

HAWK

NOVEMBER 1968





1ST AVIATION BRIGADE

HAWK

NOVEMBER 1968

VOLUME II

NUMBER 3



Cheyenne p. 3



Hong Kong R&R ..p. 10



222nd CSABp. 15

Front Cover: The Huey Cobra is the hawk in Vietnams skies. Back Cover: 240th AHC "Greyhound" slicks making mid-night pick-up of wounded. Photo by CWO Jay Goldsberry.

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COMMANDING GENERAL
DEPUTY BRIGADE COMMANDER
DEPUTY BRIGADE COMMANDER

FOR ADMINISTRATION
COL Robert R. Williams
COL James C. Smith

COMMANDER 12th CAG
COMMANDER 16th CAG
COMMANDER 17th CAG
COMMANDER 164th CAG
COMMANDER 58th AVN GP (FFM) PROV.
INFORMATION OFFICER
OFFICER IN CHARGE
ADVISING EDITOR
EDITOR

COL William C. Boehm
COL Robert O. Lambert
COL William C. Tyrrell
COL John A. Todd
COL Worthington M. Mahone
MAJ J. Barry McDermott
1LT Robert J. Sinner
1LT William C. Bayne
SP4 William J. Blakely

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Feature stories, photographs and art work of general interest to 1st Aviation Brigade personnel are invited. Write HAWK Magazine, Information Office, 1st Aviation Brigade, APO 96384.

NEWSLETTER

TWO GROUPS AND THREE BATTALIONS have recently added new sergeants major to their ranks. The new Command Sergeant Major of the 16th CAG is CSM J. B. McPherson and the Sergeant Major of the 17th CAG is SGM L. M. Emmons. Two SGMs were added to the 268th CAB, SGM O. Wilkins and SGM Bates. The new SGM of the Long than based 210th CAB is SGM Flint, and in I Corps, the 14th CAB welcomed the promotion of SGM Charles W. McCarty.

Of all the senior enlisted men promoted to SGM, probably none was more surprised than SGM McCarty. COL William C. Tyrrell, commander of the 16th CAG, and LTC Charles A. Klopp, commanding officer of the 14th CAB, instructed then First Sergeant McCarty to coordinate the preparations for a supposed commanders conference of all 14th Battalion company commanders and first sergeants.

As the meeting began, 1SGT McCarty was summoned to report to the group commander. Wondering what was going on, 1SGT McCarty presented himself to COL Tyrrell and was greeted with the traditional "Attention to Orders."

After COL Tyrrell pinned on the new insignia, SGM McCarty, surprised by the well kept secret, exclaimed, "I had no idea this was going to happen. I was at 1st Brigade Headquarters only a few days ago, and no one told me anything."

PHOTOGRAPHERS TAKE NOTE... THE Sixth Annual Military Pictures of the Year contest has announced its guidelines for the 1968 competition.

Competition is open only to active duty military personnel for pictures shot during 1968. All pictures must be black and white, although black and white prints from color negatives are acceptable. Entries must be postmarked no later than January 10, 1969.

Seven general categories are listed for the competition—news, scheduled or unscheduled events; features, single picture or picture sequence of human interest subject; pictorial, design and mood pictures; Sports; portrait and personality; picture story, sequence development of related pictures to tell a visual story, and portfolio, a consolidation of entries in picture story plus any four other categories above.

Winners will be honored in May 1969 at University of Missouri Journalism Week Photojournalism Award ceremonies. Judges for the competition include National Press Photographers Association, University of Missouri School of Journalism, World Book Encyclopedia Science Service, Inc., in addition to Department of Defense representatives.

Here is your chance to see how your photography compares with the work of others.

HIGH FLIERS

Awards of Silver Star above awarded August 27 to September 25, 1968 listed in order by date awarded.

Silver Star

SGT Robert J. Davie, D Troop, 3/17 ACS
1LT James W. Sapp, A Troop, 7/17 ACS
CWO Carl A. Waterman, 190th AHC
WO Donald F. Baker, 334th AHC
WO Lawrence E. Johnson, 189th AHC
CPT John C. Weaver, 187th AHC
WO Douglas D. Cox, 334th AHC
MAJ Thomas L. Hester, 187th AHC
WO James R. Jester, 334th AHC
LTC Charles E. Canedy, HHT, 7/1 ACS
CWO Ronnie D. Griggs, 334th AHC
SGT Frank W. Harris, B Troop, 7/17 ACS
MAJ James R. Hill, A Troop, 7/1 ACS
WO Jon M. Lyons, 334th AHC

CWO James H. Jaulin, Jr., 334th AHC
CPT William D. Telfair, A Troop, 7/1 ACS
CPT James E. Siegman, 195th AHC
1LT Ralph C. Davis II, B Troop, 3/17 ACS
CPT James A. Scott III, 92nd AHC
1LT Kenneth C. Collenborne, B Troop, 3/17 ACS
MAJ John A. Lasch, 68 AHC
SGT Robert B. Purtell, C Troop, 7/1 ACS
(Posthumous)
CPT Robert H. Hering, C Troop, 7/1 ACS
(Posthumous)
CPT David C. Burch, 191st AHC
(Posthumous)

Editorial:

OPERATION KRIS KRINGLE

Christmas holidays; and you are 10,000 miles from home. Letters, cards and packages from home become more important than ever at this time of year both for you here, and for your loved ones at home.

It's that pre-Christmas rush period now, already, and OPERATION KRIS KRINGLE is on. Beginning in October and running through until December 31, Operation Kris Kringle is that dynamic-effort exerted by the Army postal system in Vietnam to expedite your Christmas mail to and from home.

Unfortunately, by the time you read this article it is already too late to reach home by Fourth Class Surface mail in time before December 25th. But there is still time to make it by SAM, PAL, and Airmail. MAIL NOW, don't wait or you'll be late. The longer you wait, the heavier the mail load will get and the longer the package or card will take.

Which method should you employ to speed your cards and packages stateside? The latest possible mailing dates to reach home by December 25th are listed below:

Parcel by SAM ... 4 December
Letter by SAM ... 10 December
Air Mail 13 December
PAL 10 December

Any mail sent after these dates will arrive late. Get those packages off now and ensure a happy Christmas.



CHAPLAIN'S CORNER

Chaplain (CPT) Raymond A. Young
7/17th Air Cavalry Squadron

Have you ever noticed while you were talking to someone, that as you looked at him there was a miniature image of yourself reflected in the pupil of his eye? This would only be noticed of course if you were standing very near to that person.

This same experience is used several times in the Bible to indicate the closeness of the relationship between God and those who choose to be related to Him. In the book of Deuteronomy, Jacob is spoken of as representing the people of God, and these words are used of God's dealings with him: "He found him in a desert land, and in the howling waste of the wilderness; He encircled him, He cared for him, He kept him as *the apple of His eye*." I think that the Bible is trying to communicate with us, by the use of those words, the close involvement of God in the life of His people; God is that near, that involved, He cares that much.

In our present situation there is the very real possibility that we might feel alone even though we are surrounded by many people, that we might be anxious for our own safety even though we are protected by the efficient weaponry of modern warfare, or that we might be distracted from our responsibilities because of the disconcerting experience of being separated from those whom we love and care about deeply. It is to the awareness of these very real experiences and feelings that the Scriptures have a word to say: we do not endure these hardships on our own. We do not face loneliness, danger, anxiety by ourselves; God is so near at hand that our image can be seen in his eyes. God stands by us and helps us to endure our hardships.

from the CAREER COUNSELOR

Do you have a natural knack for fixing things? Do you like to tinker with motors and engines? Then you may have a job waiting for you if you qualify. There are numerous Motor Maintenance jobs now available in the Army for work on both land vehicles and aircraft.

You may work with construction equipment, combat track vehicles, automobiles, single and multi-engine aircraft and other military equipment. You may receive on the job training, or technical instruction in the classroom, or a combination of both.

Fields are open in the area of engineer heavy equipment operation and maintenance, automotive maintenance, and the wide spectrum of aircraft maintenance.

Service School courses are offered in various types of Equipment Repair, Vehicle and Engine Maintenance and Repair, and Helicopter and Aircraft Maintenance. This formal training combined with on the job experience prepares you not only for your Army job, but for a possible civilian position after leaving the service as well.

Most of these specialties carry high Variable Reenlistment Bonuses. For details see your Career Counselor today.



HAWK

Cheyenne



Next year the Army will start receiving its first deliveries of the new rigid-rotor AH56A "Cheyenne" gunship. The ship is expected to show numerous improvements over helicopter gunships presently employed by Army Aviation.

The bulk of the improvements can be attributed to the rigid-rotor concept employed by the craft. It will offer, as the engineers say, "a stable firing platform in the air." Computers coupled with the guns allow them to remain on target even with the ship moving away from or to the sides of the target.

The ship will lift a large load of armament—so large in fact, that it will be able to carry a bigger payload than even the F-4s employed by Air Force and Navy pilots.

The possible mixtures of armament available to the Cheyenne gunner include both 7.62mm and

.50 caliber machine gun, 30mm cannon, 40mm grenade launchers, both 2.75 inch and 4.5 inch rockets, and anti-tank missiles.

Employed as a short take-off or landing (STOL) weapon, the aircraft can carry more than seven tons of armament—this in com-

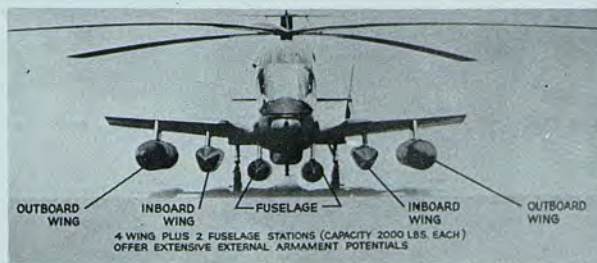
parison to the less than two tons carried by either the AH-1G Huey Cobra or the UH-1 Huey, giving Army Aviation a kick that will be hard for Charlie to reckon with.

The new features do not stop with armament. Because it is a compound helicopter (with a 10-foot pusher propeller on the rear of the ship), the Cheyenne will be able to fly at more than 250 mph, to decelerate from 200 knots to a hover in 17 seconds, to accelerate from a hover to 200 knots in 38 seconds, to hover in either a nose up or nose down attitude or to use the added power for loops, rolls or other types of maneuvers usually associated with fixed wing aircraft.

Such maneuvers normally would be disastrous for rotary wing aircraft, but with a rigid rotor, they are now possible.

The aircraft also gains added lift from its short wings spanning 26 feet, 8 inches. The wings in turn can be employed for attaching the different armament configurations.

The overall height of the aircraft is less than that of the UH1 Huey because the mast need not be as tall to offer protection to the tail.



"...as much change for helicopter gun ships as synchronized machine guns were for WWI fighters..."

Since the rotor does not move up or down, as in the semi-rigid aircraft, there are fewer moving parts, thus less wear, for the rotor system. Because the rigid rotor is con-



The AH-56A features a 10' tail rotor and pusher prop.

stantly kept in balance by the control gyro atop the hub, outside forces such as wind will have less effect on the aircraft during flight. This will also lessen the "recoil" effect when the weapons are fired and steady the platform during actual combat conditions. The Cheyenne will use a crew of two in a tandem seating arrangement. The pilot will sit to the rear and just above the gunner/copilot in the same manner employed in the AH1G Huey Cobra. But the gunner in the Cheyenne will have an advantage that helicopter gunship gunners do not have now, telescopic sights. The Cheyenne is equipped with both 4X and 12X scopes, in series with the main gun of the aircraft, the 30mm cannon. The gunner will have the option of firing through the scopes or using his normal vision to engage the enemy.

The Cheyenne is also equipped with a central computer system that will aid greatly in engaging targets, in navigation and in countless other mission-essential projects.

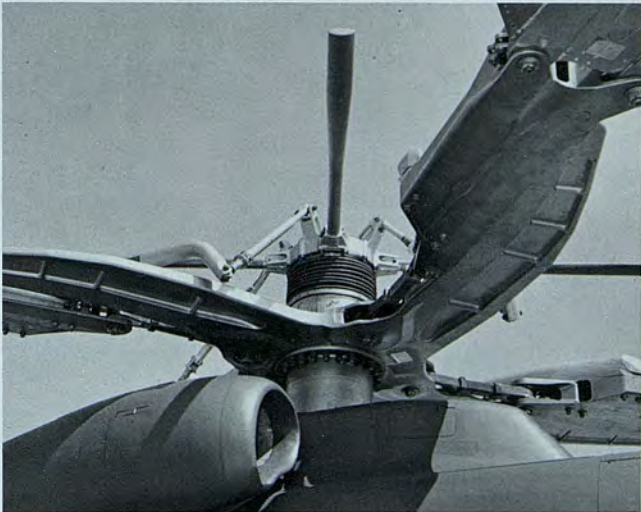


Their periscopic gunsight protrudes beneath the craft.

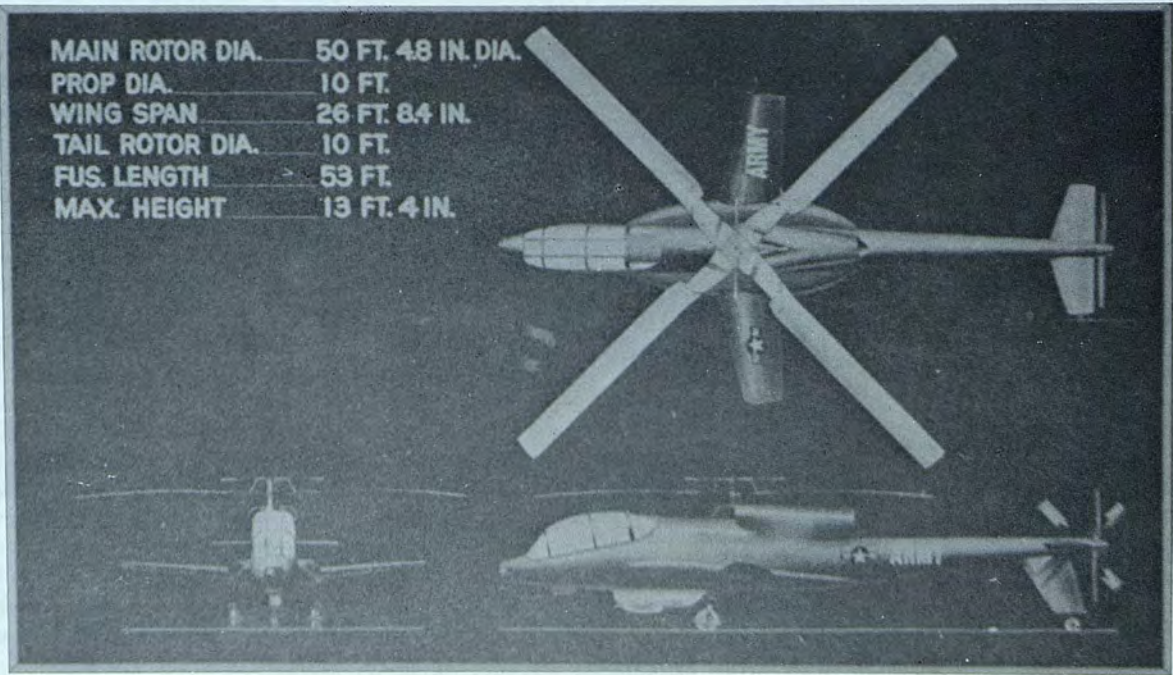
Retractable landing gear plus the shortened mast will offer enemy gunners a very narrow, very short target. The aircraft is approximately 55 feet long, about 13 feet longer than the Huey. All things considered, the Cheyenne should bring about as much revolution in helicopter gunships as the synchronized machine gun did for the "dog-fighting" biplanes and triplanes of World War I.



Retractable landing gear provides smaller target.



The Cheyenne's rigid rotor combines the stability of a fixed wing aircraft with the flexibility of a helicopter.



In STOL configuration, craft can carry 7 tons of armament.



*Photos Courtesy
Lockheed-California
Company
and Henry Artof*

ABOUT VIETNAM: CULTURE

As often as not, casual visitors to the Republic of Vietnam tend to form the mistaken opinion that the people are more or less Chinese and therefore, that their culture is nothing more than a variant on the Chinese one. This is a highly inaccurate picture and conclusions drawn from it are therefore highly suspect.

Of course Chinese influence can not be neglected as it has been a preponderant force in the formation of Vietnamese culture. While the Vietnamese arts at times appear to have been smothered in Chinese forms, in actuality the Vietnamese have absorbed elements of many different traditions—Hindu and European in particular—in addition to Chinese. Equally important is the strong native contribution which stresses individualism and the Vietnamese virtues of craftiness and independence of spirit.

While one can find Confucian elements, especially in literature, there are also strong evidences of Hindu-Buddhist concepts of a spirit dominated world and the important cycle of Karma (reincarnation), of Taoist desires of communion with and accommodation to nature, and even of 19th century French realism.

Poets and writers have always held a position of high esteem throughout Vietnamese history, while painters and sculptors were primarily regarded as skilled craftsmen. Actors and musicians were little regarded, being considered little better than vagabonds and parasites on the hard working, near-subsistence level agricultural community. Today, the attitude toward theater and music have changed drastically. The performing artists have gained considerable renown and popularity.

Music is now generally found in conjunction with the theater. A particularly popular form is the *Cai Luong*, an updated

version of the ancient Chinese drama with music added, a sort of Chinese opera. In a less formal atmosphere, singing is the popular pastime of almost all the Vietnamese peasants. They sing as they walk, as they work and at home in a form of chants alternated back and forth from person to person. The Vietnamese are a singing people.

Vietnamese music is based on a five note, two semi-note scale as opposed to the octave (eight note) scale prevalent in the West. A wide variety of string and percussion instruments are favored, but only limited use is made of wind types.

Theater forms other than the *Cai Luong* are found in the highly stylized and traditional *hat boi* or classical theater based on the Chinese classics, and the ultramodern French-like *kish* drama.

The strong influence of the French is also found in the realm of painting. Many Vietnamese artists employ impressionistic and realistic techniques borrowed from the French. Again there is a dichotomy as the traditionalists carry on the age old Chinese art of scroll painting.

Vietnamese architecture is perhaps the strongest art in its native character. Few great palaces or monuments are found, but small temples, pagodas and tombs featuring characteristic pillared porches, peaked gables and sweeping eaves

abound. Designs are such as to blend with, rather than stand out from, natural surroundings. The Vietnamese virtues of subtlety and inconspicuousness are extolled in the style. Decoration is primarily pictorials of mythical heroes and gods of Vietnam. There are also a large number of domestic scenes of everyday Vietnamese life depicted.

Vietnamese literature has a long and venerable history reaching back to 111 B.C. and the first Chinese conquest of Vietnam. Writing first in the ideograph form of their conquerors, the Vietnamese eventually evolved a semi-phoenetic format similar to that used in Japan today. With the arrival of Jesuit priests in the 17th Century, the Roman alphabet of the West was adopted.

Earliest writings are concerned with heroic myths, but a strong Hindu influence brought about a great concern with questions of reality and truth. Some constant themes throughout are the traditional virtues of craftiness, subtlety and even lying, as alternate options to brute force. The most popular of modern classics is *Kim Van Kieut* written in the 19th Century.

Thus one can see that Vietnam covers a wide spectrum in the field of the arts, with an international flavor that is tempered by the individuality of the Vietnamese people into a peculiarly Vietnamese culture.



Architecture is perhaps the country's strongest native art.

HAWK

HAWK HONEY



Britt Fredriksen

Photo

Courtesy Playboy Magazine

Vietnam...

THE SECOND TIME AROUND

by Frank A. Mariano

Photos by CWO Jay Goldsberry

"THE SECOND TIME AROUND" by Frank A. Mariano

The late Nat "King" Cole cut a disc a few years back called "The Second Time Around." He velvetized the airwaves for many years with this very singable tune. Of course King Cole was crooning about "love" being better the second time around. I'm crooning a tune about how you second-crossers of the pond will find things changed, here in Vietnam.

If you DEROSSED from the shores of RVN as early as 24 months or so ago you are in for a complete surprise when you return. Your jet joy ride terminates at one of several huge airdromes. It's nothing like you remembered a short two years ago. If Bien Hoa is your fate you'll immediately see that it is bigger, busier, dustier and drabber than ever.

The bus ride to a place called Long Binh, which probably never before rang in your ears, is a quiet, contemplative one for the returnee as you motor along the bar and laundryenveloped dirt roads to what is now Vietnam's most expansive military sprawl. A complex so large it is served by heliport, airfield, river, highway—

you name it.

The sign which reads "money exchange" finds you queued to turn in all that hard earned green for funnier-than-before money. Your wallet now bulges with two coins of the realm; one familiar from your last trip, the other called MPC. For you younger second trippers, Military Payment Certificates.

And the briefing directed at the first-timers. You absorb only the new terms like "Charlies", the new "P" rate of exchange, "up tight", a brand new APO number and best of all, the instructions to "legibly" scribble the word most of us love, 'FREE', in the upper right hand corner of your envelopes back to the land no pedicabs.

The Replacement Battalion (can you imagine such a monstrous thing as a replacement battalion?) provides you with a bunk and a short two day stay before your assignment has been verified. Your sense of recall works overtime eking out the memories of your first step onto RVN soil. It was much more of a personal greeting then there were fewer to be greeted and far fewer doing the greeting.

Your assignment is verified to some place you have never heard

of. Try these for unfamiliarity: Camp Alpha, Cu Chi, Phu Loi, Bear Cat, Dragon Mountain, Rung Sat, Hotel 3, USARV, Blah Blah. "What ever happened to the US Army Support Group?" you wonder. This flashback elicits the thought of three years before when there were 15-18,000 American personnel from all the services. Today's 550,000 plus is totally inconceivable, but it is a very short time before you are cognizant of their presence, as you crawl along the truck and bicycle choked road to Saigon for air shipment to your new and probably newly completed surroundings.

If you are selected to go the central highlands route, your aircraft passes over bomb-cratered plantations, new roads, new hamlets, scores of airstrips, an air strike here and there, artillery barrages. Then there's Cam Ranh, the world's largest growing port, often referred to as Sahara East—just think, there was only a long peaceful-looking pier jutting out from a sleepy village the last time you saw it. Nha Trang, where the white stretches of sand once were a sight to behold, now its beautiful shoreline is peppered with ships: tankers, destroyers, landing barges, hospital



You'll work with new weapons...



... and new tactics, such as the Riverine Force.

HAWK

ships—you name it. Where lobster was 80 Piasters for the largest and juiciest you'd ever feasted upon, four times that amount will see you rubbing elbows with other Americans in an attempt to eat today.

Who can forget the 18 Piaster ride from the gate at Tan Son Nhut to downtown Tu Do Street? Twelve Piasters in a Lambretta even; or Ba Me Ba for 15 Piasters! How about 500 Piasters a month for a house girl—double, triple and quadruple these figures and you get the going tab. Even Saigon Tea was less than 100 Piasters!

It is a hard revelation alright. The first timers don't miss what they've never experienced. They did not know Tan Son Nhut when it was a rather docile, Syracuse, New York, type airport sans the screaming jet fighters and rumbling airliners which it now serves round the clock. Nor could they recall a night without the crack of artillery almost within the city of Saigon.

"Change makes noise," a wise old sage once said. Changed it has, and noisy it is. The convoys of trucks add their blaring horns to the already resounding sirens, fast back Hondas and Suzukis keeping as a matter of habit.

Resembling fads of by-gone wars, store fronts reflect westernizing in that some no longer advertize in the language of the land. "The World's most Satiated Tailor Shop" as well as "American Ice Cream Here," even "Pizzeria," and "Ham-



Rarely will you see streets this empty.

burgers," let alone the eyecatching new names for the bars: "Eden Roc," "Whisky A-go-go," "Cherry Bar," "Playboy Bar," "Shangri-la", and untold numbers of others.

The once docile and perpetually stocked post and base exchanges are no more. The hectic pace in an attempt to buy before "they run out" leaves the sea of green sweat-soaked fatigue shirts lined up for a hard to get item. The ration card reflects the changes more than any other item. It is pulled out of a wallet so frequently for so many things that it soon takes on a battered and battle-worn look. The letter "X" is marked in on items such as beer, liquor, T.V. sets, stereo equipment, cameras and, of course, cigarettes.

R&R is now a mad scramble for quotas. In your day Hong Kong and Bangkok were the attraction. Would you believe Singapore, Tokyo, Kuala Lumpur, Manila,

and Australia.

Even the enemy has taken to change, if in his attire alone. Two or three years ago he was a black pajama-clad guerilla with a conical straw hat, his shoulder adorned with a belt of ammo. Depending where you hang your helmet, you're now likely to run into the uniformed and helmeted soldier with modern automatic weapons and equipment.

Organization is the order of the day. Companies and battalions have huddled into groups, brigades, divisions, field force and Army headquarters. You second timers will stand in awe at the masses wearing every conceivable patch and pin on shoulders, epaulets, and breast pockets.

Troops, tanks, choking convoys, APC's, artillery, television (you gotta be kiddin' me!), all night radio blaring, shaking you out of the sack in the wee hours with "g-o-o-o-d morning Vietnam." Chris Noel babytalking "like, hi love," skeet ranges, golf courses, Saturday morning inspections, parades, American beer, long haired native hippies emulating the supremes, Belafonte, and of course, Nat "King" Cole.

Come on over to the Chieu Hoi side—come see the metamorphosis for yourself. The second time around is a revelation at very least. How about the third, hmmm?



Posts that did not exist a few years ago now sprawl for miles.

Gateway to the Orient . . .

HONG KONG



A colorful Kowloon store window displays typical artwork of the colony.



Hong Kong has long been western man's gateway to the Orient. When you visit the British Crown Colony on R and R you will pass into a world which is a combination of old China and the atomic age. You will experience life in one of the world's greatest trading cities. Hong Kong is a free port, which means that goods come from all over the world free of taxes. You will find the widest possible selection of goods at the lowest prices. Just one example is the tailor trade—there are over 1,400 tailors in Hong Kong.

You will find low prices on cameras, hi-fi equipment, jewelry, clothing and china. And there are thousands of other items which can be found at the many specialty shops all over the city.

Hong Kong is one of the least expensive places in the world for night life. The biggest bargain is dining with prices so low that an adequate meal can be had for little more than US \$1 and even first-class establishments offer excellent cuisine for US \$2. Natives dishes including Peking duck, roast suckling pig, and Mongolian hot pot are musts for lovers of Chinese food. The city's restaurants also offer an international menu as big as the world.

The tourist and photographer will find plenty of opportunity to do anything he might wish. One can begin by riding the *Star Ferry* which connects Hong Kong Island with the rest of the colony. Then climb the 1,808 foot *Victoria Peak* which looms above the

*Many British customs live in Hong Kong, ►
such as this double decker trolley.*

central district of Hong Kong or ride the *Peak Tram* to the summit. Once on top a panoramic view of the harbor can be seen as well as Kowloon Peninsula, and the hills of the New Territories beyond. Hong Kong's race track is located at *Happy Valley*; the season is from October to May. Beyond Happy Valley is the famous *Tiger Balm Gardens*. This local "Disney-land," constructed in 1935, has grottos and pavilions portraying characters and scenes from Chinese mythology.

On the South China Sea side of the island is *Aberdeen*, main fishing village of the colony with 4,000 junks and sampans. Nearby *Repulse Bay* is the most popular of several bathing beaches in Hong Kong.

By nightfall, the day has just begun. Night life areas are *Tsimshatsui* and the *Central District*. At the *Chinese Opera* at Lai Chi Kok Amusement Park, the music booms, bangs and crashes with a flourish of gongs, drums and cymbals. No tour would be complete without a night ride up Victoria Peak on the Peak tram.

The *Open Air Market* on the Rumsey Street Reclamation, H.K. is a parking lot during the day, but a bustling bazaar at night. Storytellers, minstrels, and fortune tellers abound—all living on the donations of generous tourists, giving the market the nickname of *Poor Man's Nightclub*. It is best to leave you with this note of variety, for that is the key to *The Gateway to the Orient*.



A new junk, home for three to five families. Chinese believe that living on the water will increase their years.

Story and Photos by CWO Jay Goldsberry

Hong Kong, Chinese for the "Fragrant Harbor," seen from Victoria Park.



*Many Brigade units help
defeat Charlie by waging*

THE SILENT WAR

There are many different wars being fought in Vietnam today. The one that gets the headlines is being fought against the VC and NVA. But equally important to the freedom and welfare of the Vietnamese people is the war being waged by US Armed Forces against poverty, disease and starvation. The spearhead of this program is the MACV Civic Action Program which is the sponsor of such programs as the MEDCAP teams.

But the poverty level in war torn Vietnam is of such proportions that to be combated effectively the attack must be pursued at every level of command. It is with this fact in mind that the individual units of the 1st Aviation Brigade have set about on various Civic Action programs.

In I Corps, for example, the 14th Combat Aviation Battalion has sponsored a battalion-wide program with the assistance of the battalion Chaplain. One of the 14th's pet projects for the last year was the establishment and the continuing support of the Tabitha Orphanage near Chu Lai. Adopting the 30 war orphans who had previously been under the care of the Tim Lahn Church, the men of

the 14th's various companies set about building, furnishing and providing sustenance for the orphanage, which has since expanded considerably. An orphanage school has been established and health facilities provided in conjunction with the home.

Down in the marsh filled Delta, the "Warriors" of the 336th Assault Helicopter Company carry out still another type mission of

mercy. The village of Nam Can near the U Minh Forest had been harrassed and mortared frequently by the VC. While retention of the military out post was vital to area security, it became necessary to move the people of the village to a new location. The Warriors set about lifting the entire population out in five lifts under hostile fire. With the help of the men of the 336th, the village of Nam Can began a new life.

The widespread destruction of the Tet Offensive saw neighbors to the 336th at Soc Trang, the 121st Assault Helicopter Company "Soc Trang Tigers" swing into action as part of General Westmoreland's Tet Aggression Relief Project. During the offensive they set up mess sites for refugees and increased their support of the nearby leprosarium and province orphanages, not only in the areas of food-stuffs and funds, but in the equally important part of personal attention paid to the invalids and children.

Also as a result of the Tet project, the nearby 235th Assault



*Dr. (CPT) Richard A. Friedman provides the dental work for the 25th Medical Detachment's MEDCAP program.
(Photo by Sp/5 H.R. Lopez)*



Brigade medical teams treat many civilians throughout the country each day.

HAWK



A small child has trouble holding her gift of Christmas candy.

Helicopter Company at Can Tho, sponsored by La Grange, Ga., carried out a relief program for the ravaged Phong Dien Province. On

hand during the early days of the program was famed American motion picture and TV star Fess Parker to help distribute food and clothing.

The men of the 222nd Combat Support Aviation Battalion, Vung Tau, gave up much of their spare time and "care" packages from home to help the city of Phouc Tuy. The mayor of Phuoc Tuy was so pleased with the gifts, he requested the members of the battalion distribute the donations personally.

The hard troopers of the Cav, not to be out done by anyone in war or peaceful pursuits, are on the spot when civic action is necessary. In the case of the 7/17th Air Cavalry Squadron at Dragon Mountain in II Corps, the troopers adopted a tribal village, Plei Wau near Pleiku. Using material they bought and gathered, they built houses, a medical station and helped ease the famine situation by distributing vegetables periodically. The villagers have become extremely fond and proud of these rough riding troopers who have adopted them.

Elsewhere in II Corps, the 25th Medical Detachment of the 17th Combat Aviation Group Head-

quarters Company has provided a number of villages in the Soui Do Valley near Nha Trang with much needed medical care. The project was initiated in conjunction with MACV provincial headquarters as part of the MEDCAP program. The program was so successful that one village was soon taken off the critical list to be visited thereafter on a monthly basis.

Particular attention has been necessary for one Montagnard refugee village in the area, Kang Thi, since the medical dispensary is very poorly stocked and the 25th is the villagers only access to modern medicine.

The villagers work on a self-help basis in which one member of the village is trained by the government and then employed as a government Health Official to advise the team of health danger areas.

The team also incorporates a dental detachment and advises on such areas as general sanitation and water supply.

Throughout Vietnam, from the Delta to the DMZ units of the 1st Aviation Brigade carry on this all important second war—the silent war which must be won if Vietnam and her war-ravaged people are to survive.



A refugee thanks 222nd CSAB commander LTC Adamson for his battalion's TARP donations. (Photo by Sp/4 John E. McDermott)



Fess Parker helps members of the 336th AHC distribute food and candy to the children of Phong Dien.

CH-47

*Story and Photos by
CWO Jay Goldsberry*

The CH-47B was first brought to Viet Nam with the 271st Assault Support Helicopter Company in January 1968. Since that time the "B" model has been showing its muscle and agility in all the roles played by past Chinooks and then some. Recent "B" model achievements include lifting bulldozers, 2½ ton tankers, and famous "Puff the Magic Dragon."

Internal improvements include installation of a new stability augmentation system (SAS) and vibration absorbers. A significant performance increase is derived from the new T-55-L-7C engines which give an additional 200 horsepower each.

The greatest improvements were made in the rotor hubs and blades. The Vertol "droop snoot" blades are the first asymmetrical blades to fly on an Army helicopter, and they provide 25% greater lift. Directional stability is improved with the redesign of the pylons and installation of ventral "strakes." The blunt ended aft pylon creates the effect of one several feet longer.

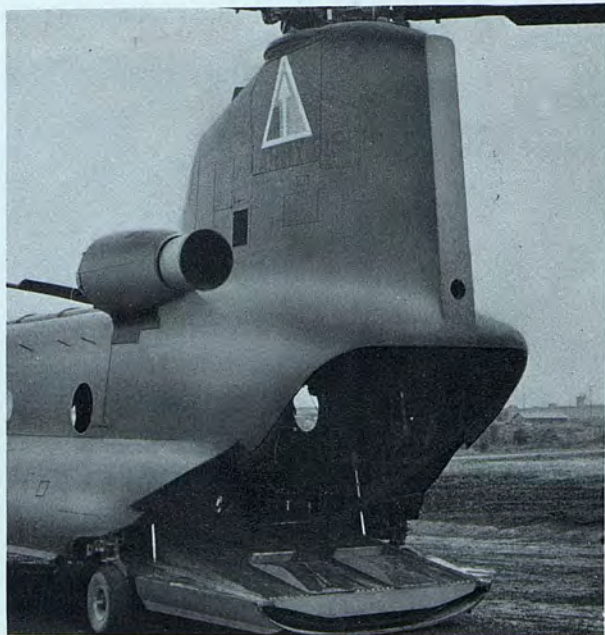
Many pilots report that the "B" model is easier to fly. They appreciate the added muscle, 4,000 lbs in standard conditions, and speed increases of up to 40 knots. The "B" model was designed for conversion into a "C" model when improved transmissions become available. The "C" model will offer still greater fuel capacity, airspeed and lifting ability. The message seems plain: Chinook pilots, the Army has a long future planned for you.

The new "Droop Snoot" blade gives 25% more lift.



The CH-47B can lift 4,000 pounds more than the A model.

The blunt ended aft pylon and the new T-55-L-7C engines add up to greater performance.



HAWK



222nd CSAB

SKYMASTERS

In the Vietnam war, with its rapidly changing battle areas, re-supplying the troops in the field, who are often in a different location each day, becomes a serious problem. This problem is further compounded by the present lack of good secure roads for the shipment of needed supplies.

In answer to this serious problem, the Army has turned to aviation, particularly the medium and heavy lift cargo helicopters, to supply ground forces throughout the country.

In Vietnam most ground forces turn to the 1st Aviation Brigade's CH-47 "Chinooks" and CH-54 "Skycranes" for bringing in supplies. And in the III Corps, they rely predominantly on the 222nd Combat Support Aviation Battalion.

Headquartered at Vung Tau, the 222nd CSAB is the Brigade's only all heavy-lift battalion. Comprised of two Chinook companies and one Skycrane company, 222nd "Skymasters" provide the majority of the Army's aerial cargo transport for the III Corps Tactical Zone.

The most impressive aspect of the 222nd is its 273rd Assault Support Helicopter Company (Heavy), one of the Brigade's two Skycrane equipped companies. The 273rd's mission is to provide combat service support airlift for movement of heavy supplies, vehicles, aircraft and, as directed, provide combat support airlift of combat units and air supply of units engaged in combat operations.

The 273rd's three flight platoons of Skycranes spend more than half of their flight time moving artillery and ammunition throughout III Corps. A statistical breakdown of the missions performed by the 273rd shows that 54 per cent of the tonnage moved by the Skycranes is artillery ammunition. Twenty percent of the tonnage is engineer equipment such as trucks, road graders and other heavy equipment. Moving such various cargoes as armored personnel carriers, fuel, food and water form the remaining bulk of the Skycranes' missions.

To carry these cargoes, the Skycrane is equipped to handle loads weighing up to 20,000 pounds in

two ways. The method used most often for heavy, but compact, loads such as ammunition, is the one point suspension system utilizing the cargo hook and 120 feet of cable.

To employ this method, the Crane hovers approximately 20 feet above the ground and the cargo hook is lowered down to a Pathfinder who hooks on the load. With the Crane still hovering, the flight engineer rewinds the cable, lifting the load off the ground.

For more bulky loads, such as a downed Chinook or another Crane, the four point suspension system is used. When this method is used, four hooks on cables are lowered from four balance points along the Crane's body. With the load hooked, the four cables are retracted individually until the load is suspended levelly under the Crane, an operation that takes precise coordination between the aircraft commander, pilot, flight engineer and crew chief.

As for the routine of flying loads every day, according to Major John Tragesser, the 273rd's operations officer, "Every load is different.



A Pathfinder hooks on a massive load . . .

Each one hangs differently and each load is a new experience. It takes the full attention of two pilots to fly the Crane and the cooperation of the entire crew to pick up a load and set it down.

"The Crane is extremely demanding to fly," said the Crane-rated Major. "It is the largest and heaviest military helicopter in the Free World. It takes a lot of skill to fly it."

Such flying skill is abundant in the 273rd. The flight experience of the average Skycrane pilot is more than eight years, and the total for the company exceeds 178 years. One pilot in the 273rd, Chief Warrant Officer Phillip Currier, has logged more than 7,200 hours. "CWO Currier is one of the Army's high time aviators," Major Trageser said.

To transition to the Skycrane, a pilot must be current in his annual flight requirements and have a minimum of 500 hours of rotary wing time. The course consists of 67 hours of academic training and 151 hours of transition flight training. Recently however, exceptional pilots who have just completed their flight training have transitioned directly to the Skycrane, and

according to Major Trageser, "They are doing a fine job."

The responsibility for keeping the 273rd's Skycranes flying falls to the 652nd Transportation Corps Detachment. Due to the complexity of the Skycrane, each craft undergoes far more maintenance time than flying hours. In spite of this, during the 15 months from June 1967 to September 1968, the Skycranes of the 273rd completed more than 10,600 sorties in nearly 4,000 hours and transported 33,223 tons of cargo. On a typical ammunition resupply mission it is not uncommon for the Skycrane to easily transport more than 50 tons in less than five hours of flight time.

Also stationed at Vung Tau is the equally hard working 147th Assault Support Helicopter Company. Equipped with CH-47A "Chinooks", the 147th "Hillclimbers" have the mission to provide direct support to the I Australian Task Force at Nui Dat and direct support to the 9th Infantry Division plus general support for the III Corps Tactical Zone.

The Hillclimbers usually carry ammunition, food, water and artillery loads, most of these car-

ried externally.

"The big difference between the Cranes and us," said First Lieutenant Ken Sherfer, the 147th's assistant operations officer, "is the amount of weight we can carry. The Chinook can carry 8,000 pounds or 33 passengers. Compared to what the Crane can carry, this doesn't sound like much, until you realize that 8,000 pounds equals approximately 130 rounds for the 105mm howitzer."

The crew of the CH-47 consists of five people; the aircraft commander, the pilot, flight engineer, crew chief and door gunner. The overall length of the Chinook from the tip of the forward rotor to the tip of the rear rotor is about 100 feet. "You need all crew members to clear you on each side and to the rear of the craft for a safe take-off," said Lieutenant Sherfer.

The 147th arrived in Vietnam during the build-up in 1965 and became operational in December of that year. Since that time, the Hillclimbers have carried more than 108,000 tons of cargo, performed 1,432 medevacs in more than 30,000 hours, and lifted nearly 290,000 passengers.

Some of these passengers were combat troops participating in



... as the flight engineer controls the cable winch.

difficult jobs look easy..."



A smoke ship lays down a protective cover of smoke as a "Geronimo" Chinook approaches the landing zone.

combat assaults. "We don't do this very often," Lieutenant Sherfer said. "Usually we will bring in the second wave of troops, after the landing zone has been secured by troops lifted in by Hueys. We can carry as many troops as six Hueys, but we are a much larger target for the enemy and therefore more vulnerable."

The 147th's "sister" company, the 205th Assault Support Helicopter Company "Geronimos" arrived in Phu Loi in June 1967 and became operational a month later. It is the Geronimos primary mission to transport supplies, equipment and provide tactical mobility for combat troops of the divisions during airmobile operations.

"We generally support the 1st, 9th and 25th Infantry Divisions," said Staff Sergeant Richard Jordan, operations sergeant for the 205 h.

"We also support almost all other units in the III Corps and do a lot of work for the Vietnamese Army."

Sergeant Jordan, who spent more than two years with the 1st Cavalry Division (Airmobile) before coming to the 205th, points with pride to the fact that many of the pilots in the 205th are now on their second tour in Vietnam and many of them flew Chinooks on their first tour with the Cav.

During the year from July 1967 to July 1968, the 205th flew nearly 17,000 hours and lifted more than 76,000 tons of cargo and more than 160,000 passengers.

On one typical day's operation, a Geronimo Chinook lifted off from the Phu Loi flight line at 7:00 a.m., its first mission of the day an unusual one for a Chinook. The ship flew to a pick-up zone southeast of Saigon, where it met another Geronimo Chinook and a number of Huey slicks and gunships. The mission was to pick up elements of two ARVN battalions and take them to two different landing zones. As the Vietnamese infantrymen loaded on the Chinook, the pilot, Warrant Officer George Galo, was in constant communication with the American advisor on the ground and with the gunships that were reconning the LZ.

As the two Geronimo craft approached the LZ, the unmistakable smell of burning rice paddies alerted the infantrymen. From his right gun door, crew chief PFC Bruce Ballard could see a smoke ship

laying down its billowing protective screen around the edges of the LZ as Huey Cobras and Huey gunships patrolled the surrounding area. As soon as the rear wheels touched down on the marshy ground, flight engineer PFC AL Rebarchek lowered the rear ramp and signaled the ARVN infantrymen to get out. Understanding that the massive Chinook made an excellent target for enemy fire, the infantrymen piled out of the ship in a matter of seconds and within little more than a minute the two Geronimo Chinooks were airborne.

Prior to returning to the LZs later that afternoon, the Geronimo Chinook flew throughout III Corps on its routine missions of sling loading ammunition, food and water to fire support bases, base camps and outposts.

At 9:00 p.m., after 12 hours of flying, the Geronimo Chinook returned to the flight line at Phu Loi. As the pilots returned to the operations building, the three crewmen began to make the minor repairs that are needed to keep a Chinook in top flying shape. Door Gunner PFC Terry Beard remarked, "This was a typical day, but the long hours and the monsoons don't bother you. Especially when you know you are doing an important job."

Resupplying the entire III Corps Tactical Zone is definitely an important job, and the men of the 222nd Battalion with their Chinooks and Sky cranes make the difficult jobs look easy, proving that they are "Skymasters."



Continuous maintenance is needed to keep a Chinook flying.

MOS Spotlight :

WHEELED VEHICLE MECHANIC

It has often been said that a team is no stronger than its weakest member. This holds as true with the 7th Squadron, 1st Cavalry as it does with any other team where close coordination is of the utmost importance.

This unit is strongly dependent on its 111 wheeled vehicles to carry out its mission of finding and

defeating the enemy. D Troop, the Cav ground element obviously would be helpless without them.

But operating wheeled vehicles in the delta area of the mighty Mekong River does not necessarily extend the warranties on the vehicles, nor does it make simple the tasks of repair and replacement.

To solve part of this problem,

wheeled vehicle mechanics must constantly inspect all the equipment in the unit. The men are fully aware that tomorrow's mission depends on how well this equipment is serviced today. From the M60's to the 3/4 ton trucks, nothing is left to chance. With everything in top operating condition, the troop moves out.

The job of a 63C, wheeled vehicle mechanic, in an air cavalry unit does not end, however, with merely getting the equipment on the road. He is on call 24 hours a day, 7 days a week, ready to fly immediately to any area where equipment has broken down, and to give an estimation of whether it will have to be evacuated back to a base facility.

If the vehicle can be repaired on the spot, the mechanic rolls up his sleeves, requisitions the proper parts and equipment, and proceeds to put the vehicle back in operating condition.

This can get to be quite a bit more messy than it sounds. For example, picture yourself in heavy contact with the enemy with darkness coming on and several vehicles on the blink. If you can get those vehicles repaired, you will have the mobility necessary to either defeat the enemy or evade him until better odds are available.

What would that wheeled vehicles mechanic mean to a commander? He could mean the difference between maintaining the vehicles or abandoning them to the enemy, victory or defeat, life or death.

When the mechanic determines that repair or replacement is impractical in the field, he arranges for the vehicle to be evacuated to the maintenance shop, either by "slick" or Chinook, depending on its size. With the sophisticated tools

Good motor maintenance is needed to keep the Cav's 111 vehicles rolling.

(photo by SP4 Michael J. McIntosh)



HAWK

available there it will be repaired soon.

Mechanics of the 7/1 Cav maintain 92.6 percent of their vehicles in operating condition at all times. These include everything from the familiar $\frac{1}{4}$ ton truck (jeep) to $2\frac{1}{2}$ ton trucks to troop-carrying $\frac{3}{4}$ ton trucks. It even includes the different mounts on the vehicles for the M50's and M60's and 106mm recoilless rifles.

During monsoon weather, a wheeled vehicle mechanic may spend up to five or six days a week in the field with a 5 ton wrecker, pulling vehicles from the flypaper-like quagmire and making on the spot repairs.

At other times he may be in the motor pool 16-18 hours a day pulling maintenance for another important mission. Inspections are

pulled every 90 days for vehicles not out in the field.

SP5 Tony Leachman, a mechanic with the 7/1, says of his work: "We at the motor pool are very proud of the fine condition we keep the vehicles in. The troops in the field depend greatly on us and our skills and we try to give them all the support they need."

The job, taxing though it is, offers many rewards. It gives the men a sense of accomplishment to be able to see the results of their knowledge and skills immediately, and a sense of importance to know that if they do their job the entire team will be ready for action.

The knowledge and skill picked up on the job has a useful application in civilian life in the United States, the most motorized nation on the earth. There has been a

constant demand for good automotive mechanics in all sections of the country for a number of years, and signs indicate that the needs will increase in the future.

Should an individual desire to pursue further education, the knowledge that he has gleaned of gears, pressures and mechanics in general would be applicable in several fields of study such as physics, engineering, or the more advanced fields of mechanics such as systems operations in steam plants or hydroelectric facilities and automotive engineering.

The applications of the field are wide open-the need for conscientious mechanics is great in the Army and in civilian life, but only those willing to work long hours and get their hands dirty need apply.

A wheeled vehicle mechanic with the Cav is on call 24 hours a day, ready to fly to any area where the equipment has broken down.

(photo by SP4 Michael J. McIntosh)



SAFETY:

LOOK OUT BELOW!

One of the greatest capabilities of the big wind machines in Vietnam is their external air delivery ability. The CH-47 "Chinook" and the CH-54 "Skycrane" have brought to this environment a capability never before realized in any conflict. The movement of considerable tonnages over the battlefield in little time has greatly increased the ground commander's ability to carry his operations to a successful conclusion. Sounds great doesn't it!

Let's take a look at the other side of the coin—The ground commander is in dire need of Class V resupply, and things are getting a bit on the sticky side from the standpoint of ammo availability. However, the commander was relieved to hear that ammo is on the way by a CH-47 sling load. Things are looking up. The next progress report he gets with regard to his ammo resupply is that it had been dropped in a river enroute and that there would be considerable delay before more ammo could be brought up.

Well, that changes the picture a little, doesn't it. How did it happen? Simple enough, as it happens all too frequently—a sling broke. This is hardly the time to engage in a finger pointing exercise to determine precisely who did what to whom. The thing that really matters is that a commander desperately in need of Class V isn't going to get it when he needs it.

We say that it happens frequently. Matter of fact, it happened 40 times in June, July and August of this year. Fortunately, all the

loads dropped didn't contain Class V or other material as critical, but they might have been.

Let's take a look at "dropped loads." The first thing that we will determine is that the expression "dropped load" is really a misnomer. The load wasn't dropped at all, but in fact the load fell after the failure of a sling or as the result of improper rigging techniques. It is rare indeed when the load is picked off by the crew and actually dropped. Here again, it matters little to the man waiting for the materiel just why it didn't get there but ended up in a rice paddy or a river.

One of the main reasons for these losses can be found in the fact that old, rotten slings have been used. There's a simple solution to that problem. TM 55-450-11, dated June 1968, tells us that the using unit is responsible to insure that air delivery cargo slings are stamped with one inch lettering near the first keeper of both ends of the sling with the date on which it was placed in service by the using unit. Slings will not be used for external transport of cargo beyond expiration of *six months* from the date stamped on the sling. In other words, it's only good for six months and then it must be disposed of. All CH-47 and CH-54 crew members should be thoroughly familiar with the contents of this tech manual.

Of course, if you are a CH-47 or CH-54 crew member, by now you are mumbling to yourself that all that's just great but that the first time you see the sling is when

you hook up and that you can hardly be expected to see the date stamped on it. You are absolutely correct and the moral of the story is that you aren't often in a position to know the condition of the air delivery equipment, but for every problem there is a solution. The solution to this one is education. In this case, not yours but the ground units you support.

Several enterprising aviation units have formed teams made up primarily of pathfinders and have gone to the units and put out the word. Nothing fancy or elaborate—just some tips on proper maintenance of the equipment and proper rigging techniques. These visits pay big dividends in the form of loads getting from point A to point B without ending up as a "premature delivery" at point A and 1/2.

Granted it is a lot easier to just shrug your shoulders after the load goes whistling down into the toolies and say, Well, we did our job—must have been a bad sling," but in fact, have we done our job?

It is obvious that the mission is to deliver the goods where and when they are desired, not part of the load nor the pieces of same after it has been subjected to air delivery from 2,000 feet. The best way to insure that the load gets there is to jump on the bandwagon and have your people get out there with the supported units and fill their "think tanks" with the information contained in TM 55-450-11. You will be amazed at the results. The loads will get there and that commander who needed the Class V will be mighty grateful.

HAWK

***“Am I really
overweight
OR
do I just
look that
way?”***

by the Brigade Surgeon

“The lousy laundry has shrunk my fatigues again,” stated Pete Pilot as his eye-balls protruded from buttoning the top of his trousers.

After finishing a breakfast with a double portion of everything, Pete thought to himself, “Wait a minute. I haven’t worn these fatigues since I left flight school, and they fit then. I wonder if I could be gaining weight? Well, the hell with it. I’m not about to give up eating. It’s the only luxury left in this place.”

Pete is obviously procrastinating, as are many other overweight pilots in Vietnam. Let’s look at some of the facts of health regarding the hazards of obesity.

Five extra pounds increase the number of blood vessels in your body by several miles and this obviously increases the work load on your heart. In addition to predisposing to heart disease, obesity is also associated with a higher incidence of strokes, diabetes, hemorrhoids, varicose veins and gall bladder disease.

Obesity presents a special danger to flyers. Fatty tissue is capable of dissolving nitrogen from the blood and is likely to release free bubbles of gas at high altitudes forcing



small particles of fat into the blood stream. These can be carried to the heart or brain to cause severe illness or death. Though high altitudes are rarely encountered in Army Aviation in Vietnam, obesity still presents a danger. The decreased mental and physical efficiency related to obesity is particularly hazardous considering the greater demands of heavy mission requirements in RVN.

Don't be another hero like our Peter Pilot, since protruding eye-balls or pregnant waistlines just don't flatter the colors of your DFC's. If you are having "stomach" trouble during cyclic flares you better take the hint.

With the delectable food here, a tour in Vietnam is an ideal place for losing weight. See your flight surgeon if obesity is becoming your worry too.

