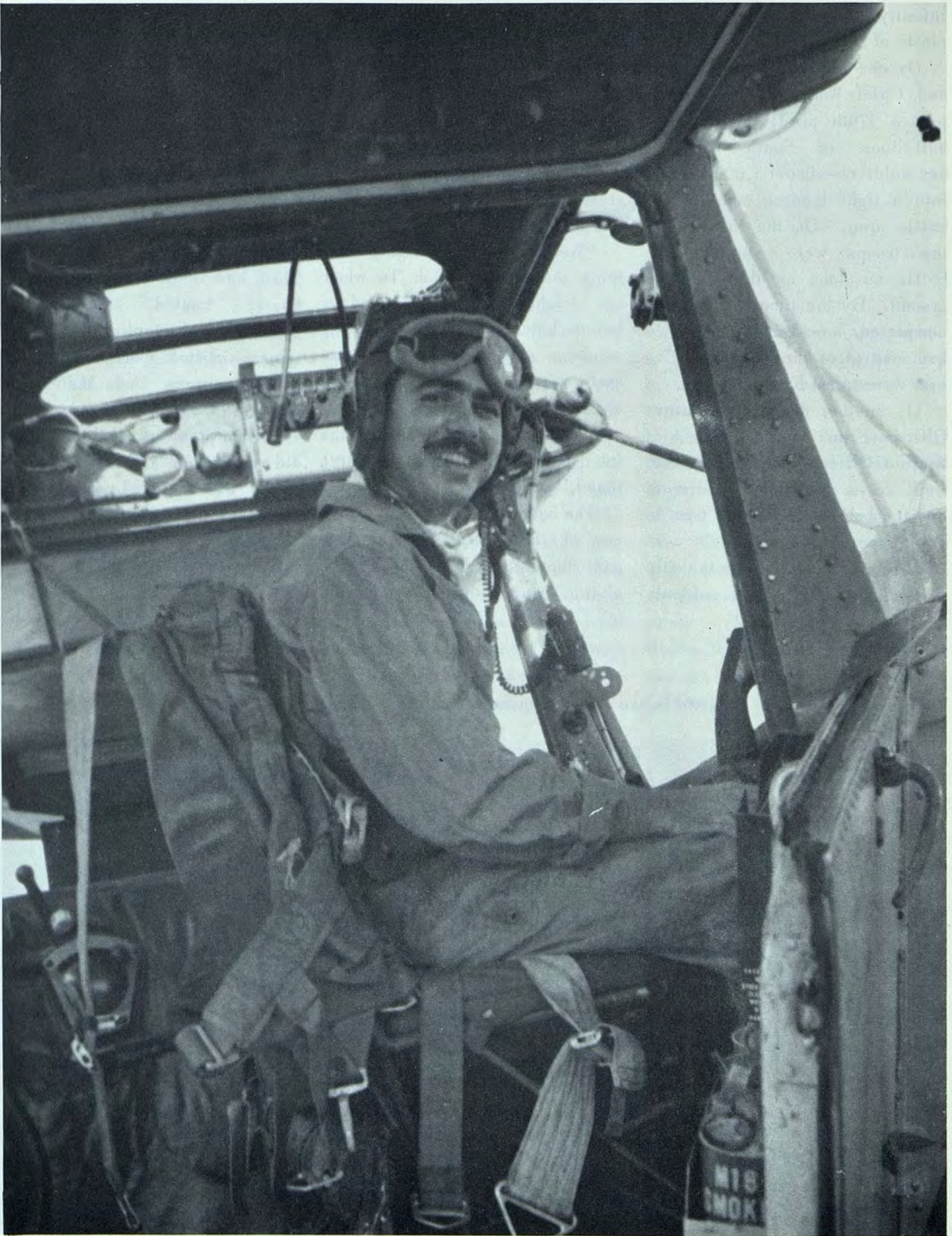
bitter fighting. When the fighting lulled, Black Cat aircraft flew hot turkey and other Thanksgiving Day delights to the troops.

On November 25, the Black Cats flew morning missions, then in the afternoon returned to Pleiku, packed their equipment and headed back to Phu Loi. During the eight long days and nights, the 213th had flown over 300 Combat hours; hauled approximately 1,500 tons of supplies and equipment; airlifted more than 3,700 combat troops and Medevaced over 50 casualties.

"I am proud of the job my men did up north," Colonel Adamson said. "We enjoyed working with the 179th and learned quite a lot from them. We were happy to be able to assist them."

...and in the air in support of Operation MacArthur at Dak To





THE FLYING ACES OF VIETNAM

One means of measuring a top-notch unit is by the morale and esprit-de-corps of its men. Men with high morale are proud of their unit, and they usually find some means of expressing their pride.

One of the most unique expressions of unit pride has come from the officers and men of the 184th Reconnaissance Airplane Company of the 12th Group's 11th Combat Aviation Battalion. The men of the "Third Herd" have outfitted themselves with leather flight helmets, scarves, and swagger sticks, much the same as those used by World War I aviators.

The idea germinated with Captain John A. Bernardi, platoon leader for the third platoon of the 184th.

"Ever since I've been old enough to see an airplane, I've wanted to fly," he said. "And ever since I've earned the right to

wear these wings, I've wanted to try to revive some of the spirit of the Rickenbacker days."

It was when he happened to mention it to his crew chief that the ball started rolling. The crew chief wrote to his sister and requested that she look around to see if she could locate some old leather flight helmets and complementing apparel.

The response was encouraging. "She came through like a charm," said Captain Bernardi. "In less than a month she had forwarded us enough leather helmets, goggles, and multi-colored scarves for every man in the platoon."

The only addition the platoon had to make was the acquisition of the swagger sticks, and they were in business. Of course, regulations dictate that only regulation helmets be worn on missions, but the flight helmets

are worn on special occasions.

The outfits made an immediate hit. It wasn't long before the whole company was asking how they could procure them, so Captain Bernardi wrote and asked if more could be found. Soon fifty more leather helmets and goggles arrived. These were not enough for every man in the company, but the shortage led to still another morale-boosting program. Outstanding individuals in the company are presented helmets on the basis of achievement and contributions to the efficiency and effectiveness of the 184th.

As an indication of the high morale of the 184th, 25 per cent of the men have extended their tours in Vietnam to stay with their unit. They're convinced that they belong to the best aviation company in Vietnam.

* * *

WELCOME HOME?

One of the more popular methods of assuring the homeward-bound GI of a warm welcome on his return to the Land of the Big PX is to precede him with a letter to his friends and relatives, giving instructions for his "rehabilitation" to the American way of life. These humorous letters usually include such instructions as "be tolerant if he digs fox holes in the front yard, or wanders around looking for lines to stand in, or wakes everyone up at 0500 every morning for police call."

Further advice on helping the GI adjust to home life after a year in Vietnam comes from a wife in the States whose husband is presently serving his second tour in Vietnam. In a letter to

the editor of "Cougar," the 214th Combat Aviation Battalion newspaper, she gives the following "helpful" hints to those anticipating their GI's return:

1. When you ask him what he wants to eat, always say "no have" to the first two or three things.

2. Take all the screens off the bedroom windows so the bugs can get in. He is used to sleeping with many types of insects.

3. When he is sitting on the porch drinking beer and listening to the ball game, slip up behind him and scream "Snake!!"

4. After sprinkling his clothes for ironing, let them sit for two or three days. This allows them to start mildewing and smelling.

5. When washing his whites, always sprinkle dirt in the wash water. This keeps them yellow.

6. While he is watching his favorite T.V. show, unplug the set occasionally. He is used to frequent power failure.

7. Always use all the hot water before he gets home from work. He hasn't had a hot shower in a year.

8. Leave sweet stuff (honey and syrup) laying around open. This will attract many ants. He will enjoy cursing them.

9. Fill all low spots in the yard with water. He enjoys wading in mud.

10. When going somewhere, make him ride a bus--especially one with standing room only.



"Are you sure this is the transient billets?"

