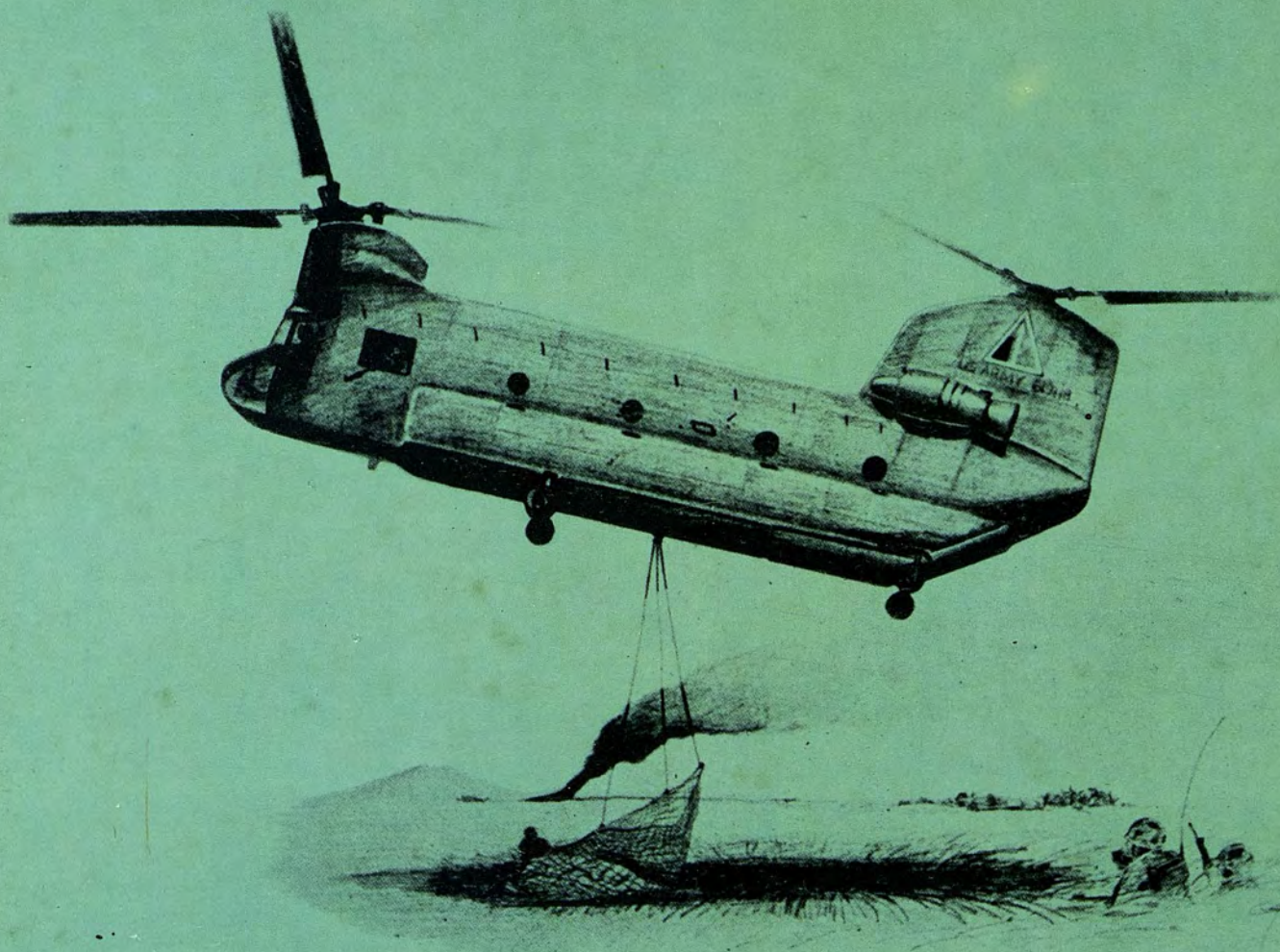


HAWK

FEBRUARY

1969





1ST AVIATION BRIGADE

HAWK

FEBRUARY 1969

VOLUME II

NUMBER 6



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COMMANDING GENERAL
DEPUTY BRIGADE COMMANDER
DEPUTY BRIGADE COMMANDER FOR ADMINISTRATION

COMMANDER 12th CAG
COMMANDER 17th CAG
COMMANDER 164th CAG
COMMANDER 212 CSAB
COMMANDER 58th AVN GP (FFM) PROV

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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



A DIRECT COMMISSION TO FIRST LIEUTENANT in the infantry was presented to 1st Lt. Heinz E. Castor of Palm Bay, Florida, by Major General Robert R. Williams, 1st Aviation Brigade commander in ceremonies at Can Tho. Lieutenant Castor, formerly a warrant officer Huey Cobra pilot, is serving with the 235th Aerial Weapons Company at Can Tho in the Mekong Delta. He came to the 235th from the 14th Armored Cavalry in Germany to begin his second tour in Vietnam. His first tour here was with the 1st Air Cavalry Division (Airmobile). Castor entered the Army in 1964 and attended the NCO Academy at Fort Hood, Texas, later becoming a member of the 7th Special Forces Group at Fort Bragg, North Carolina. He received his appointment as a warrant in February 1965 after attending the Army's Primary Helicopter School at Fort Wolters, Texas.

SAVINGS OF SOME \$121,000 ANNUALLY are expected to result from the American Telephone & Telegraph's lowering of rates for calls from Vietnam to the United States. The new rates went into effect Dec. 1, 1968, and drop the charge for the first three minutes to \$9. Person-to-person rates remain the same—\$12 for the first three minutes, but additional minutes will be reduced to the same rate as for station calls—\$3. AT&T spokesmen said that more than 38,000 calls were completed in 1967, some four-and-a-half times the total for 1965. About 90 percent of the calls were completed from the Vietnam end, AT&T said, because servicemen in Vietnam are so difficult to locate once the call is made from the States. It is now possible to call direct to the U. S. from Tan Son Nhut, Long Binh, Cam Ranh Bay, Nha Trang, and Qui Nhon. (ANF)

ARMY AVIATION'S RECORD FOR THE development and concept of light aviation support for ground forces is now being preserved in the new Army Aviation Museum at Fort Rucker, Alabama. One of the new curators at the museum is CWO-3 (Ret.) Leonard A. Gifford, until recently a pilot with the 1st Aviation Brigade headquarters flight section.

The museum at the Aviation Center includes a wide variety of helicopters and fixed-wing aircraft in a display of the significant milestones in Army aviation history. Although the museum includes some pre-World War II aircraft, its primary emphasis begins in 1942, with the authorization of light aviation support to Army units on the ground.

The new museum joins with the Smithsonian Institution's National Air and Space Museum in Washington, D. C., and the Air Force Museum at Dayton, Ohio, in depicting the "role of aviation in support of the land battle." (ANF)

IT'S REALLY A CRAMPED PLACE TO HAVE a reenlistment ceremony, but 1st Sgt. Wirt C. Epling of the 220th Reconnaissance Airplane Company at Phu Bai, chose the back seat of an O-1 Birdog as the place he wanted to raise his hand for his fourth enlistment. As the aircraft circled over the DMZ, Major James M. Wisby, commanding officer of the 220th, administered the oath while flying the craft. The DMZ was chosen because the 220th pilots fly recon missions over the area daily to keep a constant watch on enemy activity there. 1st Sgt. Epling entered the service in 1953 at Fort Gordon, Georgia. He then was assigned as a cook at Fort Rucker, Alabama. He entered Army Aviation in 1964 and held several aviation assignments before donning the "top shirt" for the 220th in September 1968.

HIGH FLIERS

Awards of Silver Star and above awarded December 2 to December 25, 1968 listed in order by date awarded.

SILVER STAR

MAJ John D. Jenks 3/17 Air Cavalry Squadron and 1 OLC	(Posthumously)
CPT Kenneth M. Waldrop 18th Aviation Company	SP4 Edward J. Maslyn 7/17 Air Cavalry Squadron (Posthumously)
CW2 Paul N. Young, Jr. 195th Assault Helicopter Company	PFC Alfred Duncan 7/17 Air Cavalry Squadron
1LT Lyle Beltrich 281st Aviation Company	CPT Rodric A. Storrs 235th Armed Helicopter Company
WO1 Richard J. Satterfield 195th Assault Helicopter Company	1LT David E. Taylor 3/17 Air Cavalry Squadron
SFG Billy J. Barber 3/17 Air Cavalry Squadron 1st OLC	SF5 Ronald E. ST Pierre 155th Assault Helicopter Company
WO1 Nicholas Alexander 118th Assault Helicopter Company	MAJ Richard S. Daum 187th Assault Helicopter Company
	MAJ Robert A. Hefford 7/17 Air Cavalry Squadron 1st OLC

Editorial :

DON'T BE 1/2 SAFE

Recently a young, bright warrant officer from the 1st Aviation Brigade caught a jeep ride to Camp Alpha and for all intents and purposes, was all set for a nice week of relaxation on his R&R trip.

For all intents and purposes. He had his orders, ID tags and card, money in order and bags packed. But he had overlooked one of the most important details. His shot record was woefully out of date.

He lacked up-to-date cholera and plague immunizations and thus was returned to his unit.

This may seem a trivial matter. Two lousy shots. The average soldier has had around 20 before he ever gets to Vietnam. So why all the fuss?

Because if he doesn't keep his shots current, he just may die. He may spread the disease to other people. That is why international law is so strict.

Americans are a lucky people. The U. S. never encounters many of the diseases that have plagued man for so long. But because of this absence of some of the scourges, natural immunities that exist for many are unheard of in the States. Our bodies are as vulnerable as a flower to a tank.

It is a matter of personal—as well as command—responsibility to make sure one's shot record is up-to-date. Your life may depend on it.



CHAPLAIN'S CORNER

Robert D. Knight

Chaplain (CPT) 52nd CAB

DON'T FORGET TO VOTE! How many times did we hear those words, or see them written during the past few months! Most of us probably did vote, if we were qualified, and it probably took more trouble for us than it did for the folks back home. We were willing to go through the inconvenience of voting absentee, because we felt it had something to do with our duty and citizenship.

However, there is another election going on, and again most of us are voting. We vote by our presence or absence at the religious services. It is written in the Bible: "He who is not with me is against me..."

One might say attendance at services is a vote in that we: (1) put ourselves on record as favoring that the Will of God prevail in man's affairs; (2) vote in favor of a better environment where we are: our attendance helps keep the chapel program alive, and the religious program influences a hardship environment in an uplifting way; (3) attending services vote for ourselves. Whatever our theology is, we cannot disagree too drastically with the old country preacher who said, "There's an election going on all the time. God votes for you, the Devil votes against you, and YOU cast the deciding vote."

What about you? Have you voted in the big spiritual election lately? One of the polling places is the Chapel or Field Service wherever you are. **DON'T FORGET TO VOTE!**

from the

CAREER

COUNSELOR

If you have four or less years service for pay, you may qualify for reenlistment for the U.S. Army Air Defense Command.

The United States Army Air Defense Command (ARADCOM) carries out the Army's role in the air defense of this nation's vital industrial and strategic complexes. As the Army's contribution to the North American Air Defense Command (NORAD), ARADCOM's mission is to help protect the North American Continent from aggressor air attack.

To carry out the ARADCOM mission, its units are armed with Nike Hercules and Hawk surface-to-air guided missiles. Nike Hercules is the second generation of the Nike missile family and it possesses far greater range and kill power than its predecessor, the Nike Ajax. The Hawk is used against low flying supersonic aircraft.

If you are an American citizen of high moral character with a desire for on-the-job-training in guided missiles and can be cleared for access to SECRET material, you may be qualified to reenlist for ARADCOM and training as a missile crewman, missile fire control crewman, air defense artillery operations and intelligence assistant, fire distribution system crewman, or power plant operator mechanic.

Currently, ARADCOM units are located in more than 21 metropolitan and strategic areas of the United States and you may reenlist for the one of your choice. Not all areas are open at the same time; however, there are usually several areas from which to choose.

Get all the facts about this challenging job. **SEE YOUR CAREER COUNSELOR TODAY.**

THE WAR ON SORROW

12th Combat Aviation Group Fights...



by SFC Edward J. G. Cannata

The victims of war are not only the dead, the maimed and the mentally scarred. There are also the children wrenched from the security of family love and hurled into an uncaring environment they can neither fully understand nor repel.

There are thousands of American soldiers in the Republic of

Vietnam presently waging a battle that doesn't make frequent headlines and whose victories may not be realized until years from now.

This battle is the civic action program effort to touch these impressionable, directionless young lives through compassion and understanding and show them spiritually and materialistically that

someone does care whether they live or die.

Representative of these American soldiers are the officers and men of the 1st Aviation Brigade's 12th Combat Aviation Group whose civic action programs throughout the III Corps Tactical Zone accomplish a purposeful existence for these orphans of war.

"When you boil down all the high-sounding phrases, civic action is in reality just man's humanity to man despite other men's inhumanity to other men." The aviation crew chief making this observation echoes the sentiments of American soldiers who are not only combatants assisting in Vietnam's present struggle for freedom, but also compassionate men who realize that future reconstruction of the country will be done by children such as these.

The civic action programs of the 12th Combat Aviation Group are a cross section of humanitarian efforts ranging from teaching English to eager students and air evacuating children from terrorist attacks and kidnapping to helping the nuns set up a profitable hog farm to supplement an orphanage's income and supplying deaf and dumb orphans with sewing machines so that they can learn a gainful trade.

Specialist Four Jay Page of



Bags of medicine and miscellaneous supplies help children stay healthy.

Group specialist assists orphan with shirt donated by 12th's members.



Forest Hills, N.Y., is the group's one-man civic action program. Wednesday afternoons, he drives to Bethany Orphanage near Bien Hoa Air Base to instruct Vietnamese students whose ages range from 8 to 15 and who eagerly await his instruction in a 12' X 20' room whose makeshift tables and benches comprise their hope for the future.

"In many ways, the children have taught me and have given me spiritually more than I could ever possibly give them. Their appreciation, smiles, laughter and subtle looks that say 'He cares,' makes the whole thing worthwhile."

According to Sister Suzanne, the orphanage not only receives expert medical care from Major Eric Lindstrom but also tips on what she pronounces "Hog Slooping." "Ever since the good mess stewards at the unit mess halls have been kindly giving us scraps of food leftovers for hog sloop, our hog sales



Sacks of rice, purchased with money contributed by 12th Group members, provides food for the orphanage.

at the Bien Hoa market have been increased."

Her phrasing may be misaccented but her gratitude is unmistakable.

The Viet Cong terrorized village of My Tho was the recent site of an airlift for 96 orphans by the 273rd Assault Support Helicopter Company to a safer orphanage at Vung Tau. Frequent kidnappings of the older orphans by the VC and the futile efforts of the nuns to protect the children resulted in the evacuation.

The 222nd Combat Aviation Battalion at Bear Cat is supporting not only a Buddhist orphanage of 1,062 children whose ages range to 16 years, but also a unique settlement of Roman Catholic Vietnamese refugees from Hanoi. In the early 1950's, the people fled seeking religious freedom in the South. The Viet Cong has consistently harassed them wherever and whenever they have chosen a place to settle. Frequently, the harassment has been violent, but has only

strengthened the determination of the people to resist. Their leader, Father Diem, has decided that the village of Nam Dong outside of Vung Tau will be their permanent settlement. "We have vowed to flee no longer and no further." The 222nd Combat Aviation Battalion will help them to accomplish their vow.

The Li Tu Home for Deaf and Dumb Children is one of many civic action programs supported by the men of the 11th Combat Aviation Battalion at Phu Loi. According to Chaplain Royce Riley, the men recently contributed \$850 for the purchase of sewing machines so that the children can not only make their own clothing, but also learn a useful trade for their eventual return to a silent world.

The heart of a child is a delicate place. But the efforts of civic action programs may strengthen it.



1LT Peggy Jackson of the 36th MEDEVAC dons 1st Aviation Brigade shirt as she pitches in with some expert care for the younger set.

ABOUT VIETNAM

Economy and Resources

A study of South Vietnam's economy reflects the awareness of a nation emerging into international status and aiming ultimately to make major changes in the commodity trade pattern of the past.

Since its independence, South Vietnam has produced and exported as much as possible of the same foodstuffs and raw materials that formerly accounted for most of its export trade. It is still buying the same types of goods from foreign suppliers as before although petroleum imports, for example, have risen as a result of military requirements and the hard fact that some of the commodities which used to come from North Vietnam had to be bought from foreign sources. The main change discernible in the foreign trade pattern after twelve years of independence has been the vital trading role of the United States of America.

Rubber and rice constitute between 80 and 90 percent of exports. In addition, the Republic of South Vietnam exports limited quantities of beer, tea, scrap iron, hogs, fish, and duck feathers.

As a direct result of international buying disinterest in the country's rubber output, the South Vietnamese government has initiated dramatic inroads within recent years towards developing crops which were previously regarded as secondary into export potentials. According to a United States Agency for International Development (USAID) spokesman, these in-

clude copra, sugar cane, corn, sweet potatoes, peanuts, jute and coffee.

This diversification of crop programming has already had and undoubtedly will continue to have the effect of reducing dependence of its 18 million citizens on imported foodstuffs and fiber products and of increasing incomes for its farm population which comprises 80 percent of its inhabitants.

Rice exports average in a typical year around 25 million American dollars in revenue. Rubber production in an average year has remained stable but its export value has fallen approximately 10 percent yearly since its peak year of 1960 when the export rubber value was 48 million dollars. The French plantation owners still maintain production with a futuristic hope to once again enter the world market.

After 1954 with the defeat of the French, the Republic of Vietnam found itself cut off from its customary source of coal, minerals and manufactures. Steps were taken to develop up until then unexploited natural resources such as the Nong Song coal deposits (about 30 miles southwest of Da Nang), water power in the Central Highlands (the Da Nhim Hydroelectric Project) and the phosphate deposits of the Paracel Islands (in the South China Sea, 240 miles east of Hue) and Spratley Island (375 miles southeast of Saigon).

To further reduce dependence on imported articles, the government policy resulted in the gradual

development of small industries such as sugar refining and the manufacture of pottery, glassware, household articles and fiber sacks.

It is interesting to world economists that coal outcrops have recently been found in the Mekong Delta. The other fuel available to South Vietnamese is peat which is present in the southwestern part of the country. On the basis of surface measurements, it is thought to exceed several million metric tons.

The most important source of electric power, around Saigon in particular, are diesel and thermal installations which rely on imported fuels costing \$3 million annually. Water is potentially an important source of power, and the Da Nhim project, which is expected to cost \$50 million, is the futuristic answer to South Vietnam industry.

Mineral deposits in South Vietnam provide a moderate economic value. The white sands in the coastal regions are reported to contain more than 99 percent silica, raw material vital to the glass-making industry. A privately financed project at Vinh Cam Ranh is excavating glass sand for export to Japan. Considerable limestone deposits 3 miles southwest of Hue supply the Long Tho cement plant and other deposits near the Cambodian border provide limestone for the plant at Ha Tien. Clay deposits are numerous throughout the republic and are the basis for ceramics exporting.

There are numerous brick and tile kilns throughout South Vietnam; the Vietnam Jute Society in Saigon produces rice bags from jute and kenaf. Its capacity of 3 million bags per year has been recently increased to 6 million bags with equipment bought from Ireland. The Saigon Feather Mill Company which has a worldwide market, processes approximately 1,800 tons of feathers yearly.

The economic structure of South Vietnam is on the move.

HAWK HONEY



Gale Olson
Photo Courtesy
Playboy Magazine



CYCLOMANIA!!!

Story by SFC Daniel E. Webster

Innocent looking? These Chariots of death and destruction bring fear into every driver.

Going to Vietnam? Perhaps you will luck out and get an assignment in a secure (Secure?) area like Saigon, Vung Tau or Can Tho. In these cities and many others like them, you can feel safe and sound; far away from the battlefield and the Viet Cong's sniper sights. However, don't count your lucky stars yet. You, too, may become a CYCLO casualty.

What in the world is a cyclo? Perhaps this short story will enlighten you. One young replacement had been in country only a few days when he was led away to the dispensary suffering from a rare battle fatigue. He had only gone down town for 25 minutes on one of many missions but that short trip was enough for his breakdown. He had become another cyclo victim.

A cyclo is a one-man secret

weapon designed to annoy, frustrate, baffle and drive thousands of nervous servicemen to a premature tenure at the Old Soldier's Home. It is a two-wheeled carriage propelled by either two strong, wiry legs or by a two-horsepower washing machine motor mounted on a bike. Besides the heretofore mentioned functions, it can also be found in the disguise of a personnel carrier for the general public. A cyclo has been seen transporting six to eight persons at one time, lugging pigs and vegetables to market, hauling empty Coca-Cola bottles and sand bags. Yet, it is a deadly weapon though it is not a vehicle of the VC or the Regulars from the North.

Nevertheless, it sends a belt of fear into the heart of the American military driver, whether he be armed with such light equipment

as a jeep or with a heavier one such as a five-ton truck. Every day reports come in on the losses suffered to these war chariots. Their maneuvers are incredible, feinting in and out, a sudden thrust here, a jab there and the motor pool is minus another set of wheels. As an infantryman, you wouldn't stand a chance against these terrifying, traffic tormentors.

The history of the cyclo dates back many centuries. It descended from the ancient rickshaw, and with the help of modern science and some diabolical engineer it has, to the horror of the Westerners, spread throughout the Orient. The cyclo operators are trained in wheel to wheel combat, with rigid tests in the field. To pass the course the operator must be proficient in dodging pot holes, and at the same time causing others to bog down in

ditches beside the road. The honor graduate is the driver who can stage a frontal attack on two deuce-and-a-halves, make only one pass causing major damage to both, and get away with not as much as a scratched spoke. The school graduates thousands each year but applicants are hand picked. Requirements are that the applicant must have total disregard for everyone else.

How does today's soldier protect himself from these demon Ben Hurs? Simple, you might say, just stay beyond maximum range. Nice try, but the cyclo force took this defensive strategy into consideration and its S-2 has come up with a counter-offensive move. It has enlisted into its ranks uncountable scores of bicycles, motor bikes, and scooters, and the equally dangerous mini-bus, the Lambretta. Together they program their field of operations in and around hamlets, villages and towns where Americans are known to abound. They attack the unsuspecting soldier from all sides, overrun his position, and

leave him a total wreck. After an assault, many brave combat heroes have been seen limp, exhausted, and weeping like children. Some rant and rave, while others just sit there stunned with a look of disbelief upon their faces; just like the time when they were first told there was no Santa Claus.

So far an antidote to this attack

upon the nervous system has not been discovered. Repellants and protective nets have been used, but to no avail. Warning systems have been installed to send out loud sonic blasts, but officials have found that the alarms only encourage larger and longer attacks.

How, then, do we ever overcome this menacing adversary? There are three possible paths to victory. The first is to rent a chopper and fly high above these troubled areas. The second is through the pacification program, learning to live with them. (It always helps to take a few tranquilizers before going to get your laundry.) But the best way to defeat them is to enjoy the facilities available on your post. In this way you will also help the economy of the local government.

One senator from California after a visit to Vietnam suggested that the U. S. government import several thousand cyclos and place them on freeways across the states to do away with traffic jams. He said that no one would then use the freeways; they would rather walk to work. Perhaps this problem will pass with time. The dreaded cyclo may continue to evolve into some creature we may know how to cope with, such as the "Yellow Cab."



The vehicle can be seen transporting everything from rice to bananas to people.



Strong wiry legs propell the cyclo in all its deadly maneuvers.

***Photos by
CW2 Jay
Goldsberry***

A STATE OF MIND:



KUALA LUMPUR

Story by SFC Edward J. G. Cannata

Malaysia's government building shows distinctive architecture on the well manicured government park.

Kuala Lumpur is Malaysia's gift to pleasure seekers.

Located approximately in the middle of the Malaysian Peninsula, and only one hour and 10 minutes air time from Saigon, this cosmopolitan city of vibrancy and a zest for the good life is a colorful interweave of racial strains, religions, customs and traditions.

The city is a memorable blend of time-touched Moorish style archi-

ture with the neon fronts of plush restaurants and night clubs, and of tranquil parks surrounded by modern office buildings and skyscrapers.

Along the busy not-so-busy streets, there are time-untouched Chinese temples, Hindu shrines, shops and department stores, many of which sell French and British goods as well as those produced throughout Malayasia.

On TUANKU ABDUL RAHMAN ROAD and PETALING STREET, economic-minded R&R servicemen can purchase enviable selections of jewelry, wines, silverware, watches, silks and fabrics reflecting the artistic heritage of the past and the adventurous present.

Kuala Lumpur is renowned for its luxurious restaurants and hotels where decor and atmosphere is

designed to evoke and cultivate a mood of unpreturbed relaxation.

Within the 100-year-old capitol city of Malayasia, there are restaurants which are havens of serenity, dancing, diversion and introduction to not only choice European and Chinese cuisine, but also to highly-spiced and exotic Malay specialties such as SATAY.

Satay is a spiced meat grilled on sticks over a charcoal fire and eaten by hand off the sticks after being dipped in a sauce prepared from chili and curried peanuts. This is usually accompanied by a side dish of sliced cucumber or tomatoes or small rice cakes cooked in packets made from coconut leaves. Satay is usually prepared from beef or chicken.

Daytime within Kuala Lumpur offers visual experiences such as the National Zoo on ULU KLANG ROAD, about eight miles from town, the rubber estates and rubber tappers at work on KLANG ROAD. Also there you will find SUNGEI BESI, the world's largest open-cast mine whose crater is the largest man-made excavation in the world.

About an hour's drive from the city, one may loll away the hours in the crystal-clear waters of the Malaysian surf where year-around



This ancient mosque on the outskirts of the city is a place of worship for hundreds of Kuala Lumpur Moslems.

swimming and sunbathing are the order of the day.

When evening comes, the night life swings into motion for those seeking the variety and color native Malayan life. For theater goers, Kuala Lumpur offers ornate, air-conditioned theaters showing international films. Most of these cinemas have their own restaurants and bars. Throughout the city, there are various cabarets and dance halls with hostesses interested in relaxing you. In the majority of them, you can dine and dance to the music of excellent combos.

In others, there is stereophonic mood music discreetly piped into subtly-lit clubs where time stops and there is only the present.

Seven miles from Kuala Lumpur and overlooking the famed tin deposit of SELANGOR are the BATU CAVES, immense caverns and endless tunnels hewn out of fine grain limestone rock that seemingly wind their way into the darkness of the earth. As you strike match to a torch and wave it at the ceiling of the caves, thousands of red eyes blink back at you and then with an angry cry, the screaming throats and beating wings of the cave's bats protest your presence. If you venture to the caves at dusk, you will see swarms of bats emerging to

prowl the night sky until dawn beckons them to their dank home.

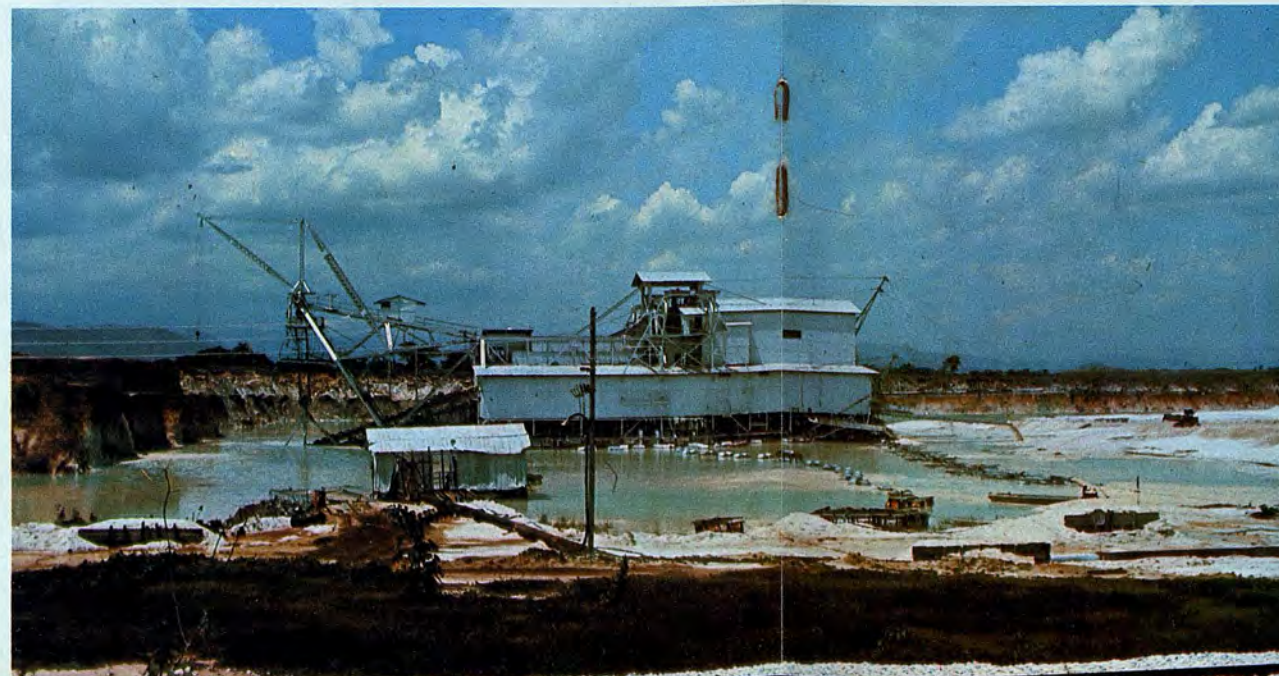
Kuala Lumpur is more than just a place where the KLANG and GOMBAK rivers meet and run to the sea. It is a state of mind for the pleasure seeker.

Rubber tapping is still a major source of employment in this tropical paradise.

Moorish design occurs in this Kuala Lumpur train station.



The tin mines of SELANGOR are among the world's greatest producers.



*Photographs Courtesy
Malaysian—Singapore Airlines*

WORKING WITH ARVN'S

164th Group Aviators Find More Effectiveness...



*Story by
SFC Edward J. G. Cannata*

Photo by SP5 Leonidas Stanson

Twelve dots appeared on the horizon. Within minutes, they further materialized into helicopters that swooped down to a water-swollen rice paddy, unloaded a company of infantrymen and then whirled back into the sky.

This was a heliborne combat assault-aircraft from the 1st Aviation Brigade's 164th Combat Aviation Group carrying Army of the Republic of Vietnam (ARVN) infantrymen to battle elusive Viet Cong strike-and-slip away forces within the flatlands of the rich-rice Mekong Delta.

At Can Tho Army Airfield that evening, the conversation centered on the day's mission. The men talking wore Army Aviation crewmembers wings.

"You've got to hand it to those ARVN's," one young doorgunner said. "They've got what it takes. Did you see how they deployed to the treeline and then fanned out? They sure don't waste time when they smell Charlie in the area!"

"They have really learned how to use helicopters," the war-seasoned crew chief added. "It's planned precision with them."

The officers and men assigned to the Military Assistance Command Vietnam (MACV) effort in the IV Corps Tactical Zone echo the opinions of the brigade crewmen that the strategic aggressiveness and comprehensive use of airmobile

tactics has made the ARVN soldier a hard-hitting and combat reliable force.

As one ARVN major put it, "For us infantrymen who have to slosh through insect-ridden rice paddies and hack our way through



Slicks of the 336th Assault Helicopter Company take ARVN's on another mission in pursuit of the elusive enemy. Photo by Leonidas Stanson

seven-foot-high stalks of sugar cane in search of the shadowy Viet Cong, air mobility is probably one of the most effective tactical breakthroughs since the BLITZKRIEG of World War II. Through the air-mobile combat support of the 1st Aviation Brigade, the ground commander can deploy, employ and redevelop his units with the resulting strategy of keeping pressure on the enemy, maintaining contact in fluid situations, cutting off withdrawal and completing the destruction or capture of the VC with the knowledge that overhead there is a constant, flexible airmobile supply system of men and weaponry."

He further noted that this capability to place a fighting unit, physically fresh, on or near an objective tactically organized for assault and unhampered by adverse weather or terrain, has given the ground commander that "combatant edge" that results in victory.

To fully evaluate the strike-and-support strategy resulting from the combined elements of brigade air-



After disembarking the slicks, movement must be quick and orderly to catch Charlie in his home.

craft and the ARVN forces, there must be a solid understanding of the terrain in which they combat the enemy.

The IV Corps Tactical Zone consists almost entirely of the low-lying Mekong Delta with a slightly higher hill region along the western

border. The Delta area, where there is no spot more than 10 feet above sea level, is interlaced with canals and rivers. The rice paddies in some areas are flooded with as much as seven feet of water during the rainy season which makes flying and tactical insertion and extractions of troops more hazardous.

The enemy lurking within this maze of paddies, treelines, swamps, heavy forests, hamlets, villages and cities differs from his Central Highlands fellow communist.

In the Delta region, there are few, if any, North Vietnamese Regular Army forces. There is the elusive guerrilla with the hard core mentality who blends into the local population through terrorism tactics such as reprisals, assassinations and wholesale massacres if their presence is betrayed.

This then is the background for the operations which through air-mobility has proven to be the most combat effective strategy for the rapid deployment of ARVN troops and the interdiction of Viet Cong insurgencies.

A study of a representative combat assault mission waged on the no-fixed fronts of Vietnam warfare in the Mekong Delta by ARVN forces helilifted, inserted and ex-



A slick of the 336th Assault Helicopter Company, 13th Combat Aviation Battalion, pulls pitch after inserting elements of the 1st Battalion, 31st Regiment, 21st ARVN Infantry Division into an LZ during a recent operation near Vi Thanh.

tracted by 1st Aviation Brigade aircraft provides an insight into the Delta region.

Daily, the aviation assets of the 164th Combat Aviation Group are programmed by IV Corps Headquarters to the three ARVN divisions, the 21st, 9th and 7th as well as the Regional, Popular and Civilian Irregular Defense Group forces operating in the area.

When an ARVN Division has been assigned a specific number of aircraft for a mission, the division G3 initiates the tactical planning. The U.S. Army liaison Officer (AALO) assists the G3 in further assuring that the aircraft will be utilized within prescribed capabilities. The AALO then briefs the primary mission air commander and gives him the maps, overlays, preplanned artillery and airstrikes and the time schedules for the first troop insertions into the preselected landing zone (LZ). The company operations officer then writes an operations order for the company commander. In the Delta, it has become the strategy for ten "slicks" to fly together in one flight escorted by one or two light fireteams of gunships coordinated by the company in a command and control (C&C) ship, an airmobile command post from where he can control his ground units in the lightning moves of warfare.



Vast plain of Delta provides numerous likely LZ's for all types of ARVN airmobile operations.

The aerial efforts of the C&C ship enables the ARVN commander to detect ground threats, to deny the enemy their element of surprise and to integrate aerial fire support with the scheme of maneuver and with plans for other supporting fires.

The night before the operation, the company commander holds his final briefing and explains that the mission is to airlift 600 ARVN troops to the base of the only mountain range in the Mekong Delta. Strategy calls for the sweeping of the Seven Mountains area near Chi Lang about 120 miles southwest of Saigon. The ARVN troops are to begin the sweep after a softening up raid by U.S. Air

Force B52's.

Next morning as darkness dissolved into misty dawn, the C&C ship whose passengers included the primary mission commander, the ARVN commander and his American counterpart lifted off from Can Tho Army Airfield and arrived near the objective area just as the sun was more fully rising and the B52s bombload was falling.

A blazing fireball obscured the sun's rays and was followed by a geyser of debris.

Within minutes, 70 brigade aircraft, each carrying up to 10 ARVN infantrymen, chuffed into view. The C&C commander and the ARVN commander monitored the insertion of the troops into the LZ and concentrated on providing them with gunship cover and suppressive fire as they began their sweep.

When the mission was completed 5 hours later with several VC confirmed kills and the destruction of 4 enemy structures, the C&C commander and the ARVN commander coordinated the aviation assets and made sure that the troop-extracting "slicks" would have effective gunship cover.

The mission was successfully completed in anticipation of tomorrow's when brigade aircraft and the ARVN infantrymen would again prove to be a combination hard to beat.



Murky mire of Delta rice paddies makes a sloppy, but necessary, LZ for ARVN insertions.



"VAGABONDS OF VIETNAM"

10TH CAB

The fabled vagabond of old roamed the earth, homeless and irresponsible, driven by his wanderlust to a life of endless wandering. He had no purpose in life, no direction, no mission, other than the desire to keep moving on.

The modern-day "Vagabonds of Vietnam," however, have an important function and a most responsible mission in the II Corps area. That mission is to uphold the reputation of being able to move anywhere at anytime and to haul anything to those who need their support. Thus they daily earn the nickname of which they are justly proud, the "Vagabonds of Vietnam."

The 10th Combat Aviation Battalion, commanded by LTC James H. Burrell, Jr., is the only aviation battalion in the Republic of Vietnam with a completely mobile field headquarters and forward operating base. Unique in its ability to displace to any required location in South Vietnam with its assigned Helicopter companies, the 10th CAB has been able to commence battalion-wide combat operations

within 24 hours after receipt of an alert order.

Located at Dong Ba Thin, adjacent to Cam Ranh Bay, the 10th CAB serves as headquarters for the 243d Assault Support Helicopter Company and the 92d Assault Helicopter Company, also located at Dong Ba Thin, as well as the 192d Assault Helicopter Company at Phan Thiet, the 155th Assault Helicopter Company at Ba Me Thuot, the 48th Assault Helicopter Company at Ninh Hoa and the 281st Assault Helicopter Company at Nha Trang.

When the men of the 10th Combat Aviation Battalion arrived in Vietnam over three years ago, they found that the site selected for their future home consisted of a small strip of land located on the western shore of Cam Ranh Bay, known as Dong Ba Thin. Basically the Dong Ba Thin area was a swamp with dense vegetation saturated by the heavy rains of the Northeast Monsoon season. The area had only been improved to the extent that a small dirt airstrip clung precariously to the only dry ground in the

vicinity.

Today tropical billets have replaced the original tent hooches, cement sidewalks link all buildings with headquarters, permanent showers have been installed, sod has been laid and palm trees planted. Compared to the dusty windblown tents sitting alongside a bleak dirt airstrip, surrounded by acres of marshy swamp, the Dong Ba Thin of today is a compliment to the abilities and versatility of the "Vagabonds of Vietnam."

The abilities of the assigned companies of the 10th CAB are reflected in the numerous unit awards received by the battalion since arrival in Vietnam. The 10th CAB was awarded the Meritorious Unit Commendation for exceptionally meritorious achievement in the performance of outstanding service during the period December 1965 through September 1966. The battalion has also been awarded the Valorous Unit Award for distinguished service of extraordinary heroism while engaged in military operations during the period 1 January 1966 to 24 March 1966.

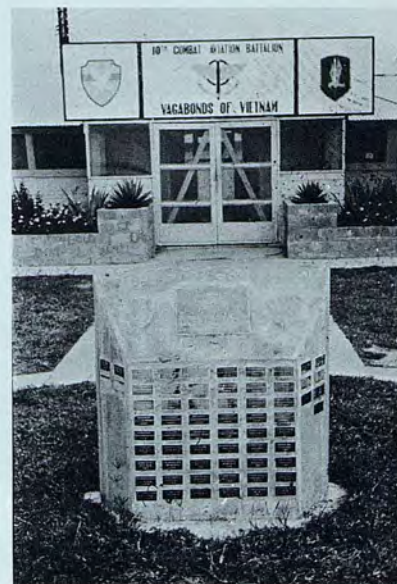
Then, in December 1967, the battalion's First Oak Leaf Cluster to its Meritorious Unit Commendation cited the Vagabonds for exceptionally meritorious achievement in "deploying its field headquarters and aviation companies further, faster and more frequently than any other combat aviation battalion in Vietnam; for coordinating, planning and accomplishing missions which involved the extraction and reinsertion of a battalion sized unit with supporting artillery in the amazingly brief period of four hours, and for executing the first battalion-sized night operation without benefit of illumination."

During a recent operation near Song Mao, slicks from the 192d AHC, 92d AHC and the 48th AHC lifted 101st Airborne and 23d ARVN Division troops to three separate Landing Zones in the Song Mao Range, some 20 miles north-east of Song Mao. Prededing the insertion, gunships from the 192d

and 48th AHC's prepped the area. Vital supplies and equipment, including artillery pieces, were ferried in by the "Freight Trains" of the 243d ASHC in the day-long mission. The ease and efficiency with which the mission was accomplished is a compliment to the coordinating and planning efforts of the "Vagabonds of Vietnam."

The Command and Control ship, also from the 10th CAB, provided the troop commander with a completely mobile base of operations from which he was able to detect enemy ground movements, integrate aerial fire support with the overall operational plan and thus deny the enemy the element of surprise. From his 'front row seat, high above the area of operations the troop commander was able to direct the rapid flow of events ever present in the modern-day version of lightning warfare.

The reputation of the 10th CAB for going anywhere, anytime, in



Memorial marker cites those men who have given their lives in 10th CAB operations.

Photo by SP4 Lee Moreland

support of those who need them holds true on the ground as well as in the air. Companies of the battalion rank among the leaders in Civic Action efforts. Battalion headquarters at Dong Ba Thin has provided medical treatment for over 395 Vietnamese in the past month alone. Through their medical facilities people who ordinarily would be unable to receive medical treatment are given the attention they need. In addition, the battalion's 286th Medical Detachment at Ninh Hoa also treats Vietnamese.

The 192d AHC at Phan Thiet helps support a poor house there by monthly contributions from the men of the unit. Thus, the same men who help protect the people from the terror of the Viet Cong also help protect them from the terrors of poverty and hunger.

Crewmembers and men of the 155th AHC collectively contribute an average of \$100 monthly to the Ba Me Thuot Orphanage and the men of the 243d ASHC give similar support to an orphanage in Dong Ba Thin.



The first of some 600 ARVN Rangers scramble aboard slicks of the 92nd AHC Stallions in a four-and-a-half mobilization near Dalat.

Photo by SP5 Coleman Nocks, 17th CAG IO



Resupply for artillery batteries throughout II Corps is one of the major responsibilities for 10th CAB Chinooks.

The men of the 92d AHC support at present eight students at the Da Lat Public Boy's School, the Da Lat Public Girl's School and Da Lat College. These men believe that if through Civic Action of this kind, one child decides to fight for

his country with the forces of freedom, then the effort is amply rewarded.

In the words of Captain Ronald Miller, battalion S-1, "We contribute in every possible way to the counter insurgency effort in the

Republic of Vietnam. We go where we are needed when we are needed. We support those who need our support, whether in the air or on the ground. We are proud to be the Vagabonds of Vietnam."



After jumping off in a new LZ, ARVN's start to build a new base camp.

On the job :



THE FLIGHT ENGINEER

The assigned task for the CH-54 "Flying Crane" from the 335th Assault Support Helicopter was to carry 10,000 pounds of steel "I" beams from Qui Nhon to Camp Holloway for use in hangar construction.

As the Crane neared the end of her 80-mile jaunt, aircraft commander CW4 Weldon C. Cooke of Wichita Falls, Texas received an excited call from his flight engineer, SP / 5 Reed Turner of Danbury, Connecticut: "Sir, the right support strap is ripping!"

The CH-54 was carrying the load by its center cable holding two straps which were wrapped about the beams. If one of the straps were to break, the aircraft's load would swing about the remaining strap, acting as a fulcrum, and tilt up into the Crane's rotors and body with such impact that the aircraft would be bolted from the sky.

"Stay on the emergency release switch, and if the strap breaks try to punch it off in time," said the pilot. With only five miles to go, they would try to make it. Turner watched the strap intently. Though the lead had not moved, the strap's frayed edges flapped in the wind. The few miles seemed like hundreds.

Finally, the Crane reached Camp Holloway, landed and released the precarious load. The strap had held. Specialist Turner sighed with relief—a flight engineer never knew where his next problem would lie.

There is a tremendous downblast of air as the big ship lowers to hook up the slingload. The man getting ready to lift the hook to be attached to the underside of the CH-47 Chinook isn't aware of much except the looming ship and the tremendous wind. But if he were to turn his head and peer up into

the cargo chute above him, he would see a helmeted head peering over the lip of the chute, keeping close watch on the sling load, and periodically talking into his helmet microphone. He is Specialist Five Leeward Richard of the 200th Assault Support Helicopter Company "Pachyderms," the Chinook's flight engineer.

Whether he is assigned to a CH-47 or a CH-54, the flight engineer's job is basically the same: to assure safe and efficient cargo pick up, sling security during flight, and placement and release guidance during unloading.

"But that is only part of the job," explained Specialist Richard. "The most important part of the job is on the ground. The flight engineer is in charge of the crew—the crew chief and gunner. It's my responsibility to ensure all maintenance is performed on the ship and that all forms and records are kept up

to date. It's my ship while it is on the ground, and I'm responsible for it."

It is a big responsibility. The Chinook and its big sister, the Flying Crane, are the mainstay of the heavy-lift supply for most Army combat units in Vietnam. Many outlying infantry and artillery units are almost entirely dependent on the big helicopters for resupply of equipment, ammunition, food and mail.

These ships are sometimes called upon to move an entire unit and its equipment to a new area of operations. In other cases, complete Vietnamese villages have been evacuated with all their belongings to safer locations. They are utilized to "medevac" downed aircraft and to lift complete howitzer batteries to new sites. And, they are frequently employed to lift ground troops into landing zones during combat assaults.

All of these operations require peak performance from the aircraft, and it is the flight engineer's job to see that his ship is capable of performing accordingly.

As a result, the flight engineer is perpetually busy. He and his crew work long hard hours performing necessary maintenance to keep the ships flying. According to Specialist Five Darryl Sharp, also with the 200th ASHC, "for every hour of flying time, there are eight hours of maintenance performed. But the work is interesting and I really like flying, so I don't mind the hours."

The aviation-inclined soldier takes his first step toward becoming a flight engineer at the aircraft maintenance school at Fort Eustis, Virginia. His is the same basic course that all crewchiefs take, and is concerned with teaching the basic principles of the operation of aircraft and engine components, their maintenance and repair.



Ushering a jeep into a well balanced "seat" in a Chinook requires expertise from all parties, particularly the flight engineer and the crew chief.

But the training only begins at school. The all important practical experience doesn't start until the flight engineer is on the job. "The course at Eustis is good and thorough, but it can only be at best a familiarization course in the short time that you are there," said Pachyderm flight engineer Specialist Five Jim Thalacker.

Specialist Turner, the 335th Crane engineer, agrees: "You don't really start learning until you get on the job and start doing it yourself."

A man usually apprentices as a crew chief upon graduation from Fort Eustis before assuming full responsibilities as a flight engineer. As he gains experience and skill, he works his way up, until he has his own ship.

A good flight engineer must enjoy his work. He and his charge, be it Chinook or Skycrane, are making an invaluable contribution to the evergrowing and increasingly vital role of Army Aviation in Vietnam.



Engine maintenance on the CH-54 Flying Crane is a tremendous responsibility requiring great technical ability.

Holiday Pax Service :

BRIGADE ASSISTS HOPE, GRAHAM, ET AL



Bob Hope, Ann-Margret are greeted by Gen Creighton Abrams as they land at the 1st Aviation Brigade Headquarters pad.

During the Christmas-New Year's holiday season, aircraft from the 1st Aviation Brigade carried some very distinguished passengers who were entertaining and helping American servicemen celebrate the religious observances. Among these were Dr. Billy Graham and Archbishop Terrence J. Cook.

Others included Joey Bishop and his crew of entertainers and of course, the Bob Hope Christmas Show, featuring Ann-Margret; Miss World Penelope Plummer; Linda Bennett; Les Brown and His Band of Renown; the 16-member Golddiggers; Honey, Ltd., and comedian Dick Albers.

Dr. Graham and Archbishop pronounced Protestant and Catholic Christmas services, respectively, throughout Vietnam.

The Hope show toured extensively from I Corps to Saigon, as well as military hospitals all over Southeast Asia.

The quips from the master comedian and Ann-Margret's syrupy-soft "You guys are just too much," did more than draw an occasional smile. It allowed Americans to enjoy the holidays a little more and reflect on the joys of Christmas at home.

Perhaps the most significant passengers transported by the Brigade during the holidays were the negotiators for the three prisoners subsequently released by the Viet Cong in the III Corps tactical zone.

Preliminary negotiations were held on Christmas Day with transportation supplied by the 12 CAG's 145th CAB to and from the meeting site. Members



Archbishop Cooke aided Catholics in Christmas Observances.

Photo by Stars & Stripes



Rev. Dr. Billy Graham brought greetings from President-Elect Nixon and former President Eisenhower.

Photo by Stars & Stripes

of the Brigade stayed at the meeting site throughout the meeting to carry the negotiators back from the confrontation.

On New Year's Day, Brigade aircraft again took

the team to their rendezvous with the Viet Cong and came away shortly afterward with three additional passengers, the American prisoners who had been held captive from four to eight months.

Miss World Penelope Plummer brought Christmas wishes from Australia—her native country.



