

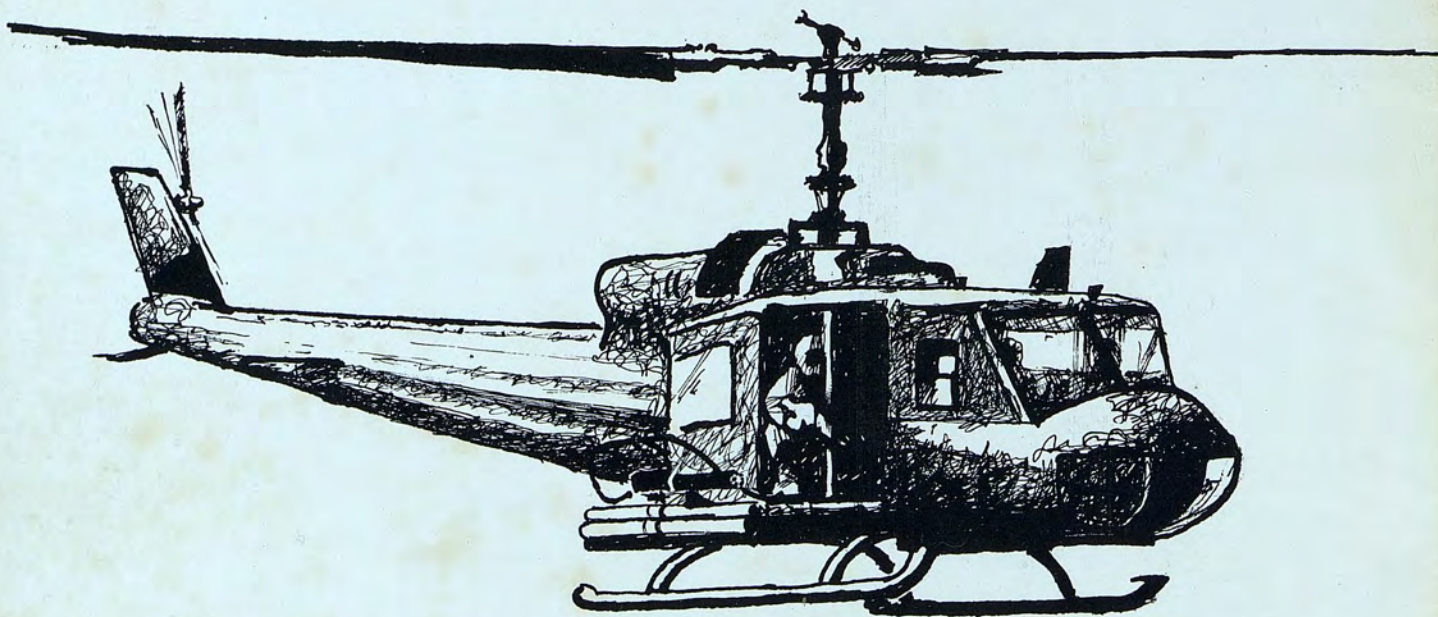
HAWK

APRIL 1970



OLD RELIABLE

UH-1B/C



It has been said in the past and will continue to be said, "The war is a helicopter war." The first generation of Army helicopters is nearing the end of its development string with few exceptions. One such exception is the UH-1B/C gunship.

Arriving in-country late 1965, the UH-1B/C Huey with 540 rotor system was originally designed as a slick to be converted to a gunship on its arrival.

The armament subsystems mounted on the gunship have come and gone. The present system, the XM-21—two 7.62 mm miniguns and two pods with seven 2.75 mm rockets—and the M-5—the nose turret-mounted 40 mm grenade launcher—and its variations, have shown their effectiveness in the Charlie model's contribution to the helicopter war.

HAWK



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APRIL 1970

VOL III NO 8

FRONT COVER

Twin M-60's of the 9th Australian Squadron underscore one of their "Bushranger" H-model Hueys as the ships proceed to their area of operations in Phuoc Tuy Province, IV Corps. HAWK photo by SP4 Brian S. Shortell

BACK COVER

TAKE FIVE—A Regional Forces troop rests his patrol weary feet after a 20 kilometer "hike" through the quagmire of the Delta. HAWK photo by SP5 Chas Boots.



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HAWK

It was a very clear morning. Nothing typified that this day of operation would be different from any of the others.

The night before the warrant officer had received his briefing for today's operation. He and his co-pilot were relaxing in the operations room drinking their final cup of coffee before their take-off time of 0730. The warrant officer glanced at his watch and motioned to his co-pilot, it was time to get moving.

The mission this morning was reconnaissance as it had been so many times in the past. Flying low over the jungle, the two men engaged in their normal conversation, noting the harsh triple-canopy jungle which lay below. The co-pilot leaned back and stretched, feeling a sense of security in his flying domain. He thought to himself, "It's great to be up here, not having to contend with surviving in the jungle down..." The air of serenity had been abruptly broken by the sound of automatic gunfire rupturing the belly of their helicopter. The co-pilot would think no more to himself.

The pilot, sensing the nauseating aroma of leaking fuel and blood, attempted to gain temporary control of the aircraft. It was futile. "MAY DAY, MAY DAY, I'm going down!" His radio communications were out. Moments later the chopper crashed. Severely shaken and bruised, the pilot ran from his aircraft just in time to clear the explosion.

Regaining his senses, he observed the terrain. A sudden sharp feeling of isolation gripped every nerve in his body. "Lord, how'm I going to get out of this mess...no food, water, shelter, or medical supplies. It's going to be weeks before I'm found."

Expertness, by aviators and crew members, concerning survival, evasion and escape (SEE) techniques in South East Asia appears as "nice to know" information until you experience a harrowing inflight emergency, terminated by your aircraft crashing or you crashing through the jungle canopy.

Without warning of an impending disaster, you are abruptly subjected to the severities encountered in this adverse environment. As your body agonizingly adjusts from the paralyzing pressure and stress of jarring impacts, accompanied by the realignment of the senses allowing a small measure of perceptiveness; a working knowledge of SEE Procedures assumes a significant factor for existence. Your proficiency and strength for self-preservation will save your life.

Countless intelligence and after-action reports indicate that only SEE equipment attached to an individual will ultimately be available if he is downed in a hostile area. Severely damaged or destroyed aircraft, framework disfigured and entry barred, equipment thrown from the aircraft, aircrew separation from aircraft and aircraft fires are some reasons why you will rarely, if ever, be able to retrieve SEE gear. Thus, the basic rule is: "attach SEE items to your person."

Trapped with the turmoil and

lurking dangers of the SEE environment, your only means of existence are the all-powerful will to endure, combined with the disciplined observance of the eight survival principles.

Debriefings must be extremely thorough and lessons learned disseminated promptly. Knowledgeable and proficient aircrew members, confident in their ability to use SEE skills, can be self-assured of preserving their lives in the survival situation.

Commanders can, by emphasis and attention to mission accomplishment, assure the safety of air crews by establishing a viable unit life support program, not lip service but respectable training. The enterprising unit escape and evasion officer is able to assist the commander by pressing for school quotas, maintaining a comprehensive and current SEE library, initiating informal hanger talks and conducting more formal classes, training sessions and live demonstrations, such as obtaining the service of Air Force life support teams.

SEE is, in the final analysis, an individual challenge. The alert intelligent soldier will recognize his responsibilities and exert every effort to prepare himself for the moment when he might suddenly and ferociously be flung into a SEE emergency predicament.

JEST

...Jungle Survival School

August 15, 1965, Fleet Airborne Electronics Training Unit Pacific (FAETUPAC) initiated a Jungle Environmental Survival Training School (JEST) located at Cubi Point, Philippines. The original mission of the school was to train 7th Fleet Naval pilots in the art of jungle survival in South East Asia and abolish the common misconception that jungle survival is impossible without normal supplies.

The school now encompasses any pilot or aircrewman who serves in South East Asia and voluntarily signs up for the program. Concerning 1st Aviation Brigade, fifteen quotas weekly are sent down to United States Army Vietnam (USARV) headquarters and they in turn channel them through 1st Aviation Brigade headquarters, whose responsibility it is to disseminate them out to subordinate units.

Training conducted at JEST consists of three courses; a nine-hour orientation course, a twenty-four hour advanced course, and a forty-eight hour advanced course. The forty-eight hour advanced course is the instruction period pilots and aircrewmembers are strongly encouraged to avail themselves to.

Employed by FAETUPAC, fifteen Negritos (Phillipino Aborigines) act as the principal instructors. Having been raised in the jungles of the Philippines, they are

well qualified to teach survival,

Training begins by showing the students the different types of indigenous jungle fruit and animals that can be prepared for human consumption. To their amazement, the list of edible animals and fruits is almost as long as the different species of creatures and plants which inhabit the jungle. Almost any animal found in the jungle can be consumed. This repertoire includes reptiles and snakes, poisonous and non-poisonous. A simple rule of thumb to follow when preparing snakes or reptiles is to sever their heads five inches below their fangs. When gutting animals, whether it be monkey, jaguar, sloth, deer, boar, or deer, make sure that you remove a small gland located around the coccyx (tail-bone). The gland is non-poisonous, but if not removed, will create a nauseous flavor in the meat.

After cleaning the meat, a means of preparation is required. If available, a fire should be used. Any decayed foliage can be utilized. If the crisis arises in which material on the ground is wet, cut open any rotted vegetation and strip off the interior fibrous material. The situation might present itself in which no matches or lighters are available. If this is the case, cut the meat in thin strips and allow to

Student practices use of Kaman Jungle Penetrator.





The McGuire rig is but one of four different types of rescue equipment demonstrated at JEST.

dry in the sun. Beef jerky is an ancient method of curing meat.

WO Frederick McNanarny, B Troop, 3/17 Air Cavalry, who attended JEST school relates, "After our initial briefing on animals and plants, we moved through the jungle for three hours. During this time the Negritos would show us what plants and animals were edible and the different sources from which we could obtain potable water."

Many fruits flourish in the jungle which can be eaten. If you are unsure of them, stick to those which you know; bananas, coconuts, oranges, grapefruits, and papayas. The roots of numerous plants contain starch supplements and are equivalent to the American potato. If you question the source of the root, a safe test is to nibble the leaves of the plant and wait twenty minutes. Make sure the quantity you nibble is small. If you detect no ill effects, the food is safe.

Lack of water is not the problem many imagine it to be. The jungle affords numerous sources easily obtained. The coconut is a good example. It offers the liquids necessary to retain bodily fluids

A Fruitbat in every pot...



For those who know the ropes, the jungle provides decent meat, including the timid jungle deer, the vicious wild pig and the elusive Rhesus monkey.

and is very high in protein. If coconuts are not available, choose a vine one or two inches in diameter and cut a five foot section out of it. Apply the identical taste test to the water as you did to the plants. Surprisingly, the water will taste refreshing. If you still doubt and fear contamination of the water, put it into an expedient container and bring it to boil. It is ready for consumption.

Included in the two day instruction period is familiarization and practical application of rescue equipment which is utilized in rescue operations. This circumvents knowledge of the parachute rigger, horse collar, McGuire rig and the Kaman jungle penetrator. Training is very thorough as exemplified in the application of the Kaman jungle penetrator. In using this piece of equipment, students were taught to engage the penetrator blindfolded. Thus, if the situation ever arose, their actions would become second nature.

In conclusion, the purpose of JEST school can be summed up in the words of Navy Lieutenant R. W. Ritz, officer in charge of the school, "We attempt to overcome the aviator's inherent fear of the jungle through example and practical application."

There is a commissary available in the jungle. A commissary in which ration cards are not mandatory and the check-out line is very small, indeed. Why not inquire about it? Someday, somewhere, sometime, the situation could present itself where as knowledge of it could well determine the difference between *your* life or death.



EDITORIAL

AN ARMY WITH A MISSION

At this very moment, located over the entire globe, there are elements of an aggressive army which makes no effort to conceal the red insignia worn on its uniforms. This army is well entrenched and is relentless in achieving its goals. The red insignia which it proudly bears is in the shape of a cross. This particular army's mission is to do as much as it can to relieve the misery, discomfort or problems of those who seek its aid.

By now it is no mystery that I am referring to the American National Red Cross. Helping in times of disaster, the Red Cross provides courses in first-aid, water safety and home nursing education, plus supplies about half of the blood needs of our nation's hospitals and serves the men and women of our armed forces.

Last year, the Red Cross served a monthly average of 121,000 servicemen. It transmitted more than 863,000 emergency welfare messages to and from overseas. Including the recreation programs, the Red Cross spent a total of \$51,747,603 on America's military personnel.

The Red Cross has done much to help the man in uniform, men such as you and I. It is now involved in a special appeal for year-long support during 1970. The "Roll Up Your Sleeves" campaign now being conducted by the Red Cross is ultimately for your benefit. Do not turn them down when they ask for your help, you know they would not turn you down.

CHAPLAIN'S CORNER

Chaplain (CPT) Alfred M. Croke
145th Aviation Battalion (Cbt)

True happiness is to be found only in union with God, to whom we belong—union with Him through a religious way of life, especially through prayer. He alone can free us from bondage to passion and from the tragedy of sin. He alone can satisfy the hunger of the soul for the infinite.

Estrangement from Him, on the other hand, turns the soul into a hell of isolation, misery and despair.

If frustration is the dominant note in the world affairs today, is it not because men have dethroned God and scraped His plan for the universe?

Is it not because they have turned their backs on the perfectly balanced philosophy of life which religious faith offers—a philosophy in which God is the Creator, Ruler, and Center of the universe and in which the life of the humblest citizen has purpose, meaning and value, because he has a specific contribution to make towards the fulfillment of the driven plan?

By prayerfully raising our hearts and minds to God in profound adoration, in sorrow for sin, in thanksgiving for all we are and have and in petition for His help, then we will please our God here on earth and approach the happiness of eternity which He has promised and which He alone can give.

from the CAREER COUNSELOR

One thing the Army offers men and women is diversified opportunities for employment. There are so many different jobs to be done that virtually anyone in the service who is not happy in his or her present position can probably find something else more to his liking and capability. It is also possible for someone who is happy in his present job and location to reenlist for that position and place.

The in-service MOS-producing Army service school reenlistment option, as its name implies, promises attendance at the peccific MOS-producing Army service school of your choice. It is available to both men and women, E-5 and below, who have four or less years of service and who are reenlisting for four, five or six years.

Men and women E-4 and below, with more than four years but less than seven years of active service, are also eligible for this option, providing they have a primary MOS that is listed as overage in AR 611-4 and that they are reenlisting for a course which will train them for an MOS listed as shortage in AR 611-4.

Needless to say, we have copies of AR 611-4 on hand, and we have all of the other information concerning the schools that are available to you under this option.

Though every effort is made to give you your first choice of schooling, this is not always possible. However, you are not obligated to sign the reenlistment papers until you are satisfied with the schooling available to you.

As you know, in addition to the option you may collect a bonus of up to \$10,000 on an initial reenlistment.

LIAISONS TO FREEDOM

The blindfolded NVA prisoner squatted in the corner of the desolate hootch. His hands were bound behind him. In another corner of the hootch were components of a .50 calibre machine-gun, its ammunition and a mortar tube.

The NVA and the arsenal were captured on an operation in the U Minh Forest the day before. The prisoner was a special sort of prize, because only three days previously, he had been in North Vietnam. There were many answers that could be gained from him through skillful interrogation.

"We are happy any time that we can get mortars or automatic weapons," said the Regional Forces commander. "The NVA carry these from North Vietnam, and before that, they are transported from China."

This example is just one of the many successful operations the Regional Forces has engaged in.

Today in IV Corps there are no American combat elements. Instead, advisors from the Military Assistance Command Vietnam (MACV) remain to aid the ARVNs in their efforts to rid the Delta of the enemy. In remarks about the trend of the war in Vietnam, CPT Richard Geck, himself a MACV advisor for 18 months, said, "When I say 'we,' I mean the Vietnamese. They are the ones who are now doing the ground fighting in the Delta."

Many years of hard work and effort made this situation possible

HAWK





An ARVN CO confirms location with operations.

—years of hard work by both American and Vietnamese. A prime example is Kien Giang Province located in I Corps, 220 kilometers west of Saigon, bordering the Gulf of Siam. This fertile province, the largest in the Delta, was under the control of the VC infrastructure in the earlier stages of the war.

In 1964, the United States Military Advisory Command Vietnam (USMAC) moved into the province and set up their headquarters in the city of Rach Gia in Kien Thanh District. The advisory team's mission was and remains to

advise and assist the Vietnamese so they will eventually be able to sustain the war effort themselves.

The current organization of a Mobile Advisory Team (MAT) authorizes six members: a senior advisor, an assistant advisor, a medical advisor, a light weapons infantry advisor, a heavy weapons advisor and a Vietnamese interpreter.

These men are responsible for providing professional advise to the Vietnamese in all fields of company administration and supply. They also advise the Vietnamese in matters pertaining to

Photos by SP5 Chas Boots

intelligence security and military operations and planning. They advise the Vietnamese on development and pacification, as well as provide advice to the ministerial staff and functionaries for their program implementations.

Each team is placed under the operational control of the district senior advisors, unless directed otherwise by the province senior advisor. The logistical and administrative support of a team is provided through established MACV advisory channels. The team's operational support is secured through Regional Forces/Popular Forces (RF/PF) channels.

Each MAT is a very flexible unit with the ability to be employed in a variety of situations and adapting to the local conditions and requirements as deemed necessary.

Generally, MACV advisors go on patrol with the companies and battalions. Their job with the patrol is to assist in coordinating air support. Before dustoffs or gunships can be called into an action, a request has to be logged by the American advisor and the Vietnamese commander.

An outpost, usually several huts, is used as the operations base for the American MAT and the Viet-

Each stream encountered must be forded.



Slicks overcome Delta's lack of roads.





A patrol sprays woodline behind them.

namese battalion. Everyday patrols sweep the surrounding area and villages, often on airmobile operations.

The American MAT is resupplied by slicks. In the Delta, air support is basically the responsibility of the 13th Aviation Battalion (Combat). Their slicks, gunships and Birdogs are a vital, and often determining factor in many of the ground operations in the Delta today.

Air power in the form of C-model Hueys and Cobras are the

major means of fire support to the Delta's ground forces. "The biggest asset that these helicopters give us is fire support," explained CPT Geck. "Gunships can knock out bunkers that artillery and ground troops can't reach."

Respect for the pilots and crews of the gunships is high. "It's not unusual for a gunship to fly directly into machinegun fire to knock out a bunker," continued CPT Geck. "If he doesn't destroy his target the first time, he usually gets it the second time."



Chinooks keep Delta outposts supplied.

The Vietnamese are becoming more independent with each operation. According to LT George R. Wiley, an assistant MACV team leader, "Vietnamese are capable of going on combat assaults by themselves. It's becoming clear that in some areas MACV has almost worked itself out of a job."

"This is the richest agricultural land in the world," he continued. "With proper agricultural methods they could feed all of Southeast Asia." Adding sadly, but truthfully, "All that they need is peace."

A formation must make its own trail where there is none to follow.





ODD COUPLE

Anthony and Cleopatra were instrumental in bringing about the fall of the Roman Empire. Lewis and Clark teamed up to help tame the northwestern United States. Orville and Wilbur Wright gave wings to aviation. Rogers and Hammerstein contributed their all to the legitimate stage and musical comedy. Rowan and Martin revolutionized television humor. The old adage continues to be verified, "It takes two to tango."

Another couple has been created and is doing everything within its power to make a mark in the annals of history. This unusual pair is not out to humor anyone nor will they contribute to any of the aesthetic arts. But by using the power with which they have been endowed, the Delta Hawks

and Delta Devils can help tame the U Minh Forest and bring about the fall of the Viet Cong infrastructure in the Mekong Delta.

The destructive twosome, comprised of the OV-1 Mohawk of the 244th Aviation Company (Aerial Surveillance) and the AH-1G Huey Cobra of the 235th Aviation Company (Attack Helicopter), has brought a reign of terror to Charlie's "in-country R&R site" since late November and early December.

The operation that this combination of fixed and rotor-wing aircraft conducts is night interdiction known as the "Night Phantom." Indeed it has haunted the once-unmolested U Minh. Within the first two months of the year, the dynamic duo have accounted for

1,200 plus killed by air (KBA) and destroyed more than 10,000 structures and sampans.

The concept of the operation is relatively simple. A Mohawk from the "Delta Hawks," commanded by MAJ Lanny Standridge, leaves Can Tho after dusk and makes its way to the southwest corner of the Delta, the U Minh Forest.

The pilot flies his aircraft, mounted with an infrared device. The progress of the Hawk is continuously followed by a radar tracking station manned by WO Theodore Strickland.

His task is to mark the location of the Hawk on his radar screen when the pilot detects a possible target on the ground through his infrared system. The process of finding and fixing the targets con-

Story by
SP4 David R. Wood

tinues until several possible targets have been fixed and cleared for fire by the sector operations at Ca Mau.

The Cobra from "Delta Devils," commanded by MAJ Kenneth E. Tatem, then takes to the air. As he approaches the targeted area, the tracking station picks up his image on the screen. When the aircraft comes on target, the Devil pilot is advised of his significant location. The Cobra noses over and unleashes his 2.75 inch rockets and accompanying ordnance.

Death is dealt to Charles until all of the targets on the tracking station's screen are exhausted. The Devil returns to refuel and rearm while the Hawk begins the operation again. The mission continues until dawn.

Night Phantom is not new to the Hawks of the 244th. Known by a different name, the Hawks were involved in the "Snakehunt"

during late February and March 1968. Snakehunt was devised to curtail Viet Cong (VC) infiltration by the use of aircraft hunter-killer teams. This again meant the teaming together of the Mohawk to find the enemy and the Cobra to destroy him. Within the short period of operation, the Snakehunt caused a definite set back in the VC infiltration effort.

The parent unit of the two companies, the 307th Aviation Battalion (Combat), is in the process of using a similar configuration except the Side Looking Airborne Radar system is mounted on the Mohawk. The Tram, a north-western area of the Delta, is the battalion's area of responsibility. Again the "odd couple" has shown its effectiveness.

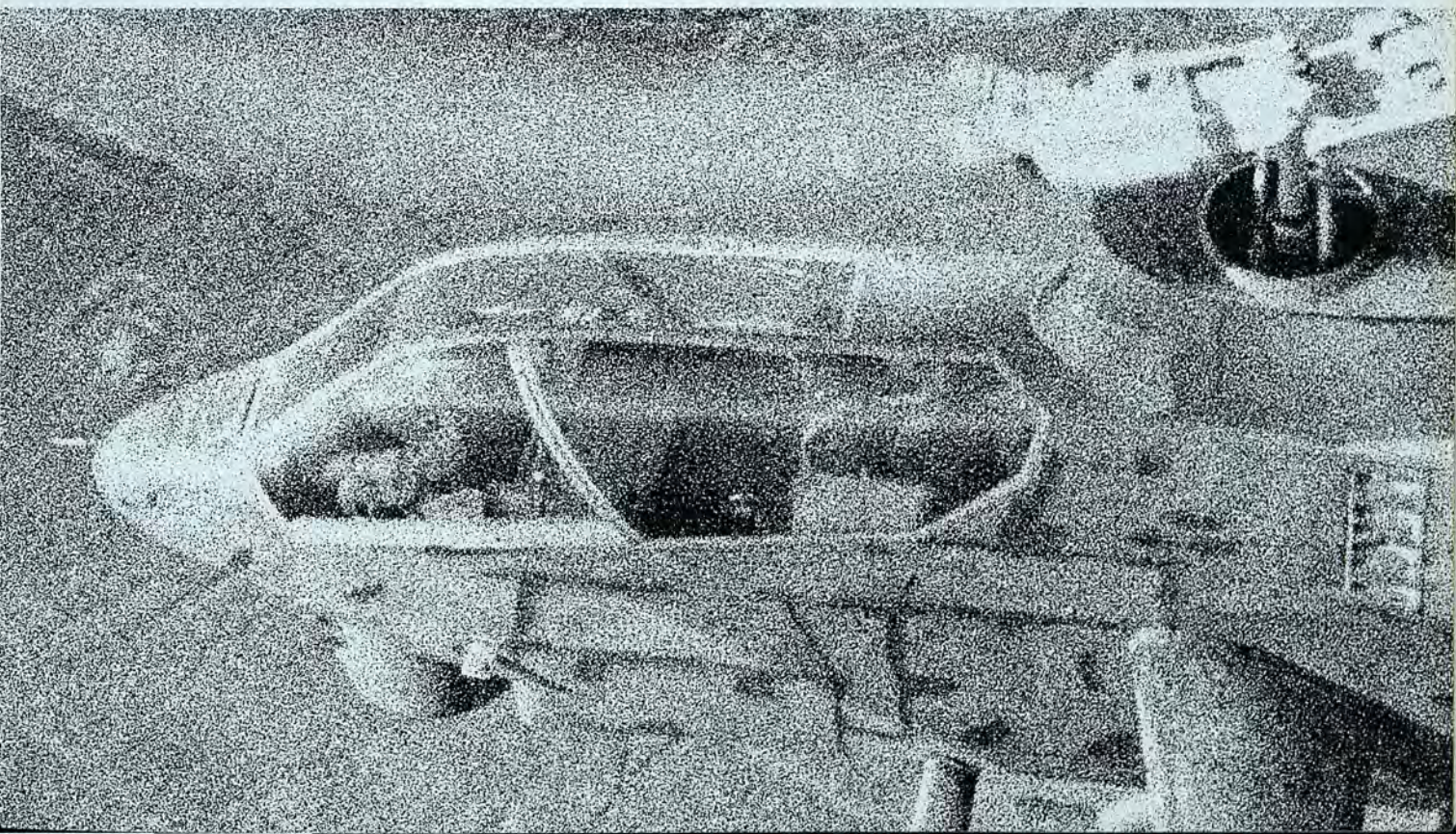
"There are a variety of ways to operate the Night Phantom," according to MAJ Thomas R. Chapman, 307th's operations officer. "The Cobras can wait at Ca Mau until several targets are marked before they are launched, or the Mohawks can call in the

Cobras immediately depending on the significance of the target." Either way, the pair can engage as many as 30 to 50 targets a night.

The effectiveness of the Night Phantom mission is generally unknown. "We must rely on agent and intelligence reports for the actual damage done," stated MAJ Tatem. The more than 1,200 KBAs accounted for have been those thus far reported.

But body count is not the only way to judge the effectiveness of an operation. "The Mohawks have started to receive ground fire, and the enemy is beginning to use diversionary fires which lead the Mohawks astray," revealed MAJ Chapman. "It's a good indication to us that we are hurting them."

The unusual and destructive duet have dedicated themselves to their mission in the Delta. They might not leave an impression in the history books, but the Hawks and Devils of the Delta have definitely left an indelible mark on Charlie.



HONG KONG

Looking from Victoria Peak (above) over Hong Kong, Victoria harbor, Kowloon and the New Territories. A Chinese Communist junk (right) sails through Victoria Harbor. (bottom) The movie "The World of Suzie Wong" made this floating restaurant famous. A glass encased Buddha (left) sits in a temple on one of the other islands.

*Story and Photos by
SP4 David R. Wood*



Sculptures of legends adorn walls of famous Tiger Balm Gardens.

Hong Kong, a British Crown Colony located in the South China Sea, embraces a rural area on the mainland of China—the New Territories—and two major cities—Victoria and Kowloon. Victoria, on the island of Hong Kong, is amassd with skyscrapers and is famous for its Victoria Peak. Kowloon, the peninsula on the mainland, is the home of thousands of Chinese refugees. The New Territories stretch from Kowloon north to the "Bamboo Curtain" and Communist China.

Between Hong Kong Island and Kowloon Peninsula lies Victoria Harbor. This beautiful expanse of water which is continuously cut by junks, sampans, freighters and luxury liners, ranks with San Francisco and Rio de Janeiro as one of the three most perfect, natural harbors in the world.

The crown colony is a free port, meaning that goods come from all over the world free of taxes. Thus such items as cameras, stereo equipment and clothing with brand

names can be purchased for the bare minimum. There are thousands of other items to be purchased at the tens of thousands of individual craftshops in the city.

After a couple of days of shopping, one's pocketbook might appreciate the various daytime tours of Hong Kong.

An exciting ride on the Peak Tram to the summit of Victoria Peak where a panoramic view of the entire city, harbor, peninsula and the hills of the New Territories highlights the tour of Hong Kong Island. The famous Tiger Balm Gardens is considered the "Disneyland of the Orient" and is a must.

Another "must" is Aberdeen, main fishing village of the colony with more than 4,000 junks and sampans, located on the South China Sea side of the island.

Whether the traveler is a historian, a tourist, a photographer or is looking for a stupendous bargain, Hong Kong is the place for an R&R visit.

Pleasure junk comes in to take on passenger for outer island tour.





people to people

Dr. Rose's Dispensary

By Clinical Spec Bob Birnstihl

The Army Medical Department has come a long way since its beginning to provide the finest in definitive medical care. Aviation has done much to further this cause by providing the means for progressive air evacuation; and, conversely, Aviation Medicine has furthered Aviation immeasurably by providing skilled, specialized

attention to the unique situations inherent in the aviator's everyday performance of his mission.

The 1st Aviation Brigade maintains 30 aviation medical facilities staffed with 50 flight surgeons and 300 enlisted medical specialists throughout the country. These men and facilities provide primary medical support on a unit level for

over 1/10 of the total Army strength in Vietnam. With the relatively easy availability and frequency of air evacuation, we often lose the significance of the "unit" facility and concern ourselves more with care to be provided at larger installations, often many miles—or hours—away. More important than the distance/time factors is the possibility that routine dust-off missions are sometimes compromised by the tactical or logistical status—to say nothing of the frequent rain, wind, or dust storms. What happens to the potential air-evac patient then?

"Never fear," explained Dr. (CPT) James C. Rosé, battalion surgeon of the 268th Aviation Battalion (Combat) at Phu Hiep. He and Dr. (CPT) Dennis F. Strauss, 433rd Medical Detachment commander, operate a unit facility with the capability of providing immediate care often only available at the hospital level. "Our purpose here is to keep things at a local level—to treat patients here and return them to duty as soon as possible." Dr. Rose continued, "We do not believe in compromising a patient's condition by holding off a required dust-off, but we are able to stabilize and maintain the patient until such a time as dust-off would be practice for all involved regardless of whether that time would be a matter of minutes, hours, or days."

Among the less amazing facilities at Dr. Rose's dispensary that would be necessary to enable living up to such a statement is a five-bed ward complete with running water and stateside-type hospital beds. The facility has x-ray equipment and personnel enabling sophisticated radiographic diagnostic procedures. The dispensary houses audiometric, vision testing, and electrocardiograph equipment that would make the average Aviation Medical Officer drool with envy.



SP4 Lininger and Dr. Strauss check patient's heart with electrocardiogram.

Battalion lab tech Peter Herdman who was a PhD candidate at St. Louis University prior to entering the Service commented that, "We can do anything from routine lab work to complicated blood chemistries and bacterial cultures. Since the patients and specimens never leave the facility, we are often able to save days in arriving at a correct diagnosis."

"Our 'under-one-roof' facilities," added Dr. Rose, "enable us to complete all phases of a routine flight physical in a matter of hours instead of days, and the patient never has to be sent anywhere else."

The dispensary sees from 90 to 120 patients daily during sick call hours. GI's are first seen by Clinical Spec Dale E. Lininger and then referred for treatment to Drs. Rose or Strauss. Compound-employed Vietnamese patients are first seen by the dispensary's Vietnamese nurse. "We have excellent cooperation with the local people," noted Dr. Rose. "We treat them on an emergency or as-needed basis and are then able to refer them to appropriate civilian hospitals for follow-up care."

**Photos by
SP5 Chas Boots**



Drs. Rose and Strauss confer with Medical Chief at Tuy Hoa Providence Hospital.

This type of cooperation was evidenced in a recent plague threat. The Tuy Hoa Providence Hospital had reported several suspected plague hospitalizations and subsequent deaths from Lo Ba, one of the local villages. With the assistance of Sp/5 Herdman, a positive microscopic identification of *pasteurella pestis* (the plague bacteria) was made from smears and cultures prepared at the 268th dispensary lab. Coordination between Dr. Rose, the Chief of Medicine at Tuy Hoa Providence Hospital, and a Korean Preventive Medicine team from Da Nang brought about a prompt resolution. "We were able to vaccinate 800 Vietnamese ourselves and provide additional vaccine so they could carry on their preventive medicine programs in further-outlying villages," Dr. Rose concluded.

Dr. Rose and his staff carry out a thorough program of instruction to the aviation companies in the Phu Hiep—Tuy Hoa area. "Besides the regular sessions in emergency first aid and VD," Dr. Rose offered, "Dr. Strauss and I give classes in vertigo, space orientation, survival, and aviation safety. We also have our medics give in-service talks to each dispensary section so that everyone is aware of everyone else's."

"I feel that we have been very successful here in both patient response to our operation and in the medics' acceptance of our methods. No where in medicine is a person-to-person contact more important than in Aviation Medicine," continued Dr. Rose, "and our primary goal here is just that: to treat patients—not conditions."

SP5 Gary Lauber performs minor surgical procedure.



H A W K

GALLERY



'70



HAWK





“Bloody Good Show Mate”

Aussies of the 9th
“Bushranger” Squad-
ron use H-model
gunships with twin
60’s on IV Corps
VC.

Take a UH-1H (Iriquois) heli-
copter, add two rocket pods, one
on each side of the rear pylons,
capable of firing seven 2.75 rockets
each; then take and mount two
mini-guns, one on each side of the
chopper’s front pylons. Sound like
a “hell-bringer?” It is, but there
is more.

To give your gunners added fire
power, you mount two M-60 ma-

chineguns on each side of the bird,
twin 60’s. What do you have now?
Well, you add two Australian door
gunners and a pilot and co-pilot
and you have a “screamin’ ma-
chine,” better known to the Aus-
tralians as their “Bush Rangers,”
a parallel to the strike hard and
fast technique used by Billy the
Kid and his bandits in their fabled
history.

“We just can’t say enough
about this H-model helicopter and
its capabilities,” explains Squadron
Leader Mike Robinson of the 9th
Australian Squadron operating out
of Vung Tau. “When you observe
the BushRanger in action firing
its load of 14 rockets and expend-
ing its 9,600 rounds of mini-gun
ammo, along with the twin M-60’s,
it is a beautiful and awesome dis-
play of fire-power.” Not many
people can argue that point.

But the UH-1H has not always
been around since the 9th Squad-
ron arrived in Vietnam in May of
1966. “When the Squadron ini-
tially arrived,” Continued Squad
Leader Robinson, “we had the
B-model’ helicopters to operate
with.”

Today, the Squadron uses the
Iriquois to support the Australian
Task Force operating in Phuoc
Tuy Province, IV Corps. The
same choppers are used both as
slicks and gunships.

This puts a large burden on both
maintenance crews and flying hours
of the pilots. It is remarkable to

An LZ comes alive as Aussie troops spurt from ship.



HAWK

note that month after month the squadron maintenance section meets a rate of 80 per cent and better of serviceability of aircraft.

Squad Leader Don Tidd, OIC of maintenance, explains it this way, "There are several factors for our crews' good performance. On the average, they have six years of fixed-wing and helicopter maintenance before arriving in Vietnam. Also, our operation is completely self contained with command emphasis placed upon keeping at least 75 per cent of our aircraft on the flight line daily. He continues, "Also we get excellent response from the American resupply channels. I think part of the reason for this is because the Australian government reimburses the American government for all rations, parts, equipment, and helicopters used by the Aussies in Vietnam." Squad Leader Tidd explains, "We want the United States to know that we believe in the cause here and want the Americans to know we want to do our share, financially as well as militarily."

The modified XM-21 Armament sub-system, which consists of the rockets, mini-guns, and twin 60's, can be removed from the Iriquois within three hours, converting it from a gunship into a slick. This is advantageous to the 9th Squadron's mission as many times extra gunships are needed for a specific operation in support of the Aussie Task Force. Explains Group Captain R. J. McKin, "Since our ships are not organic to the task force, our pilots take part in all types of operations from 'people sniffers' and psyops to dust-offs and combat assaults." He continues, "It is a very demanding role for our chopper

boys who cover every type of mission."

The skill and endurance of the Aussie pilots and the effectiveness of the UO-1H was very apparent on an operation conducted February 18, 1970, in support of their task force operating near a coastal area in Phuoc Tuy Province. Early in the morning the Aussie task force ran onto a base camp with approximately forty VC defending it. The VC's position was well dug-in with numerous bunker-complexes covering the area. Immediately Charlie knocked out a tank with a rocket powered grenade (RPG) round. The task force commander put in a call for a medevac and two Iriquois gunships appeared moments later. Rolling in on the enemy perimeter, the Bush Rangers furnished deadly protective fire support for the medevac.

Little did the pilots know that this was to be the beginning of an entire day of supporting the Aussie troops on the ground. Alternating with RAFF tactical air support and artillery, the Bush Rangers supplied suppressive fire on the strategic enemy emplacements and the knocked out tank, from which



Bushranger H-model ships double as gunships and slicks.

the VC kept attempting to recover the machineguns.

Flight Lieutenant Bill Robertson, pilot of one of the Bush Rangers states, "We really had no idea what the task force had encountered when we first received our mission. Before the day was finished we had expended over 60,000 rounds through our mini-guns and many many 2.75 rockets."

It was a long day for the Bush Rangers of the 9th Aussie Squadron, but it was another successful mission for them in IV Corps; a "Bloody good show mates."

Smoke grenade in hand, gunner waits to mark target.




**Photos by
SP4 Brian S. Shortell**

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HONEY**





Knights of the Night the 114th Aviation Company (Asslt Hel)

Geographically, a united Vietnam has been compared to two rice baskets hanging on a carrying pole—a familiar sight in many Asian marketplaces. The rice baskets are comprised of the deltas of the Red River in the North and Mekong in the South. Two of the richest alluvial plains in the world, they are connected by the Annamite mountain chain linking both ends of Vietnam.

By comparison, however, the Mekong Delta in the South far surpasses the northern delta in size. The Red River Delta covers a wrinkly expanse of 5,800 square miles compared to 14,000 square miles in the southern counterpart.

North Vietnam looks hungrily at these same documented facts. For the North Vietnamese are now one of the poorest people in Southeast Asia. To a large extent, it is due to this national impoverishment coupled with the strong urging of mainland China that North Viet-

Knight aviators contend with stress of nocturnal flights.



*Story and Photos by
SP5 Chas Boots
and*

SP4 Brian S. Shortell



nam has risked the costly attempt to conquer the South.

Without the Mekong rice bowl, North Vietnam can only remain poor. And so it is that in the heat of mid-afternoon, in the Delta city of Vinh Long, a band of brave and duty-conscious warriors put an end to a brief respite of slumber and prepare to keep a guardian vigil throughout the night—securing the repulsion of a desperate and possibly starving enemy.

These men are the proud crews of the 114th Aviation Company (Assault Helicopter). As the days in Vietnam draw to a close for many, the men of the 114th just begin to churn. Since the first of February, they have traded the welcoming sunshine of daytime for the bleak obscurity of the dark hours.

From there headquarters in

Vinh Long, the ships' foursomes spread out to various beleaguered outposts scattered over the Delta. Once aloft, one sees below a myriad of canals stretching out to the distant horizon.

Fires dot the land as the farmers perform their seasonal burning of what is left of the rice crops in their fields. This periodic ritual is carried out, not just to prepare the soil for the next season's planting, but also, according to an old superstition, to chase out the evil spirits that may lurk there.

As dusk stealthily seizes the sky, however, the landtillers settle into their villages. The smoke from the fires mingles with the inbound fog from the ocean and, combined with the approaching nightfall, makes visual navigation extremely difficult.

Following along the impressive



main canal, the pilot spots the distinctive bend to the northeast and bears his Command and Control (C&C) ship on an exact setting slightly to the northwest. At the same time, he automatically punches his time clock. In the back of his C&C ship is the Special Forces (SF) advisor and his ARVN counterpart.

As they near the primary landing zone (LZ), the aircraft commander (AC) notes the time of flight from the bend of the canal and the heading on his map. Three hours later he will have to direct three slicks into a combat assault (CA) through a lingering, murky smog, devoid of all but a pittance of illumination and these settings will be the only navigational aids available.

Meanwhile, the men in the rear are making a detailed visual study of the area, for they will be directing the men in the assault on the sinister countryside. Nearby areas are reconned on the return trip to the staging area for potential sites to be used for diversionary insertions.

This night's mission was an unusual type for most units, but something to which the men of the 114th "Knights of the Air" are becoming quite accustomed. "Night operations by aviation units are still in the early stages," stated MAJ Bobby G. Briggs, CO of the 114th. "But the first indications are that the elements of surprise and greater mobility offered by aviation are going to emerge as the most favorable attributes. Having adapted and overcome the additional problems involved in nocturnal operations, we now welcome the camouflage of the night."

Each night the Knights deploy a hunter-killer team consisting of slicks, a flare ship, C&C ship and Cobra gunships. These hunter-killer packages support the 7th, 9th and 21st ARVN Divisions and the

5th Special Forces in IV Corps.

Commenting on the coordination of effort, MAJ Briggs reflected, "The ARVN's have proven to be most cooperative and highly efficient in our operations. The fellows in the special Forces Advisory Groups here have an excellent rapport with the Vietnamese soldiers and make our job a lot easier."

Two hours after dusk, thirty men from the ARVN 7th Division load on to the waiting choppers along with two SF advisors. Fifteen minutes later they locate the bend in the canal, and the much practiced operation in navigation begins. "If we can make the drop within 100 meters of the planning LZ we have accomplished our mission," commented CPT Donald J. Gutzwiller.

This particular night, the 114th team inserted the men in an open field near a canal suspected to be an NVA infiltration route. The choppers touched down in the LZ using their landing lights for only seconds and without the aid of flares. As the three choppers lifted off, clamoring for altitude, the 30 men in the LZ were invisible. Already they had meshed with the ominous, pitch darkness. After the initial mission had been accomplished, the three choppers hovered in two secondary LZs simulating insertions to confuse possible enemy forces in the area.

Since January 1, the Knights have flown well over 50 per cent of their hours at night with insertions of as many as 500 men on a single mission. The area of operations for the company has been concentrated in the three border provinces of Chau Koc, Kien Tuong and Kien Phong. In addition, each day the 114th sends three slicks on swing-ship missions throughout the IV Corps area.

The mission of the 114th, to augment, within the "rules of en-

gagement," the aviation capability of the Republic of Vietnam forces in their area, is also a reflection of the continuing progress in the Vietnamization of the war effort.

Commenting on the eventual takeover of the complete combative operation in their area, to include the aviation operations, MAJ Briggs remarked, "A lot of talk about the war today concerns Vietnamization with the ultimate objective being the end of the U.S. involvement.

Well, our missions are aimed in this direction. The VNAF (Vietnamese Air Force) will fill in the air support eventually."

The 114th, then the 114th Air Mobile Company, was dispatched to Vietnam on February 20, 1963, and assigned to the U.S. Army Support Group, Vietnam. Joining the 1st Aviation Brigade on July 22, 1966, and redesignated the 114th Assault Helicopter Company, the Knights recently celebrated their seventh anniversary of operations in the Republic of Vietnam.

The company, organized into two lift platoons of Huey slicks, the "Red Knights" and "White Knights," also has a gun platoon consisting exclusively of Cobra gunships.

Flying day and night in support of the 44th Special Tactical Zone along the Cambodian border, the men of the 114th are constantly on the offensive against VC and NVA infiltration in the area. As stated by the Knight commander, "In the past seven years, we have performed just about every type of assault operation possible. Right now, however, our main objective is to halt the infiltration along the border of our area of operations." This objective is being accomplished more effectively today than ever before, because the men of the 114th make the job a 24-hour operation.

NEWSLETTER

Second Largest Cache Uncovered

The 3rd Mobile Strike Force, 5th Special Forces Group recently uncovered the second largest enemy cache in the history of the war near Rang Rang, 50 miles northeast of Saigon.

Supporting the mobile strike force were Huey slicks from the 117th Aviation Company (Assault Helicopter) and Cobra gunships from the 334th Aviation Company (Aerial Weapons). The "War Lords" of the 117th began operations in the Rang Rang area January 19 and continue in their general support while the "Sabers of the 334th provide cover.

"A" Troop 3/17th Joins 13th CAB

Already one of the most highly decorated units in Vietnam, the 13th Aviation Battalion (Combat), "Delta Battalion," may now be thinking of adding to their long list of honors with the addition of an air cavalry troop.

"Alpha" Troop, 3rd Squadron, 17th Air Cavalry has been temporarily added to the 13th and already the two groups are working together as if they had been a team for years. The cavalry unit brings to the Delta Battalion not just air support, but the highly respected Hunter-Killer teams using the sleek AH-1G Huey Cobra gunships and the versatile OH-1H "Cayuse" Light Observation Helicopter (LOH).

HIGH FLIERS SILVER STARS 27 Jan-23 Feb

*CPT Hubert F. Brinson, 162nd Aviation Company (Assault Helicopter)

SP5 Rodney Conklin, 7th Armored Squadron, 17th Air Cavalry

PFC Thomas J. Bleming, HHC, 52nd Aviation Battalion (Combat)

WO1 Kenneth E. Young Jr., 116th Aviation Company (Assault Helicopter)

WO1 Doyle Dunaway, 116th Aviation Company (Assault Helicopter)

SP5 Wayne Lucas, 361st Aviation Company (Aerial Weapon) (escort)

SP5 Jeffrey D. Lee, 361st Aviation Company (Aerial Weapons) (Escort)

*CPT Michael D. Casey, 7th Armored Squadron, 17th Air Cavalry

*SP4 Henry L. Taylor, 7th Armored Squadron, 17th Air Cavalry

CPT Jeffrey B. Westerhoff, 191st Aviation Company (Assault Helicopter)

SP5 Maurice A. Wilson, 191st Aviation Company (Assault Helicopter)

SSG Robert M. Evander, 7th Armored Squadron, 17th Air Cavalry

SP4 George J. Murphy, HHC, 52nd Aviation Battalion (Combat)

SFC Miguel Vidro-Santiago, 7th Armored Squadron, 17th Air Cavalry

SP5 Gilbert Martinez, 7th Armored Squadron, 17th Air Cavalry

SGT Gladstone Edds, HHC, 52nd Aviation Battalion (Combat)

*posthumous



WING TIPS...

Safety officers insist every pilot in Vietnam be equipped with a preflight check list. Some, go so far as to suggest aviators be born with them. Illustrated above are the steps of an external preflight check for a UH-1D, each necessary and vital to the safety of your flight. The 1st Aviation Brigade hauls over 700,000 tons of cargo and 7,000,000 personnel every year: with them comes one of the prime reasons for a preflight—FOD (Foreign Object Damage).

A stray length of bailing wire, a few cartridge cases or a can of "C Rations" can turn a transmission into a helicopter's version of a tossed salad. Corrosion and mildew Vietnam must be billed as the "Disneyland of the Damp." Wires, electrical outlets, terminals and just about any exposed metal surfaces are subject to the process of oxidation and bacteriological growth. Since the climate is not going to change, the only solution is preventive maintenance and a good thorough preflight. Even after take off, the crew and pilot must continually be on the lookout for hazardous situations.

Recently a passenger's M-16 was unknowingly jammed under the collective. The pilot, attempting to land, found the collective immovable and as a result landed hard damaging the skids. On another occasion a CH-47 was sling loading a UH-1H out of an LZ; the Chinook took off and when in the air, one of the crew happened to look down at the Huey only to find a GI in the cockpit just going along for the ride.

As the end of the flight nears there is still no room for complacency aboard the aircraft. A few months ago a U-21 "Ute" pilot, disregarding his landing check list, flew his aircraft in for a landing "belly first." Forgetting to put his gear down must have made those last two feet a real shocker.

In closing, a word of advice: Next time W.B. Yonder's entire preflight check consists of a visual confirmation of the existence of a main rotor and a tail rotor, remind him of your wife and/or sweat-heart and how much they would miss you.

SP4 Kerry Kirsten

