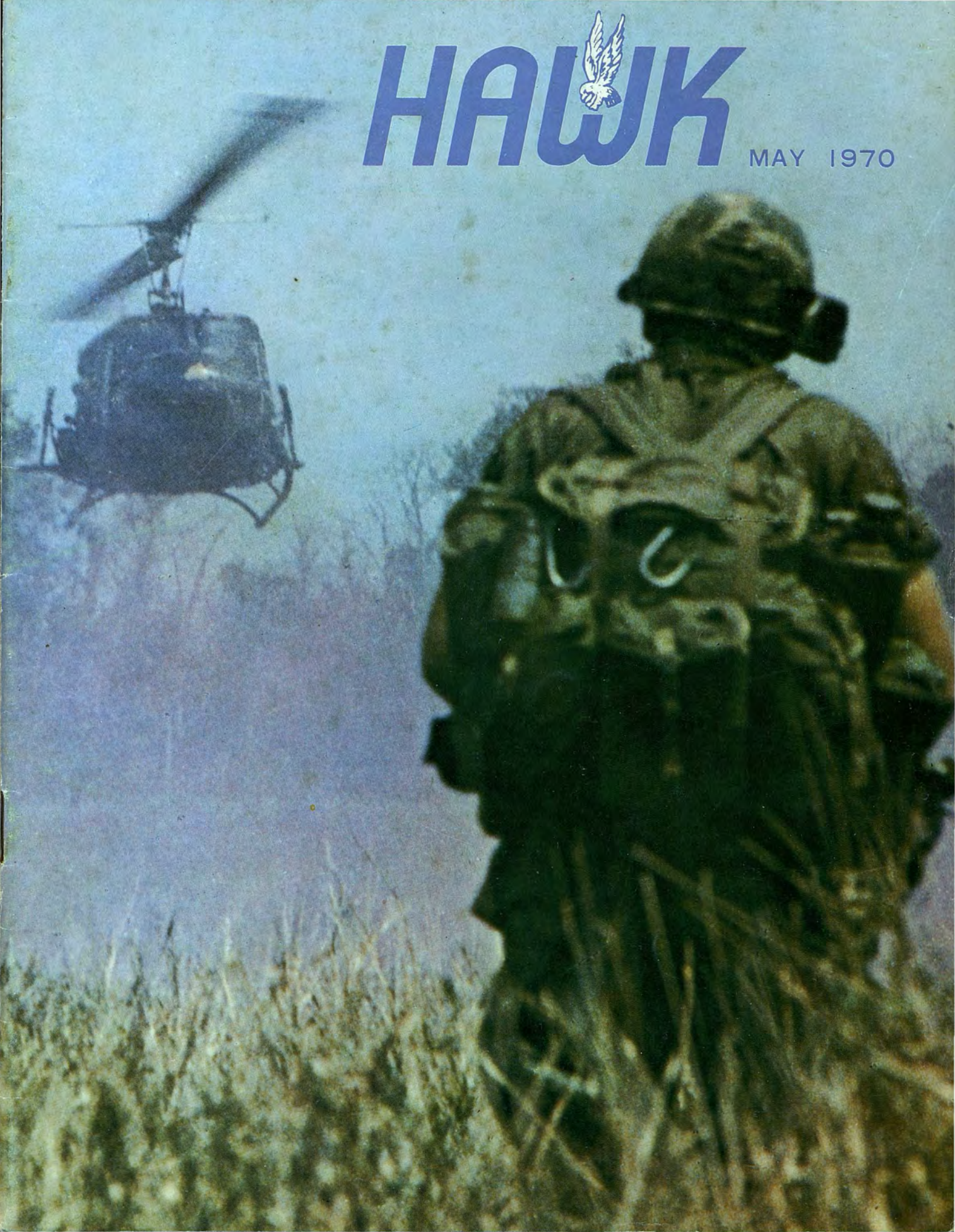


HAWK

MAY 1970



"SNAKE"

Do not be deceived by this serene setting of an AH-1G HueyCobra flying over Vietnam at dusk. This machine poses a threat to the enemy every time it leaves the ground. Packed with the 7.62mm minigun and the XM-28 turret system which includes two guns, the HueyCobra can exceed speeds of 200 miles per hour. The Cobra is versatile. On the wing stores, one or two pairs of the 2.75-inch rocket pods, carrying seven or 19 rockets each, can be mounted. Or, instead of one pair of rocket pods, the Cobra can also carry a side mounted minigun, the XM-18E1. The two man Cobra carries no passengers, just a horrendous array of fire power which has enabled it to become one of the most devastating and respected tactical elements of the Vietnam war.



Photo by
SP5 Alex Hybel



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Commander 164th CAG
COL WILLIAM D. PROCTOR
Commander 165th CAG
LTC CHARLES HICKERSON
Commander 212th CAB

HAWK STAFF

INFORMATION OFFICER
1LT Gerald W. Rudinsky
OFFICER IN CHARGE
2LT Thomas K. Christie
ADVISING EDITOR
CWO Michael S. Lopez
EDITOR
SP4 Art Hannum
SAFETY
SP4 Kerry Kirsten

1st AVN BDE

MAY 1970

VOL III NO 9

COVER

Billowing purple smoke directs slicks of the 173d Aviation Company (Aslt Hel) as the ships settle into a landing zone with a second lift of "Big Red One" troopers. (Photo story of combat assaults pgs. 12 & 13) HAWK photo by SP4 Art Hannum



HAWK

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New Guy

Peter Pilot

Wobbly One

...these are just a few of the terms that a new warrant officer has to live with when he arrives in Vietnam.

Every experienced pilot remembers his own days in this dubious status and most recall the good-natured ribbing that accompanied it. Nearly all can relate incidents that helped to earn these titles and few will deny that the ribbing showed them how much they had to learn. "It's just a part of getting acclimated," says one veteran from the 175th Aviation Company's (Assault Helicopter) "Outlaws."

Seasoned pilots seem to agree that "getting acclimated" is one of the most difficult tasks facing the new warrant officer in Vietnam. Following leave, he usually comes straight to Vietnam after 36 weeks of rigorous training in one of the

Army's most challenging schools.

The four weeks of primary training at Ft. Wolters, Tex., plus another 16 weeks of advanced flight training in which he learns to fly the UH-1 Huey at Ft. Rucker, Ala., make his wings very precious.

The Army Aviation School teaches the "new guy" the basic skills but nothing can prepare him for that first long step on Vietnamese soil. This is IT—the place where his flying skill either keeps him alive or makes him a number on a weekly casualty report. According to CWO Charles T. Goodroe, instructor pilot and maintenance officer for 1st Aviation Brigade's UH-1 Instructor Pilot School, approximately 90 per cent of the new WOs are assigned to assault helicopter companies. "Vietnam is the school after school," says WO Den-

nis G. Stave of the 68th Aviation Company (Assault Helicopter).

Impending combat is not the only problem with which the young pilot must grapple. The sights, sounds and smells of this alien and strange country strike his senses a physical blow from the moment he steps off the plane.

It is not at all uncommon for each new man to experience a certain amount of cultural shock.

One lanky Texan's first reaction was, "Good grief! The men are shorter than my wife and the women aren't as big as my ten-year-old boy."

"I had a lot of thoughts going through my mind about what I was getting into," says WO James R. Tinkham of the 7/1 Air Cavalry in the Delta.

"I didn't know where I was go-



ing or what I was doing. I just didn't know what to think," adds another.

Fortunately, the Wobbly One does not have to "go it alone" when he arrives in-country. Frequently, he makes the flight over here with a group of new guys, giving a certain amount of credibility to the old adage... "misery loves company." Furthermore, from the moment he gets to his new unit, seasoned pilots begin to help him get his feet "in the air."

"Lack of confidence is the biggest problem for the first couple of months. I didn't know what to do or how to go about it," says CWO Goodroe, a seasoned pilot with 30 months in Vietnam who has helped many new aviators "over the hump."

The process of building confidence involves both informal and formal training at the unit level. Wherever pilots gather, in the club or on the flight line, they talk about flying. Most WOs interviewed admitted that when these "bull sessions" started they listened intently for the first couple of months, absorbing everything the more experienced pilots said.

The formal part of the confidence building process involves more rigorous training. According to CWO Goodroe, it is not feasible to give a new guy an aircraft the moment he lands in-country and then send him out to fight, because he will probably die learning some very valuable lessons. No matter how long it takes, inexperienced pilots are "brought along" gradually and never pass a stage of training until they have mastered it.

Though the program may vary slightly from unit to unit, the basic elements remain the same. First comes a series of in-country training and orientation rides in which the new Wobbly One begins to familiarize himself with such things

as terrain, area of operations, radio frequencies, artillery clearances and a thousand and one other things that fall into the "absolutely need to know" category.

Later or even concurrently, he takes standardization rides in which he simulates in-flight emergencies. It is during this phase that the instructor pilot or aircraft commander (AC) finds out how much his proficiency has dropped since flight school and concentrates on getting him "back in the groove."

"Because of pre-Vietnam leave, travel time and other factors, most pilots have not flown a helicopter for more than a month before they arrive," explains WO Anthony F. Lopez of the 116th Aviation Company (Assault Helicopter).

When he is ready, the new guy steps into a "Peter Pilot" or copilot slot and begins to fly missions under the supervision and guidance of an experienced AC. During this phase, he "makes himself useful" to the AC by tuning radios, clearing the aircraft during take-offs and hovering, making sure the troops are off in the LZs, checking instruments, doing part of the flying and familiarizing himself with the unit's combat operation procedures. He flies with as many different ACs as possible to broaden his experience.

During this period, he discovers



"Responsibility is thrust on them and builds their confidence."

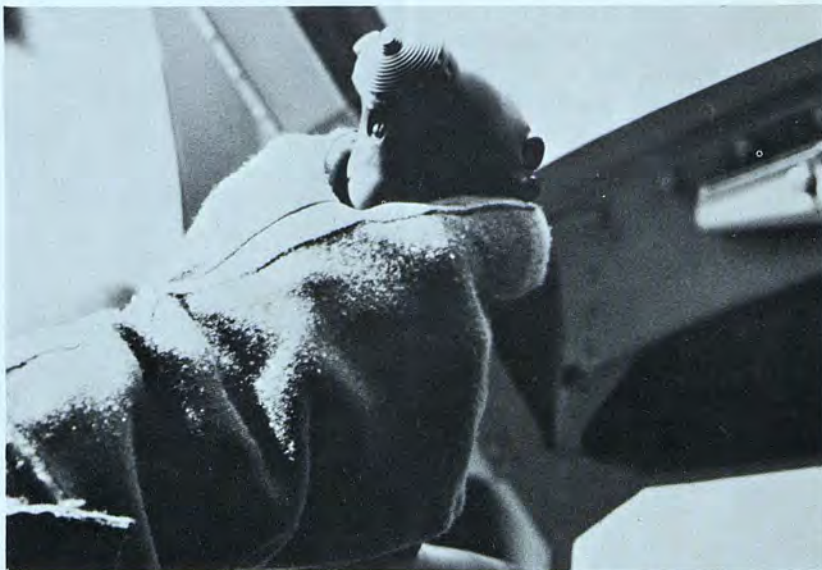
the difference between Vietnam aviation and his stateside flying. As WO Stave puts it, "I didn't know as much as I thought I did in flight school. Vietnam flying makes you more careful. You are flying low; people are shooting at you and you have to be awake all the time."

"In the states, you don't hit rush situations and tight LZs. I had to cut exposure time in the LZs," observed WO Lopez.

"In the States, landing sites are set up; here, you have to find a place."



**Story and Photos by
SP5 Richard M. Emerson**



"...you are the AC. You are responsible for the \$244,000 aircraft, the crew and all of the passengers."

According to WO Tinkham, several other factors also accentuate the difference. "The terrain is rougher and the air density is thin because of the heat. Smoke from burning rice paddies obscures your vision and the weather is bad during the rainy season. Dust makes landing virtually blind occasionally and sometimes you have to hover over water in an LZ to let the troops off. In the States, landing sites are set up; over here, you have to find a place!"

Statistics indicate that after approximately 300-500 air hours of these "differences," the Wobbly One is ready to graduate to an aircraft commander slot. It is during this final phase that he faces one of the greatest challenges—RESPONSIBILITY.

"The first 75 hours in the left seat is the time you are the most scared because you are the AC! You are responsible for that \$244,000 aircraft, the crew and all of the passengers," says WO Stave.

How many commercial businesses give a 19 to 22-year-old man this much responsibility. Probably few corporations would trust a man this young with this type of burden;

but according to CWO Goodroe, the new warrant officers "are quicker to accept responsibility than I was. Responsibility is thrust on them and builds their confidence."

In view of what he has been through by the time he adjusts to the position of aircraft commander, it should not be surprising that the now seasoned pilot has changed somewhat. After the four to seven months of combat flying preceding their AC status, most Wobbly Ones admit to a "not so subtle" personality shift.

"When I first got in-country, I was the quietest guy in the company; but five months later, I was the noisiest guy in the company. You have increased confidence because experience has made you more equal to the job," says one pilot.

"You are more relaxed because you get to know yourself and what you are capable of doing," states another.

For most, this personality change is the culmination of a long romance with aviation which probably began in the pilot's youth.

When the prospective young pilot makes the switch from models to

full-sized aircraft and begins to realize his boyhood dream, his reasons for flying undergo a type of metamorphosis that only another pilot can fully understand. None of the pilots interviewed could fully explain the "feeling" but their responses are at least partially revealing.

"When you are flying, you are away from everything else, and you make your own decisions," says CWO Goodroe.

"I get a thrill sitting up there flying around. You feel free! It's not like driving down a highway," adds WO Tinkham.

The reasons why pilots fly in combat are more concrete. Says WO Tinkham, "Helicopters are helping people more over here. You resupply people, supply transportation for them and support them under fire."

"I can get more satisfaction out of one medevac than almost anything else," says WO Lopez. He finished with a serious expression and a statement that says it all. "I'm proud to know that I can put the troops where they've got to be because I fly the only thing that can get them there."

"I can put troops where they've got to be..."





BIG WINDY

The 180th Avn Co (ASHC) covers II Corps carrying men, machines and material to support our forces in "Charlie's Freedom Zone."

A billowing whirlpool of dust engulfs the skyline not very distant from your position. Your ears detect an almost inaudible whine amid the squelching roar of an obviously powerful machine. Now, on the horizon, you glimpse the culprit rising slowly, hovering, and, after adjusting for position, darting off into the faceless cover of cloud ridden mountains.

You vaguely recall something having been said of the "Big Windy," and as the mighty rotor fortress sandblasts your location, you detect the number 180 printed on its side in large black letters. Dawn has arrived, your memory returns, and you have witnessed the departure of an endless stream of giant CH-47 "Chinook" choppers to geographical destinations as varied as any terrain in the world. A feeling of initiation to II Corps life marks this moment—you have witnessed the "Big Windy."

Such a scene as this may have occurred in any province or beleaguered outpost in the vast II Corps area. The 180th Aviation Company (Assault Support Helicopter),

*Story and Photos by
SP5 Brian S. Shortell*



Big Windy primarily resupplies troops in the field.

more affectionately known as the Big Windy to those it serves, operates throughout this mass of rugged landscape which constitutes forty percent of the entire land area of South Vietnam.

Having recently celebrated their fourth anniversary on March 17, the officers and men of the 180th have built quite a reputation for themselves in their brief existence. Their nickname derives from the scorching rotor wash (greater than hurricane force) of the CH-47's twin rotor blades. The blast of this man made force may—though varying with the weight of the payload—reach upwards of 150 knots in wind velocity—powerful enough to tumble a good-sized man.

The 180th presently is organized into two platoons and a separate maintenance section. Differing from most company organizations, however, the 180th platoon structure is very seldom translated into missions or operations. "We don't fly as platoons," says MAJ William F. Sutton, commanding officer of the 180th, "the turbulence caused by one of our choppers only makes trouble for another close by."

Despite this apparent segregation of teamwork, the men of the Big

Windy are proven to be a highly motivated and closely knit group. The rotation of pilots and crews among the many ships on different days requires a strong rapport among the many possible crews.

Such rapport is best reflected by the coordination of effort necessary in manipulating the CH-47. This operation is performed by a unique five-man crew consisting of an aircraft commander, a pilot, the flight engineer, the crew chief who

doubles as the right door gunner and as the understudy to the flight engineer, and the left door gunner.

"Unlike the other chopper types in Vietnam, it takes a full complement to fly a Chinook," states CWO Frederick Loehmer. "The pilots need clearance from the three crewmen in the back. The pilots cannot see to the sides and rear."

Over the intercom, whether positioning for a pick-up or parking in a landing zone (LZ), the listener can grasp the professionalism of these highly trained crews in action. "Clear left... down one foot... lines tight," such crisp notations guide the pilot in his judgment of what he cannot see.

"This complex use of pilot technique comes only through a vast amount of experience," relates MAJ Sutton, "and you will find that most pilots in cargo carrying units are second tour aviators." Likewise, the high degree of professionalism among the enlisted men—again gained through experience—is a direct result of approximately 75 percent of the men of the 180th extending their tours in Vietnam.

"The professionalism of the 180th is further indicated by their record of flight safety while in

Water pump is wheeled aboard 180th ship at Ban Me Thuot.



Vietnam," reflects MAJ Sutton. "The Big Windy pilots have suffered only one fatal accident since the unit has been in-country." Recently, LTC Ullrich Hermann, the 268th Aviation Battalion (Combat) commanding officer, attested to this record with a plaque he presented to the unit commemorating "outstanding achievement in combat aviation and accident prevention."

The professional skill of the 180th adapted well to the introduction last November of the CH-47 "Super C" in Vietnam. "Compared to the 'A' model Chinook, the Super C has more than doubled our payloads and extended our fuel range," comments CPT Jim McCarthy, operations officer.

The "Big C" and "Little C" have the same internal dimensions and identical volume capacity for passengers and cargo. However, the Super C is a refinement in weight capacity, and the 180th is in the process of converting to the more powerful model.

"Throughout II Corps, Big Windy is primarily engaged in the resupply of troops that are in the field," states MAJ Sutton. "Our operations extend from as far south as Phan Thiet to as far north as LZ English and the An Loa Valley, and as far west as Bu Prang and Duc Lap."

The mission of the 180th is not limited merely to resupply operations. As witnessed in the February conflicts at Bu Prang and Duc Lap, the massive lift of the Big Windy ships may also be employed to relocate entire fire support bases, to rotate great numbers of troops, to evacuate the wounded in larger numbers and even for larger troop insertions of a combat assault operation.

On the latter type mission, moreover, the CH-47 Chinook plays a unique role. "We are usually preceded by a number of slicks," says MAJ Sutton. "Chinooks need friendlies on the ground. They carry more troops than Hueys; but,

being less maneuverable, they never pull the initial insertion or the final extraction."

CPT McCarthy adds, "When our missions begin with a combat assault, we perform a complete operation. After the combat assault, our job is to take in supplies needed by the troops and carry the artillery and supplies to fire support bases to support insertions."

The 180th has, at one time or another, supported everyone in II Corps. More particularly, however, they work in support of the "Capital" and "White Horse" Infantry Divisions of the Republic of Korea

populated area has made it into a freedom zone for VC operations."

"The populated coastal areas are secure," continues CPT McCarthy, "but the rivers and valleys are a task of constant counterintervention to their staging grounds in the highlands."

The men of Big Windy are continually overcoming the difficulties involved in their area of operations. Through the gold-flecked windshield of the CH-47, the pilots view a most uneven panoramic terrain and must account for this in their payload weight—whether it be troops, internal cargo, or sling



Fine maintenance is the key to 180th's safety record.

Army, the "Famous Fighting Fourth" and 173rd Infantry Brigade (Airborne) at LZ English, Task Force South, I Field Force Vietnam (IFFV), 5th Special Forces, and U.S. Air Force Radio Relay Stations at sundry outposts throughout the Corps.

Commenting on the importance of their mission in II Corps, CPT McCarthy pointed out, "The NVA and VC have used those lofty peaks and the rugged terrain of the central highlands as a staging ground for their operations in all of Vietnam. The relative freedom to come and go in this comparatively under-

loads.

The intense fog of early morning, the sometimes unrecognizable LZ's, and the short notice for many missions are a few of the many problems that keep Big Windy on his toes. Flying what they consider the most versatile aircraft in the Republic of Vietnam, the men often attribute the greater part of their success to this "lady of the skies." "But to do so much and maintain such a high morale," says First Sergeant Arnold 'Pappy' Caldwell, "can only reflect highly on the men who have and will continue to perform the mission of Big Windy."

EDITORIAL

"WHAT'S THE MATTER, BUNKY?"

What's the matter, bunky? You say you got troubles? The world ain't treatin' you right? You say that you spent \$150 your first time in Saigon just to get a social disease? And then you gave your best friend all the money you had left to buy a stereo outfit for you while he was on R&R and he's been gone two months? You say that the last place they've been able to trace your finance records was some radar station in Greenland? Well cheer up bunky, things could be worse, you might have enlisted in the Marines.

But there are some people who have real problems. They face two enemies. The people of South Vietnam not only face the peril from the north, they must also contend with another enemy, at times YOU!

Everytime you exchange American currency for a profit in Piasters you endanger the Republic of South Vietnam. The MPC is converted to American "greenbacks" on the international market. The "greenbacks" can in turn be converted to U.S. gold. Then the gold, our gold, can be salted away in a foreign bank or, in the case of the North Vietnamese, used to buy arms. The very structure you are here to defend, you help to tear down.

Keep that MPC in the right hands; the profit you make is a greater loss to everyone in this country—the Vietnamese and the Americans.

CHAPLAIN'S CORNER

Chaplain (CPT) Frederick L. Glazier
269th Cbt Avn Bn



In a day and age when there is so much opportunity to do and be so many things, why are there so many meaningless people? Some immediately say, "No, it's not people, but the things that are happening." But wait a minute, let us keep the story straight. What happens IS a result of what people do or do not do.

Well, what about God? A lot of soldiers ask, "If there is a God, Chaplain, why does He let this happen?" (quoted from many circumstances) Are we really so blinded and naive as to blame God for what we do? God does not abandon people; people abandon God and therein lies the trouble.

It would be interesting to speculate about what would happen if God would blast us with thunder and lightning, or speak to us out of a cloud of smoke every time we "blew it." We would probably do better in our living, but what kind of a relationship would we have with our Father? Probably a lot of fear, but little love.

Yes, words are cheap, but they are also meaningful. It really depends upon who is speaking and what he is and does. Meaningful actions that produce words and meaningful words that produce actions are the real keys to life. If you want to change a meaningless life to a meaningful one, there is a way. "Man shall not live by bread alone, but by every word that comes from the mouth of God. And the Word became flesh and lived among us." Christ is the truth, the way, and the life. Give Him a chance! Christ is the answer!

from the CAREER COUNSELOR

The military is continuously striving to cut costs. One of its greatest expenses is the training of recruits to fill job slots vacated by those leaving the service. The "higher-ups" know the best way to lower training costs is to retain those already experienced in their fields. In order to hold these people, the military makes a sincere effort to provide the serviceman with solid reasons to continue serving his country. "Solid" reasons mean money!

Directly, the man in uniform not only receives his basic pay but he can also receive proficiency pay, housing allowance, clothing allowance, incentive pay and subsistence of rations.

Indirectly he is eligible for Dependency Indemnity Compensation, financial assistance, burial expenses, survivor benefits, Servicemen's Group Life Insurance, Army Emergency Relief, American Red Cross and, of course, a whopping retirement program.

Nor does it all end at this point. One has yet to look at the free hospital and dental care and the medical assistance to dependents. Schooling for one's dependents is not over-looked either.

Legal assistance enables the serviceman to receive top notch legal advice without paying a high-priced civilian lawyer.

Service life requires a certain amount of traveling and moving from one location to another. But the man in uniform does not have to worry about the financial end with the transportation allowances, dislocation allowance and free shipment of household goods.

Whatever your reason for staying with the Army, it is always nice to know that you will be taken care of financially.



In a darkened room of the Air Force's massive radar complex at Tan Son Nhut sit three men of the 1st Aviation Brigade's elite unit who wait anxiously for your call.

These men operate Capital Center, the busiest of the 18 Flight Following Stations (FFS) which the Army operates in the Republic of Vietnam. Designed to provide enroute flight following and assistance, this facility handles in excess of 35,000 flight plans

FLIGHT FOLLOWING

Whether one flies a rotorwing or fixed-wing aircraft, someone is watching you!

each month.

The services of the Army's flight following facilities are not restricted to use by the Army. As MAJ Sidney Regan, commander of the 125th Aviation Company (Air Traffic Control) explains it, "Our air traffic controllers provide flight following services for most low, slow aircraft. However, as an interservice joke, we once had a flight plan on an Air Force F-4 Phantom, which called off Cam Rahn Bay for Tan Son Nhut. His total flight time was less than 15 minutes, and he was calling 'Talley Ho' (termination of his flight plan) with Capital Center almost before we got the flight plan relayed."

SP5 James Loveless, a veteran "shiftleader" with 23 months at Capital Center, added that he has flight followed aircraft of all Free World Forces in Vietnam, including both the U.S. Navy and Air Force, as well as the Korean and Australian air assets. The New Zealand Air Force also uses the flight following services as well as many civilian aircraft operating in the Republic of Vietnam. Loveless continued, "My biggest customer of course, is the U.S. Army with their nearly 4,000 aircraft working in Vietnam."

According to Loveless, "Flight following with the Army's controllers is really very simple. There is no paperwork to fill out. A pilot simply makes out his normal pre-takeoff provisions and then takes off. Once he is airborne, he calls the closest Flight Following Station and files his flight plan, giving the aircraft identification, type aircraft, takeoff point and time off, destination, estimate of time enroute, number of persons on board and special requests such as artillery advisory."

Most Flight Following Stations have two radio operators. When a pilot files a flight plan, he is talking to the "A" man who monitors the UHF, VHF and FM radios as well as Guard Frequencies. He copies the flight plan and gives the

pilot instructions to make a position report on his location, normally within 30 minutes. If the pilot is flying to a point outside his control zone, the controller hands the flight plan to the "B" man sitting next to him who in turn contacts the next Flight Following Station on his high frequency radio and tells them that the pilot will be contacting them. The "B" man also



Phan Thiet air controllers work in old French tower.

passes on the full flight plan along with the time that the pilot should make his position report.

But the controller is not through with that flight plan yet. Using a check and double-check system, he keeps the flight plan on his active flight board. As soon as the next position report is made, the Flight

Following Station contacts the original station relating that the plan was filed with them, advises that they now have radio contact with the aircraft and relays his position report. This relay system continues from station to station until the pilot reaches his destination. At that time the original station is informed that the aircraft has arrived. Then he moves the flight plan to the inactive traffic section of his board.

SP5 Loveless interjected that his record save was three minutes. He had monitored a "MAYDAY" (distress signal) from an Army Huey he was flight following. The aircraft gave his general location and Loveless quickly checked his Active Flight Board locating several other aircraft that were flying in the same vicinity. Only three minutes after diverting the other aircraft, he received a call stating that the crew of the downed Huey had been picked up and were being taken to a nearby basecamp.

Loveless added, "No matter where the aircraft is, we figure we can have somebody at his location within 15 minutes."

According to MAJ Regan, "The real coordination begins when an aircraft misses a position report. The first thing that occurs is that the station which is awaiting the position report attempts to call the aircraft on all his assigned frequencies. If to no avail, he then makes a blanket call on Guard Frequency. If he still has no positive communications, he assumes that the aircraft is either missing or has had an electrical failure. At this time he alerts his supervisor

who in turn takes charge of the missing aircraft's flight plan.

The supervisor initiates a communications check with all other flight following facilities and starts a ramp check with all airfields that would be along or nearby the route of flight. The supervisor also contacts the destination airfield and flight following facility, advising them of the aircraft's estimated time of arrival (ETA) and that the aircraft missed his last position report."

"Then comes the anxious moments of waiting," explains SP5 Loveless, "Because Search and Rescue can not be called until the missing aircraft is overdue at his destination. Of course, we also alert all other aircraft using the same route of flight to be on the lookout for him. One of our most serious problems, is a pilot who arrives at his destination and forgets to close his flight plan. Thus we start look-

ing for him and sometimes it gets to be quite a chore locating him. Luckily, we only have about five of these incidents per 200,000 flight plans handled."

Before a young air-traffic controller fresh from the Army's Aviation School is turned loose on his own to direct aircraft, he must receive a facility rating. This requires between 30 to 90 days of training and orientation. He must completely familiarize himself with his area of operations.

Part of the examination for the facility rating includes being able to draw from memory his area of operation, including all the normal air routes, adding the navigation facilities that are available to aircraft, as well as being able to list the primary frequencies of all the airfield control towers within his area. The air-traffic controller must also be able to draw in the positions of all airfields and artillery firing

points that may affect air traffic in his zone.

The air-traffic controller is taught how to set up position reporting checkpoints, normally within 30 minutes of each other. In some instances, such as reconnaissance aircraft, a ship may require position reports as often as every 15 minutes, depending upon the tactical situation.

Last year flightwatchers of the 125th Aviation Company handled nearly two million flight plans. Indications are that this year they will exceed the two million mark.

Their job is perhaps not as glamorous as that of the pilots they direct and watch and sometimes even pray for...but they are the unsung professionals of the Vietnam airways doing a truly professional job.

As a flight of Hueys lift off, the air controller places them on his "active" board.



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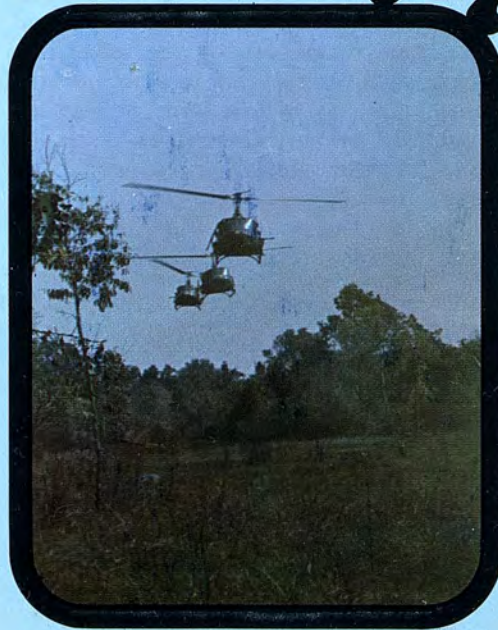
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Assault



VIETNAMESE MUSICAL INSTRUMENTS



DICH



TRANH



NGUYET



NHI



Looking for something to record on your new stereo tape equipment? Try some music played on the old instruments that are unique to this country.

One of the simplest instruments traditional to Vietnam is the *bau*, a type of violin with only one string. The pitch of the string is changed by pulling back on the neck instead of by pressing on the strings with the fingers, as with the violin known in Europe and America. The *bau* brings to mind a familiar American jug band instrument made with a wash tub and broom handle.

Another form of violin is the *nhi*.

It has a long graceful neck and a cylindrical resonating chamber that looks like a Quaker Oats box.

An instrument that is easy to recognize, because it looks like an American four string banjo, is the *nguyet*. A similar instrument is the *doan*, a guitar-like instrument with an enormous resonating box and a short, stubby neck. Unlike the guitar familiar to most Americans, it has only four strings.

The most beautiful instrument of all is the *ty*, a four string lute with a long graceful resonance box and a rounded back. It looks like a mello-backed mandolin, but is much more sleek in outline.

The simplicity of the instruments is reflected in the music. The Vietnamese seek light and simple melody.

In Western civilization, we have certain ideals of musical sound. For example, for many the richness of Beethoven is unsurpassed, and the intricacy of "I Want To Hold Your Hand" is a delight. The songs of Vietnam are closer to the songs of the American blues singers. They are simple, easy going, unrushed songs without the sense of drive that gives the Beatles and Beethoven so much of their impact.

The traditional instruments are rarely combined in groups of more

than three or four. Vietnamese ensembles are comparable to what in the West is known as chamber music. For example, a popular combination is the trio of the *dich* (flute), the *ty ba* (a two string lute), and the *tranh*. The *tranh* is a 16 string guitar on a rectangular frame that is laid flat on the lap and plucked with the fingers.

Large groups playing together, such as our symphony, are very rare.

One of the most likely places to find traditional music is at the

Story by
SP4 Christopher H. Molloy

Conservatory in Saigon. Professor Nguyen Xuan Phong of the Conservatory directs the Son Ca group which presents performances on the traditional instruments in the Saigon area. More information is available from the Conservatory or the Vietnamese American Association in Saigon. This large and excellent group can be a good introduction to the alluring and exotic sound of Vietnamese music.

What is music? To the Vietnamese it is an exercise in beauty. It puts the soul to rest. Vietnamese songs fill quiet hours and absorb the cares of a normal day with a representation of an integrated uni-

verse, free from all desiring.

On the other hand, the Beatles are intellectual. Their songs express an idea and feeling. In nearly every popular Western song, there is an expression of desire or need, and most songs center on a description of whatever a person needs to become complete and happy.

Vietnamese songs express no such problems. They are written to bring a person into oneness with the universe. If there were a Vietnamese "torch song" it would not be torch-like, but would be a lyrical description of a torch, and Judy Garland would never have sung it.

GOING HOME? REPORT HERE

OIC:
NCOIC: SFC ANDERSON



For most of us, it is a 365 day tour we spend in Vietnam. Hardly a day goes by that we do not think of that ineffable time we start our journey home. This is what you may expect of that coming day:

After a few last minute good-byes, we loaded our luggage and began the jeep ride to Long Binh. As we drove out of the Bearcat main gate, my mind was busy with thoughts of yesterday—the good times, the bad, and thoughts of tomorrow. I'd miss some of the guys and the bull sessions at night; but as we entered the 90th a little later, suddenly the past no longer seemed important—my day had come. I was going home.

During the 12 months in Vietnam, I had thought about this day a thousand times. Even though I had said my farewells to the guys and had gone through the usual clearing procedures back at Bearcat, somehow I still could not believe it was all over until I saw that sign at the 90th Replacement Battalion. It simply stated: "Going Home? Report Here." All at once it hit me. I was on my way!

There were three of us processing through the 90th from my unit that day: myself, a door gunner; my buddy, the crewchief; and Mr. Johnson, our aircraft commander. We had worked together for the past 12 months.

Mr. Johnson was dropped off at the 381st Replacement Company where officers go through their processing. My buddy and I were taken to the 259th Replacement Company which handles all CONUS enlisted returnees from III and IV Corps.

Our first stop was at the initial briefing area right behind that red, white and blue "Going Home" sign.



Prior to checking bags, an amnesty is given in which one may dispose of any items with no questions asked.

There we were instructed to go over to the Central Issue Facility where we turned in our field gear and had our clothing records properly filled in by the people there. Some of the guys had already turned in their gear while they were back at their units and only had to have their forms marked.

After that was taken care of, we went over to Quonset hut number two and began our final processing.

The briefings are held every hour except during meal times when they skip an hour so that the cadre at the 259th can grab some chow.

We were a few minutes early, so my friend and I began double checking to make sure that we had everything that we would need to process with no sweat—this was no time for mistakes.

"Orders with DEROS date and all that good stuff?"

"Check."

"DD Form 1482—that MTA?"

"Got it."

"201 file, health, financial and clothing records?"

"Roger that."

Both of us were straight. During the briefing which followed soon after, an NCO gave us the word on expected behavior while at the 259th (as if someone would dare get in a jam now) and told us about appearance and this kind of thing. The guy was really good about it. This was something I noticed soon after arriving at the 259th; the cadre are there to help you as much as possible. Somehow they made you feel even better about going home. All the processing and everything else had been made just as easy as possible.

We had our records checked, turned in our clothing records and our MTAs were stapled to our orders. By this time it was 1245, so we headed over to the speaker's stand for the mandatory noon formation.

Three of these formations are held each day; the other two are at 0645 and 1630. You don't want to miss one either, because they are held to give the latest word on flight departures, airplane mani-



"MTA" in hand and heading for the airport...

facts and other important information.

Because we had just reported into the 259th a couple of hours earlier, our names were not on a manifest list yet.

After the formation, we headed over to the customs inspection station. This is a large building with long rows of tables running the length of it. Everybody brings over their bags and puts the contents on one of the tables. The NCO then begins to read the list of things that you cannot take back to the States with you.

He begins with the obvious like marijuana, explosives and knives. There are also international laws about importing pornography; straight razors can only be brought back by licensed barbers; you can't import pictures of the dead, prisoners of war, wounded or those being operated upon whether they be friendly or enemy. Pictures of aircraft accidents are judged on an individual basis.

One guy had a picture of a Huey after it had been recovered and returned to base—they let him keep it. Another man had a photo of a

LOH that had crashed, but not before killing a Viet Cong whose body was in plain view. He was asked to turn in this photo.

After the briefing was over, they announced a five minute amnesty period. During this time anyone with anything on the list of forbidden goods could put the material in a large yellow box with no questions asked—no matter what it was. Then we had our bags checked by the regular customs inspectors. Our gear was then locked up for safe keeping.

During the evening formation, my buddy and I found that we were manifested on a flight for Travis Air Force Base, early the next morning. When we turned in our luggage to be locked up, they had given us a boarding pass; now we had the plane. Neither of us slept very much that evening. There was not a chance in hell that we were going to miss that aircraft the next morning.

We were ready before anyone else when the time arrived.

After straightening up the area around our bunks and wiping off our boots, we headed for that last Vietnam formation.

The NCOIC read off the list of names for the next flight. Everybody was there—funny thing about that. We headed toward the row of buses with our hand-carried luggage as the rest of our gear was being loaded onto the baggage truck.

We stopped at the 381st to pick up the officers who were manifested on the same flight. One of them was Mr. Johnson. The three of us were together for that last long flight.

It didn't take long for the convoy of smiling faces to reach Bien Hoa Air Force Base where that big "freedom bird" was waiting for us. I will never forget the scene at the airport as long as I live. Our aircraft had just brought in a load of replacements. You should have seen their faces as we marched by...

HAWK HONEY



214th CAB

Task Force Cougar

*Photos by
SP5 Richard M. Emerson*

*Story by
WO Frederick M. Fellows*

The 164th Aviation Group (Combat), commanded by COL William J. Maddox, Jr., plays a major role in the struggle for control and survival of the Delta. The aviation group has been tailored into task force groupings in order to provide dedication and total response to supported units.

During the Aviation Group's change of command ceremony, COL Maddox issued his first order by stating, "...and to the VC, I say Death, Destruction and Defeat." This "Order of the Delta"

is aggressively pursued by all task force organizations. Task Force Cougar is one of these highly keyed and dedicated units.

Composed of the 214th Aviation Battalion (Combat) and commanded by LTC Larry J. Baughman, Task Force Cougar provides direct combat tactical and administrative aviation support to the 7th and 9th ARVN Divisions and Regional Forces of six provinces. LTC Baughman says, "The task force organization is a great concept. It allows me to tailor my forces

to provide the optimum support when and where it is needed."

In order to provide responsive and dedicated support to the provinces and both divisions, Task Force Cougar established a "Cougar 70" and a "Cougar 90" which support the 7th and 9th ARVN Divisions respectively. They perform all functions of an Army Aviation Element and in addition assist the Task force commander by issuing fragmentary orders for coordinating diversion or reaction of flight elements of the supported



unit.

The Air Cavalry Troops, C Troop, 7/1st and D Troop, 3/5th, which work for Task Force Cougar have been utilized effectively by the ARVN divisions. The mission of the Air Cavalry units is to provide reconnaissance, surveillance and security for the areas of operations that are assigned by the regimental advisor. The primary reconnaissance is done by the OH-6A scouts which hover low over the area of observation, spotting enemy positions.

AH-1G Cobra gunships are circling high over the area of operations waiting for worthwhile targets to be uncovered. When this occurs, the Cobras are then directed by a Command and Control ship to fire on the enemy.

The Air Cavalry Troops also possess a small ready-reaction force consisting of troop-carrier aircraft which bring in ARVN troops for action against relatively small forces.

Both Air Cavalry Troops have been extremely pleased with the results of this mission. MAJ Liven-good, commanding D Troop, 3/5th Armed Cavalry Squadron, explained, "The flying hours are long but working with the same people in the same areas gives my men the familiarity with the area and enemy situation that we haven't had in the past."

MAJ Johnson, commander of C Troop, 7/1st Armed Cavalry Squadron, stated, "The ARVN commanders are realizing the limitations and the capabilities of our aircraft. Thus they are beginning to provide more meaningful missions, helping to make them more self-sufficient."

After the enemy is located by the Air Cavalry Troops, the mission for deploying large numbers of troops to destroy enemy units of substantial size is the job of the assault helicopter companies of the 214th CAB.

Before the rising of the sun, heli-



Gunship crewchief lays down suppressive fire as ARVNs depart slick.



copters of Task Force Cougar assault companies are already in formation and enroute with slicks, escorted by gunships, to the staging area for that day. After briefing by the ARVN Senior Advisor concerning the tactical situation, the 175th "Outlaws," the 135th "Emus" and the 335th "Cowboys" are conducting airmobile assaults on assigned objectives with ARVN troops.

The UH-1C gunships are already in the area of operations (AO) reconnoitering the approach and departure routes, landing zone and destroying enemy forces capable of hindering the landing of the force.

After the slick element enters the AO, the gunships cover them with deadly accurate fire. The "Mavericks" of the 175th, the "Taipans"

of the 135th and the "Falcons" of the 335th are responsible for such outstanding coverage.

The "70" and "90" elements have fixed-wing reconnaissance aircraft to assist in intelligence gathering, artillery adjustment and the control of tactical fighter/bomber aircraft. The 199th Aviation Company (Recon Airplane) aircraft do this job. Their intelligence information has been invaluable with respect to helping Task Force Cougar and the supported units locate the enemy.

Cooperation, understanding and enthusiasm are the key factors contributing to the success of Task Force Cougar. Detailed planning by the ARVN commanders and their US Advisors has been respon-

sible for the effective utilization of Task Force Cougar aviation units. An understanding of the ARVN requirements by the US elements and, in turn, the appreciation by their commanders of the limitations and many capabilities of the Task Force Cougar aircraft, combined with a considerable amount of enthusiasm by both forces, have made this team unbeatable.

Charlie beware, Task Force Cougar echoes, "...and to the VC, Death, Destruction and Defeat."



Pilots of Thailand's Sky Cobras and those of the 195th Sky Chiefs fly a unique mission in support of the Panther Division of the RTAVF.

Memorandum OF Understanding

There are few jobs, if any, that require the amount of coordination and cooperation as that demanded of two men attempting to manipulate a helicopter through the skies. How then do two pilots of different countries, divergent cultures and diverse language manage to work together sufficiently in order to control such a craft? When one man is of the 195th Aviation Company (Assault Helicopter) and the other is a "Sky Cobra" of the Royal Thai Army Volunteer Force (RTAVF), there seems to be little problem at all.

It was January 4, 1969, that the commanding general of the 1st Aviation Brigade and the commanding general of the RTAVF enacted a program entitled a "Memorandum of Understanding." The program's purpose is to help aviators of the Thai Army retain their flight proficiency in the UH-1H helicopter while they are on duty in Vietnam. The program also

provides the Thai pilots with experience in our Army's aviation doctrine and techniques, plus assisting the coordination between the Thai ground forces and the aviation support they receive.

The 222nd Aviation Battalion (Combat) accepted the project and delegated the task to the 195th. The 195th assigns three ships a day, with an aircraft commander (AC) and crew for each, to missions supporting the Panther Division of the RTAVF. Aviators of the Thai's Sky Cobra Light Aviation Company rotate daily as pilots of the three ships.

Piloting the H-model Huey helicopter is no new experience for these aviators of Thailand. They have all attended and graduated from the Army's helicopter training course at Ft. Rucker, Ala. Some of the Thai pilots have as much as 15 years flight experience behind them, mostly in fixed-wing aircraft. The original eight Sky

Cobra pilots involved in the initiation of the program shared a total flight time of 21,667 hours. Their flight time was recorded in a wide variety of craft such as the OH-23, OH-13, UH-1 helicopters and the Bird Dog airplane.

"Our pilots fly more than one

MAJ Vichai and WO Meehan chat in Sky Cobra club.



aircraft because we are a small country," says MAJ Vichai, the Sky Cobra's commander and the highest ranking Thai officer in the Panther Division with a helicopter rating. "We cannot afford to have our pilots specialize in just one aircraft."

The three ships assigned to the program perform virtually every kind of mission of which a UH-1H helicopter is capable. They conduct visual reconnaissance, resupply, insertions, courier, command and control, and medevac missions with equal ease and competency.

The immediate advantage of the program is the increased amount of coordination between the Thai ground troops and the helicopter pilots who support them. For example, WO Charles E. Meyer, a pilot of the 195th, relates an experience that occurred before they began flying with the Thais.

"A rocket propelled grenade (RPG) hit a Thai truck and disabled it, wounding a few of the personnel. We tried to come down for a medevac but they kept waving us off. If we could have told them what to do, they would have been able to secure the area and prepare the wounded in order for us to medevac them out. But now, with the Thai pilots along, something like that would never happen. These Thai pilots know what is required in a situation and can instruct their people on the ground in their own language."

Working together as closely as they must, the pilots of the two nations have developed a mutual respect for each other. Says CWO Floyd D. Mull, a 195th pilot, "Thais are anxious to learn anything. They have more drive than most of our pilots." WO Tom Meehan, another of the 195th's pilots, added, "When you tell them something, you never have to tell them twice—the next time around it's taken care of." MAJ Thomas J. Terry, commander of the 195th,



Roads could never find their way to this Thai outpost.

says, "It is quite an advantage for our company to be able to fly with the Thais. Because of their maturity, good judgment and experience in the air, we gain fine pilots for our missions."

"The skill I learn from flying with these Americans aids not only myself but my countrymen as well," says CPT Ampan of the Sky Cobras. "I will take this knowledge home and relate it to our younger

pilots."

Perhaps CPT Ampol, also a Sky Cobra pilot, best captured the spirit of the program when he said, "In the past, Thai pilots have risked their lives to rescue U.S. troops, just as U.S. pilots have risked their lives for Thai troops to get them to the hospital as soon as possible. Over here we are all soldiers and we are all doing the same job; we are all pilots."

CPT Viehan listens to request by Thai infantry officer.



NEWSLETTER

18th Hits 10,000,000 Mark

The "Low, Slow and Reliables" of the 18th Aviation Company (Utility Airplane) recently flew their 10 millionth in-country mile. The 18th, which flies the U-1A Otter, stepped ashore at Saigon on February 6, 1962. Today the 18th remains with the unique distinction of being the oldest aviation company in Vietnam which still carries its original unit designation. HAWK salutes one of the most reliable companies within the Brigade.

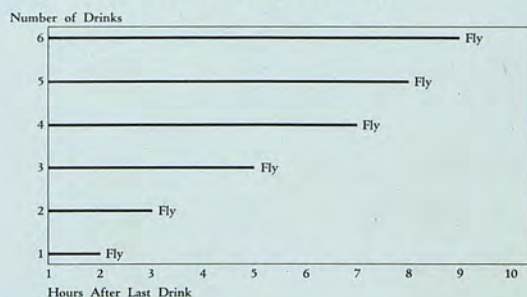
Meritorious Unit Award to Three Brigade Companies

Three companies of the 1st Aviation Brigade received Meritorious Unit Commendations recently for distinguishing themselves in support of military operations in the Republic of Vietnam. The 271st Aviation Company (Medium Helicopter), the 355th Aviation Company (Heavy Helicopter), and the 201st Aviation Company (Command Airplane) received their awards for the periods of March '68 to November '68, January '68 to January '69, and July '68 to December '68 respectively.

HIGH FLIERS SILVER STARS 27 FEB-14 MAR

CWO Kenneth E. Evans, 334th Aviation Company (Aerial Wpns)
SP4 Orieon D. Clayton, 191st Aviation Company (Aslt Hel)
SP4 Robert J. Hopkins, 191st Aviation Company (Aslt Hel)
SP4 Thomas H. Stephens, 191st Aviation Company (Aslt Hel)
CPT John W. Strange, 185th Aviation Company (Util Apl)
1LT James D. Mott, 191st Aviation Company (Aslt Hel)
SP4 Edwin A. Nelson, 191st Aviation Company (Aslt Hel)
CPT John S. Davis, 7th Armored Squadron, 17th Air Cavalry
MAJ Ronald G. Maxson, 7th Armored Squadron, 17th Air Cavalry
SP4 James M. Yamnitz, 7th Armored Squadron, 17th Air Cavalry
CPT Thomas J. Burke, 7th Armored Squadron, 17th Air Cavalry

When You Can Fly



When You Can Stand



WING TIPS...

Try putting on a pair of dark glasses at night, tie two five-pound weights to your wrists and ankles, then stuff some cotton in your mouth and nose to restrict your intake of oxygen. This being accomplished, run into a brick wall a couple of times to scramble your brain and retard your reflexes. Or if you do not have time for all of those steps, drink three or four double bourbons the night before you fly, and top them off with a cup of coffee and a little "hair of the dog" for breakfast. Do I want to fly with you? Not on your life!

The two charts above are self-explanatory and reminiscent of the go—no go hover check. The answer is simple, if you drank excessively the night before—do not fly. All the figures on the above chart will be exaggerated if no food is consumed during the drinking period.

No, Vietnam is no tropical paradise; even though it is summertime all year around. Everyone knows that a couple of drinks ease the strain and tension that can be built up flying over here. But some SOCIAL drinkers in RVN would be considered candidates for Alcoholics Anonymous stateside. The by-word is moderation. There is nothing new in drinking, but there are new pilots and crewmembers, and though experience is the best teacher, it might be a very expensive way to learn. That one-foot mistake made by the gunner clearing a helicopter might mean the mating of a rotor and a revetment, whose offspring can only spell disaster.

As with alcohol, medicines also hold a special warning for the aviator. Some of our safe, innocuous cold remedies obtained at the PX can turn into sleep-inducing, blurring demons at high altitudes. Consult your flight surgeon before taking any medications previous to flight. Make sure YOU never fly higher than your aircraft!

