

Nixon Sweep

HALUK

JULY 1970

ATTACK IN CAMBODIA

STARS

AN AUTHORIZED UNIT FOR THE U.S. ARMED

Vol. 26, No. 12

WASHINGTON (AP)

—President Nixon announced Thursday American troops have at his order—
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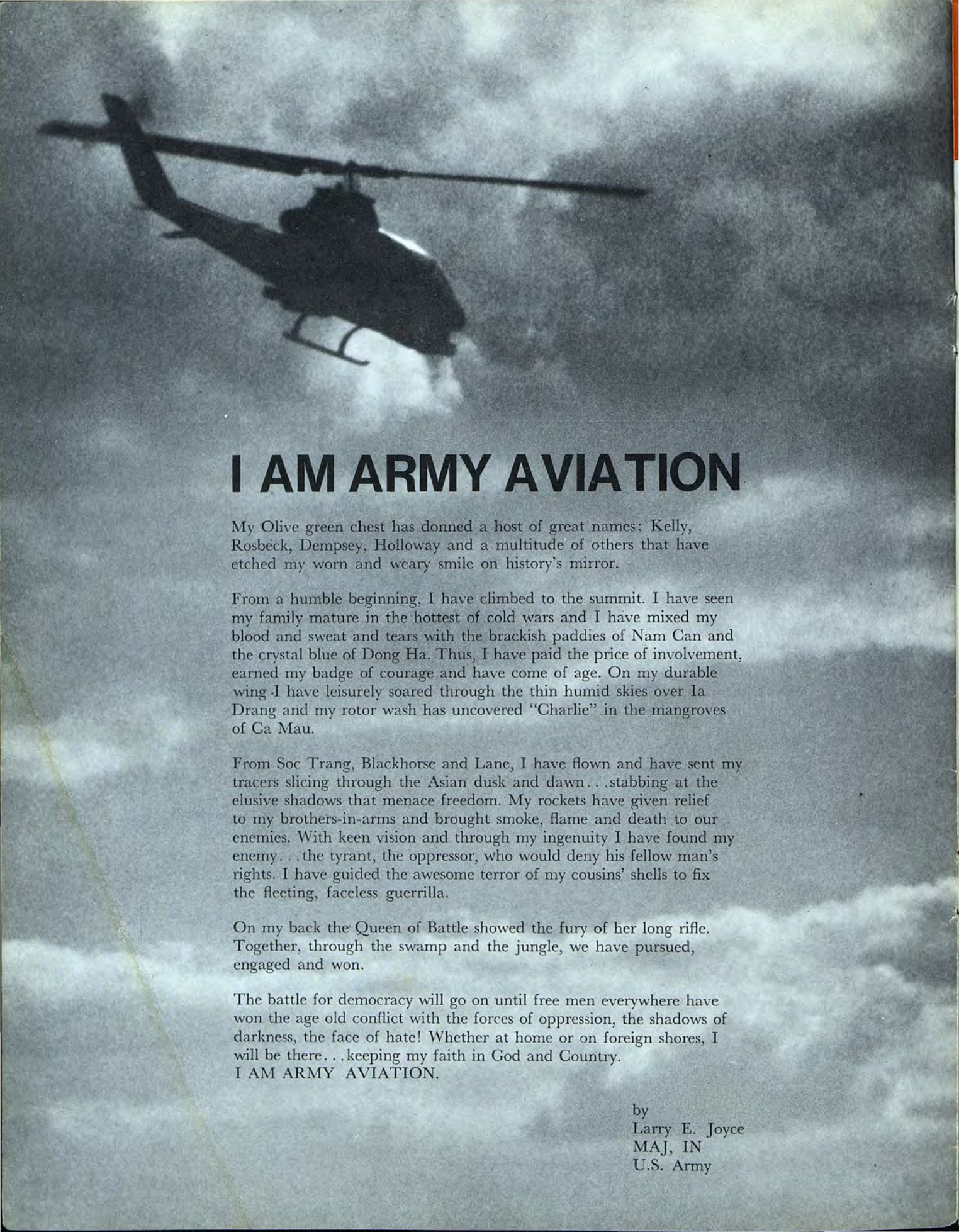
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The attack, commanded by American officers and augmented by units of the South Vietnamese army, began about 7 p.m., about two hours before Nixon addressed the United States and about one hour before he met with Democratic and Republican leaders of Congress to discuss his decision.

A White House source, who declined to be quoted by name, said several thousand U.S. combat troops were involved in the operation, which he said is expected to last six weeks to two months.

This official said the new move would not affect Nixon's (Continued on Back Page, Col. 5)





I AM ARMY AVIATION

My Olive green chest has donned a host of great names: Kelly, Rosbeck, Dempsey, Holloway and a multitude of others that have etched my worn and weary smile on history's mirror.

From a humble beginning, I have climbed to the summit. I have seen my family mature in the hottest of cold wars and I have mixed my blood and sweat and tears with the brackish paddies of Nam Can and the crystal blue of Dong Ha. Thus, I have paid the price of involvement, earned my badge of courage and have come of age. On my durable wing I have leisurely soared through the thin humid skies over Ia Drang and my rotor wash has uncovered "Charlie" in the mangroves of Ca Mau.

From Soc Trang, Blackhorse and Lane, I have flown and have sent my tracers slicing through the Asian dusk and dawn...stabbing at the elusive shadows that menace freedom. My rockets have given relief to my brothers-in-arms and brought smoke, flame and death to our enemies. With keen vision and through my ingenuity I have found my enemy...the tyrant, the oppressor, who would deny his fellow man's rights. I have guided the awesome terror of my cousins' shells to fix the fleeting, faceless guerrilla.

On my back the Queen of Battle showed the fury of her long rifle. Together, through the swamp and the jungle, we have pursued, engaged and won.

The battle for democracy will go on until free men everywhere have won the age old conflict with the forces of oppression, the shadows of darkness, the face of hate! Whether at home or on foreign shores, I will be there...keeping my faith in God and Country.
I AM ARMY AVIATION.

by
Larry E. Joyce
MAJ, IN
U.S. Army

HAWK



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BG GEORGE W. PUTNAM, JR.
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Deputy Commander
COL JOHN C. HUGHES
Commander 12th CAG
COL WILLIAM R. MC DOWELL
Commander 17th CAG
COL WILLIAM J. MADDOX
Commander 164th CAG
COL WILLIAM D. PROCTOR
Commander 165th CAG
LTC CORNELIUS J. RADU
Commander 212th CAB

HAWK STAFF

INFORMATION OFFICER
1LT Thomas K. Christie
OFFICER IN CHARGE
CWO Michael S. Lopez
ADVISING EDITOR
SP4 Art Hannum
EDITOR
SP4 Charles B. Winer

1st AVN BDE

JULY 1970

VOL III NO 11

FRONT COVER:

The news of Cambodia made front page headlines around the world. HAWK magazine was there to cover the action. (Story and photos of the offensive pgs. 2-6)

BACK COVER:

The Army is made of endless lines. These 1st Aviation Brigade helicopters have taken their places one behind the other at the sides of a landing strip somewhere in II Corps, awaiting the run-up for their next mission. Photo by SP4 Larry Young.



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President Nixon announced to the world during the last week of April that armed forces of the United States of America operating in the Republic of Vietnam were directed under his order as Commander-in-Chief to cross the boundary line separating South Vietnam and Cambodia to destroy enemy supply caches and base camps.

This decision had a tremendous effect on the entire world. No where was it felt more acutely than by the units and men of the 1st Aviation Brigade. Responding quickly and efficiently, the men of the Brigade once again displayed the professionalism that has emerged as a trade mark of the Golden Hawks. Utilizing Hueys as gunships and slicks; LOH's, Kiowas, Bird Dogs and Mohawks for reconnaissance; Chinooks and Skycranes for resupply; and the Cobra for aerial weapons support, the 1st Aviation Brigade forged a monumental contribution in support of the Cambodian operations—contributions which will never be forgotten.

On the following pages are portions of those operations. It is your story ...



U.S., Viet Forces Make New Stab Into Cambodia



Big Catch In The Fishhook



shhook: 500 Huts, Tons Of Rice, Arms

HAWK

Fuel For The Fire



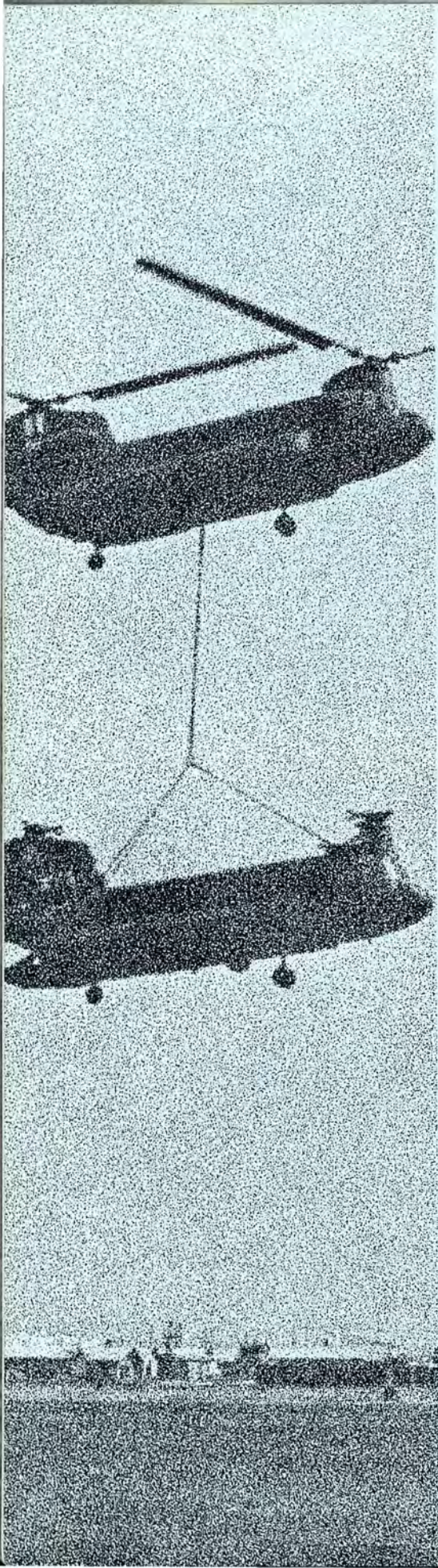
Photo by
SP5 Alex Hybel



Photo by
SP Arthur Row

Chopper

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The pictures on the preceding five pages depict the 1st Aviation Brigade in Cambodia. To give adequate recognition to the numerous individual units and their men who bravely endured the hardships of this offensive would be impossible. We have therefore presented in photographs a portion of the men and machines of the 1st Aviation Brigade who provided the wings for the initial thrusts into Cambodia.

When the infantry moved into Cambodia, they moved en masse. The 1st Aviation Brigade provided thousands of helicopter sorties conducting combat assaults and insertions in unprecedented numbers. The gunships of the Brigade attacked Red sanctuaries while the troop laden slicks gave the infantry mobility, enabling them to surprise the enemy in his strongholds and unearth a treasure chest of Communist arms, food supplies, medicine, documents and other numerous logistical assets. Hundreds of ships loaded with combat assault forces repeatedly swooped down to converge on communist strongholds to decimate Charlie's tactical elements, morale, and ability to wage an effective offensive. The short-term results of this incursion into Cambodia are clear. It will take the Communists months of humping supplies south over the jungle entanglement of the Ho Chi Minh Trail, during the driving rains of monsoon season, to replenish their plundered stores.

Now, with the immediate objective of thwarting the enemy's ability to wage war from the sanctuaries of a neutral country having been realized, Charlie can no longer hit us and cross the border into Cambodia without fear of retaliation. This offensive has given Vietnamization the time interval needed to succeed. Feel proud 1st Aviation Brigade. Without your wings and crews who braved the fire from the enemy's encampments, success would not have been possible. Perhaps you paved the way for a just peace in South East Asia.



EDITORIAL

"ARMY'S HEART"

The Army is not always the hard-hearted organization it is sometimes made out to be. Those who run the Army realize that there can be extenuating circumstances which make it extremely difficult for a man to remain away from home and serve his country at the same time.

Soldiers with severe problems can apply for compassionate reassignment through their chain of command. Applications must include evidence supporting: an unusual family problem which can be alleviated only by the soldier's assignment to a particular location; the problem neither existed, nor was reasonably foreseeable at the time of latest entry on active duty; the problem is such that it cannot be alleviated by leave (including emergency leave if the soldier is overseas), correspondence, power of attorney, or another person.

Soldiers on emergency leave from overseas for compassionate reasons can make direct application to the Compassionate Review Branch, Office of Personnel Operations, DA, for compassionate reassignment. The nearest military personnel office will provide assistance in preparing the application.

CHAPLAIN'S CORNER

Chaplain (MAJ) Rodger E. Rendahl

52nd Cbt Avn Bn

I am amazed how many times words like "rejoice," "joy" and similar expressions appear in the Bible. Too many people associate Christianity with restriction, with arbitrary do's and don'ts, and with negative commandments. We Christians have given to many the idea that God is a giant, bullying sergeant on the moral battlefield who interferes with them and hinders them from reaching their coveted goals of wealth, pleasure or fulfillment.

The prophet Isaiah looked out on a people who longed for happiness and security, but were looking for it in the wrong places. They were running to the market place and the places of amusement, spending their money madly for things which brought them no permanent satisfaction. He stood before them one day and said, "Why do you spend your money for that which is not bread, and your labor for that which does not satisfy? Harken diligently to me, and eat what is good, and delight yourselves in fatness."

When Christ went into Jericho, he touched the lives of two men—Zacchaeus and Bartimaeus. One was at the top of the social ladder, a tax gatherer, and the other at the bottom, a beggar. Christ saw both of them, not as rich and poor, but as miserable, disillusioned and unhappy men. Freely he applied His Grace to the needs of both, and sent them on their way rejoicing and satisfied. I submit to you that if Christ can meet the need of the highest and the need of the lowest, then he can meet the needs of all of us in between.

from the CAREER COUNSELOR

Enlisted personnel in pay grade E-6 and below may qualify for reenlistment in the U.S. Army Security Agency (USASA). This could be your opportunity to serve in one of the Army's most respected organizations.

Reenlistment for USASA could also be your chance to change your MOS into an area where steady advancement exists. There is a wide variety of job classifications in the Security Agency and something could definitely be right for you. Positions such as Data Processing Equipment Operator, ADPS Console Operator, Card and Tape Writer, ADPS Programming Specialist and Cryptanalytic Specialist are available if you qualify. In addition to these positions there are jobs such as Traffic Analyst, Radio Teletype Operator, Morse Interceptor, Radar Repairman, Microwave Repairman, Fixed Cryptographic Repairman, and ADPS Repairman.

Training in all these jobs is thorough and exacting, and reenlistment for any one of the positions entails mandatory return to CONUS when a prescribed overseas tour has been completed.

What are the qualifications for USASA? You must be a high school graduate or the equivalent, have a GT score of 100 or higher, be a citizen of the United States and be approved for a security clearance by the Commanding General, United States Army Security Agency.

Career preparation in the Army is closely related to occupations in civilian life. Personnel who carefully plan a career and select the kind of Army technical training that fits into their career plans will find that they are moving surely ahead toward their life objectives.

13th COMBAT AVIATION BATTALION



Guardians of the Delta

The terrain is similar no matter where you travel. There are rich rice paddies criss-crossed by canals and tree lines, producing nearly three-fourths of all the rice grown in South Vietnam.

Forty percent of the Republic's population of 16 million call this rich rice bowl their home. Since ancient times the Mekong Delta

has been a coveted prize tempting emperors, despots, warlords and soldiers of fortune from both Asia and Europe. It is not surprising that with war once again raging in this troubled land, nowhere is the contest more bitter or fierce than in the Mekong Delta.

"This is where the war began," asserts LTC Billy I. McRill, com-

mander of the 13th Combat Aviation Battalion. "And when it's settled, it's going to be settled here."

The battalion's headquarters, and three of its combat units, are located in Soc Trang, only a few miles south of the area where the mighty Mekong fans through the fertile land on its path to the South China Sea. The remaining three tactical units are based in nearby Can Tho.

The pride of the members of the Guardian Battalion is based not only on the unit's outstanding combat record, which becomes even more eye-opening each day, but also on the proud history of the battalion.

The forerunner of the Thirteenth, the Delta Aviation Battalion Provisional had the same auspicious start on July 4 as George M. Cohan, the composer of patriotic musical works. This Provisional Yankee Doodle Dandy came into being on July 4, 1963, with its headquarters at Can Tho.

By October of the following year, the newly-created Thirteenth was moved into the Republic and merged with the Delta Aviation

Slicks from the 162nd AHC hit the LZ.



**Story by
SP4 G. Jay Dunn**

Battalion Provisional. It wasn't until October, 1968, that the battalion headquarters was moved to Soc Trang.

However, to pick up the history of the battalion, it is necessary to go all the way back to September 19, 1962. That's the day when the 93rd Transportation Company departed Da Nang and relocated in Soc Trang under the new name of the 121st Assault Helicopter Company. The Tigers, utilizing the banana shaped CH-21 helicopters, thus became the first Army aviation company in the Delta.

A charter member of the battalion, the 121st still maintains a combat record that is second to none. In April of this year, when the Guardians established a battalion record of 563 enemy killed in a single month, the 121st was responsible for the Tiger's share of that figure: 199. Under their present commander, MAJ Henry T.

Brown, Jr., that figure was also a record for the company.

The 121st is one of six maneuver elements which comprise the battalion, whose total enlisted men and officers nearly triple the number in an infantry battalion. Four of the six combat units within the battalion are assault helicopter companies similar to the 121st. These companies use Hueys both as gunships and slicks.

In addition to the 121st, the 336th AHC Warriors were also a charter member of the battalion. Located on the opposite end of the Soc Trang Army Airfield, the Warriors are not opposite the Tigers in any other way. Under their affable and successful commander MAJ Thomas M. Kilpatrick, the Warriors have established an outstanding combat record. It is as an air mission commander for the Warriors that CPT Stanley Q. Coss has established one of the finest reputations in the Delta.

The 162nd and 191st AHC's, each based in Can Tho, did not



SP4 George R. Pommerening scans hostile territory below.

Ships of the 13th provide superior mobility for ARVN's, the Delta's infantry.



join the Guardian Battalion until September, 1969, but they are both first rate members.

MAJ Thomas E. Beauchamp, CO of the 162nd Vultures, has distinguished himself in that position, and executive officer CPT George A. Hawkins has a combat record which ranks among the best. The spirit and efficiency of the 162nd can be illustrated by Specialist Four Tiodolo Falcon, Jr., a door gunner on the Vulture Command and Control Ship May 2. From an altitude of 1500 feet Falcon used an M-60 machine gun to destroy a Viet Cong sampan.

Like the 162nd, the 191st AHC is superbly led by MAJ Victor S. Connor, and its executive officer, CPT Fredrick L. Evors, who has compiled a distinguished combat record. The success of the 191st is depicted by the fact that its personnel always occupy a proportionally high number of positions at battalion awards and decorations

ceremonies.

The 221st Utility Airplane Company was a charter member of the Delta Aviation Battalion Provisional when it was assembled in 1963. The Shotgun, who maintain the only fixed wing aircraft in the battalion, fly reconnaissance missions with O-1 "Bird Dog" aircraft.

Although the shotguns confirmed 505 enemy killed last year, their major mission is aerial reconnaissance. Each pilot is given a sector of 1,000 to 1,500 square miles which he patrols daily. Any change in enemy position or activity must be noted by the pilot, whose job it is to be thoroughly familiar with the terrain. Because substitute pilots cannot know the area as well as regular ones, a Shotgun aviator never takes a day off, averaging between 110 and 140 hours per month.

Besides aerial surveillance, the observers, who ride in the back seat of the single-engine planes,

adjust artillery and Naval gunfire.

"We often are called on to mark the area of friendlies and targets for our gunships," says MAJ Jimmy J. McGraw, company commander. "Because our ships require less maintenance we have more of them available. Their fuel requirements are less than that of the helicopters, so we can remain on station longer."

The newest member of the battalion is the 16th Air Cav, which vastly increased the flexibility. The Cav, under the command of MAJ Robert L. Philips, uses Hueys as lift ships only.

The gunships are the fast, powerful Cobras, which remain at higher altitudes than the guns of the AHC's do. The low-altitude work is done by the exciting little light observation helicopters which buzz around virtually at the tree tops seeking out the enemy. The LOH platoon for the Cav is nicknamed the Outcasts with "Low

This CH-21 Shawnee of the 1962 Soc Trang Tigers was one of the first aircraft in the Delta.



Level Hell" stitched on the platoon emblem.

Unlike the mathematical axiom, the 13th Battalion is greater even than the sum of its parts. Since the withdrawal of U.S. ground troops from the Delta, the bulk of the operation of the battalion is to provide aerial support for the Vietnamese ground elements. Battalion pilots are requested to attend ARVN awards and decorations ceremonies at the rate of nearly a dozen a month. It is a rare day, indeed, when the combat results of the battalion do not exceed those of the ground divisions. During a two month period in 1970, the Guardians accounted for 1,021 enemy killed and destroyed nearly triple that number of sampans.

In spite of the heavy combat commitment of the battalion, both the combat casualties list and the accident rate are exceptionally low.

"The low accident rate is attributed to LTC McRill," asserts CPT Thomas S. Catalano, Adjutant. "We have a great many young officers here. Initially the experience factor is quite low. Every incoming officer is given a pep talk stressing safety by the Colonel before he even reports to his unit. Our accident rate is habitually below the USARV and First Brigade standards. Often it is the best in USARV; better than many units who fly only VIP missions."

CPT Catalano is the officer who best described the Guardian Battalion esprit de corps to an officer newly assigned to Soc Trang. You are now part of the Thirteenth," Catalano told the newcomer. "That makes you famous."

A maintenance man works long hours in a hangar to prepare a ship for action.



COMBAT

A R T

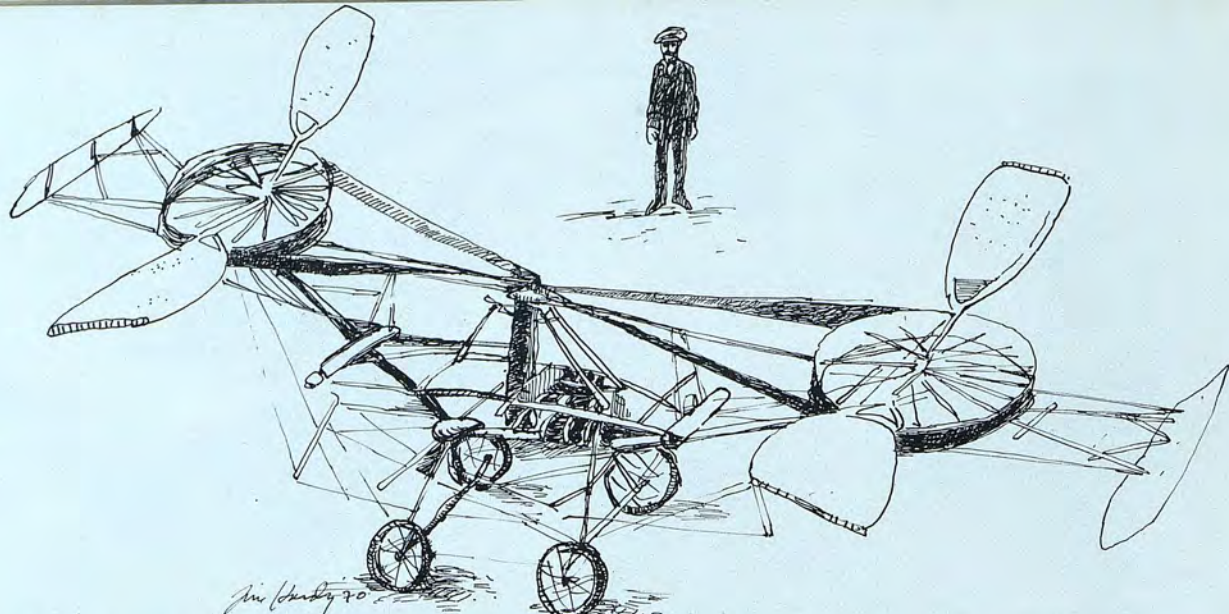


The 1st Aviation Brigade Combat Art Team was formed as part of the Brigade Historical Section and designated the mission of preserving the Brigade's Vietnam heritage in various artistic media.

At the present time, the art team consists of two artists, SP4 James Hardy and SGT Fleet VanRiper.

These pages contain selected reproductions of their combined efforts.

BIRTH



OF THE CHOPPER

IN SOUTHEAST ASIA SOME 4,000 YEARS AGO, THE ANCIENT ANNALS OF THE BAMBOO BOOKS TELL OF THE YOUNG CHINESE EMPEROR SHUN, WHO ESCAPED CAPTIVITY BY DONNING THE APPAREL OF A BIRD AND FLYING AWAY FROM HIS ENEMIES.

Perhaps the story of Shun is only a myth, however it points out that man was dreaming of flight even at that time. A most important dreamer of the 15th Century, Leonardo Da Vinci, artist, scientist and inventor, has been given the title "Father of the Helicopter." Leonardo designed and sketched a spiral wing device which, if turned

fast enough, would make its way through the atmosphere much the same way a bit bores through wood. Leonardo recorded for posterity his aerodynamic principles of direct lift which are used in our modern-day helicopters.

Leonardo named his device using the Greek words "Helix-Pteron" from which the helicopter has derived its name. Since there was no sufficient source of power during his time, his spiral wing that would allow man to fly remained only on paper until long after his lifetime.

In 1745, Mikhail V. Lomenov demonstrated to the Russian Academy of Sciences a working model of a helicopter. It was a spring

operated device with two lift rotors.

A major breakthrough came in 1842, when the Englishman, W. H. Phillips, built and successfully flew a steam operated model. His single rotor design had steam nozzles at the ends of the rotor blades, providing torqueless rotation.

Although it was generally acknowledged that contemporary steam propulsion systems were too heavy to lift a man-carrying helicopter, the scientific community was greatly encouraged by this modest success in powered flight, and feverish development soon followed throughout the world on all aircraft. A flood of designs were produced for fixed-wing, rotary-

This device once attained 150 feet.



A short, straight hop was all this autogyro could do.



**Story by
SP4 Christopher H. Molloy**

wing and ornithopter (flapping wing) craft, none of which flew.

Most aircraft designers in the 19th Century experimented with both rotary and fixed-wing craft, often combining both in the same model. However, the limitations of the internal combustion engine prescribed the course of aviation development in the next decades. Primitive gasoline engines which provided enough power to lift the early fixed-wing craft were not nearly adequate for the power demands of helicopters, and the two modes of lift went their separate ways: airplane design advanced rapidly, while helicopter development stagnated.

A Frenchman, Paul Cornu, built a machine that hovered for several seconds in 1907. Although it was free-flight hovering, it was extremely unstable and never got out of ground effect.

At the time the characteristics of a free-wheeling rotor, and the concepts of autorotation were unknown. Thus, mechanical failure could ruin a pilot's whole day.

Autorotation is primarily the development of a most remarkable aviation pioneer, Juan De La Cierva, inventor of the autogyro. Working alone, he first employed the principle of autorotation, using articulated (hinged) rotor blades with a free-wheeling rotor system.

The autogyro worked well enough to encourage intense development of rotor design. Out of this development came an effective collective pitch control, cyclic pitch control, feathering and increased public confidence in the practicability of rotor-wing aircraft.

By 1936, Louis Breguet and Rene Dorand, working in France, had built a helicopter that could maneuver at the will of the pilot and move forward at a speed of 67 miles per hour. The following year E. H. Henrich Focke unveiled in Germany a far better machine with greater lift and speed.

A problem that plagued helicopter design was that of torque. Sir Issac Newton explained it, "For every action, there is an opposite and equal reaction." Thus, when power is applied to a rotor, there is a tendency for the fuselage to spin in the direction opposite the rotor's direction.

Louis Breguet's solution was two rotors, one above the other on the same mast. They turned in opposite directions balancing their torque.

Focke's design also employed two lift rotors, one on either side of the fuselage; the same principle used in the twin rotor CH-47 Chinook and the Kaman Husky.

By far the most successful solution was developed by Igor I. Sikorsky, working in America. He used a single lift rotor and a tail rotor to counter the torque.

Sikorsky was not the first to

think about it, but no successful helicopter of this design had been previously built. He chose it because of its simplicity. The complex designs of the time were extremely difficult to engineer and invited mechanical difficulties.

He first flew his VS-300 in 1939, and the Army purchased four production models of the R4 during World War II.

Since World War II, development of the helicopter has been very rapid, with many designers and manufacturers creating new helicopters throughout the world. The names of Sikorsky, Piaseki, Hiller, Kaman, Bell, Boeing and more recently Hughes and Lockheed are all recognized as giants of the helicopter industry, which has come of age since that day in 1939 when Igor Sikorsky flew his VS-300.

The Army now uses the helicopter for airmobility to go where the action is and to provide the airlift capability of moving troops instantaneously into combat. It is also used as an air ambulance, bringing the hospital's operating room only moments from the battlefield.

The helicopter has come a long way since the day when Leonardo Da Vinci, in a flash of inspiration, designed his spiral wing device. His brainchild served its infancy on the battlefields of Korea and has grown to maturity in combat in the jungles of Vietnam.

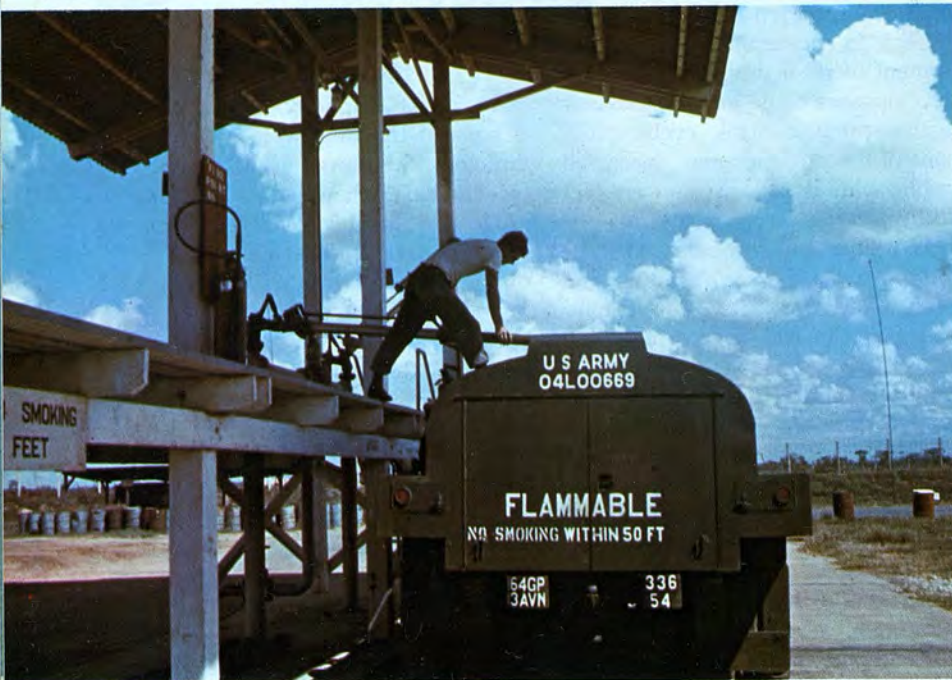
Sikorsky's VS-300 was flying by 1940.



The H-13 "Sioux" proved itself in Korea.



POL ... IT'S A GAS



It is no secret that the Vietnam war has been a combined effort between man and machine which has tested the capabilities of each to the limit. The various aircraft and the men that fly and maintain them have been the subject of much publicity. There are however, a number of individuals heretofore unrecognized, without whom these various aircraft would never function. These men are trained petroleum, oil, lubricant (POL) specialists and they are stationed throughout Vietnam for the purpose of providing the life blood for our machines—fuel.

With POL accounting for over one-half of the total supplies coming into Vietnam, the important role of the POL specialist is easily understood. To achieve the goals we are seeking in Vietnam, it is essential that our fuel and oil supplies be readily available when and



Chinook hauls 500 gallon blivets of fuel to desolate area.

where they are needed. Presently, fuel is shipped to specific supply points throughout South Vietnam by means of air, convoy, or barge. The latter technique is used less often than the other two, but does provide a valuable means for shipping vast quantities of fuel.

Commercial companies play a large part in the total fuel supply picture, and it is not unusual to find American oil company trucks hauling great amounts of fuel to desolate supply points.

The need for an efficient means of receipt, storage, issue, inspection, and distribution of bulk petroleum products under varying conditions calls for equipment that can be set up quickly at one location, moved readily to another location, and set up again for operation without serious interruption of service. The Class III supply point accomplishes this objective.

A Class III supply point such as Soc Trang in the Mekong Delta



Bladder bags store fuel.

has one platoon of men from the 574th Company who, under the guidance of SGT Bryan Severson, are responsible for running the supply point and conducting efficient operations. Soc Trang handles bulk fuel which is anything over 55 gallon drum size. Their main sources of supply come from commercial vehicles such as ESSO, 5,000 gallon Army diesel vehicles that originate from Can Tho and C-130 Bladder Birds which bring in 4,000 gallons of fuel at one time in bladder bags. A bladder bag which is made of synthetic rubber is ideal for storing and transporting fuel in Vietnam.



Gauging the tank's fuel supply.



Separators filter out sediment, solids, and water to insure purity of fuel.



Commercial vehicles are an important distributor of fuel.

If an emergency arises and fuel is needed in an area under intensive fire, Bladder Birds or Chinooks can land, unload the fuel into a bladder bag on the ground and take off within a minimum of time. Besides handling fuel, Soc Trang POL specialists must supply hydraulic fluids, lubrication oil, greases, aviation fluids and aviation oil to areas within their supervision.

The POL supply point at Can Tho under the supervision of 1Lt Leslie Saunders, and SSG Earnest Franklin, is the main coordinating fuel point for the Delta region. During a typical operation at Can Tho, fuel will come into the supply point by commercial vehicle. It is then put through a separator which filters out sediment, solids and water. This is a vital step for it helps to insure the purity of the fuel. The process continues as the fuel goes directly from the filters to the fill stands. Once it is pumped out of the fill stands it travels through another separator before finally entering the trucks awaiting dispersion. Usually 5,000 gallon tankers will have their own fuel separators which helps speed up the process.

Can Tho supplies all IV Corps with the POL products needed to accomplish its mission. SSG Earnest Franklin runs a smooth operation, but states there are occasional problems. "It is sometimes tough to get resupplied, and getting river clearance down into the Delta can often be a problem." Nevertheless, there is always an adequate supply on hand when needed.

The POL specialist in Vietnam did not just stumble into his present position. He is the product of a demanding eight week Petroleum Storage Specialist course given at Ft Lee, Virginia. This course is designed to familiarize the individual with almost every conceivable situation that he might encounter as a POL man in Vietnam.

The first weeks of the course are

spent classifying types of fuel, running tests on impure fuel, and becoming acquainted with the packaging system used to store fuel. The student operates pumps that have a 50-350 gallon flow per minute and learns to set up portable pumps, hose line, and collapsible tanks in the field. The operation of tanker trucks, which includes a working knowledge of valves, levers, and gauges, is a must.

Being able to accurately gauge a permanent storage tank is essential. Therefore the POL apprentice practices with a variety of gauges until he is capable of determining the quantity of petroleum products and the presence and amount of water in storage tanks. Students learn to take representative samples of different petroleum products from various petroleum containers. The samples are inspected and tested by personnel operating a base lab or using testing kit to determine whether or not products meet required specifications.

The school has a training course consisting of trucks, storage facilities, and seven miles of pipe-line. Hypothetical situations are set up and problems constructed in an effort to give the individual a chance to perform under actual conditions.

Students practice on an above ground multi-fuel line, such as the type used in Vietnam. This particular pipeline can send five types

of fuel through it, back to back, at one time.

A special fluid separates each fuel in the pipeline. When one fuel reaches the desired point along the line, it is diverted into the branch pipe. It must be stopped though, before the next fluid directly behind contaminates it.

Men working as analysts in POL randomly take samples of gas along the line to check for contamination. Split-second timing and precise teamwork are essential for the success of this operation. If a valve is closed while gas is still pumping, or if there is improper teamwork, the pressure can become so great that it will split the pipe and explode. This type of pipeline is subject to sabotage in Vietnam and is therefore under considerable surveillance.

Because of the highly volatile nature of the products they are dealing with, POL specialists must be alert at all times and take precautions to avoid fires. Should a fire erupt at a supply point, the POL man will deal with it rapidly and effectively with the aid of dry-chemical extinguishers or foam.

The POL specialist knows his job and performs it well.

If a Cobra pilot came in for a quick refueling in the middle of a hot combat assault and asked for Green Stamps, one has no doubt that the POL man would oblige him.

Culmination of a long process.



FROM THE DELTA TO THE HIGHLANDS

**11th CAB RED DOGS
CHARLIE IN III CORPS**

*Story by
SP5 Anthony E. Martinaitas*



GERONIMOS, TOMAHAWKS, ROBIN HOODS, CROSSBOWS, BLACK CATS AND BUC-CANEERS... these nicknames belonging to the units of the 11th Combat Aviation Battalion may elicit visions of a tour of Disneyland rather than one of Vietnam. But to units operating in the III Corps Tactical Zone, these names are a comforting reality.

Headquartered 13 miles north-east of Saigon in the military complex at Phu Loi, the 11th CAB provides aviation support to U.S., ARVN, and Military Assistance Forces throughout the III Corps area. Three of the unit's companies are located along with the headquarters at Phu Loi while the fourth is located at Lai Khe.

Since its arrival in late 1965, the 11th CAB has exceeded the performance of most units of comparable size.

Its two Chinook companies and two assault helicopter companies have been employed both individually and in concert to meet the needs of major units and operations.

Many outlying infantry and artillery units are almost entirely dependent on the use of big helicopters for resupply of equipment, ammunition, food and mail. Both the 205th and 213th Aviation Company (Aslt Spt Hel) have lived up to the Battalion motto of "Establishing the Standards" in heavy

combat support.

The Chinook companies are often called upon to move entire units and their equipment to new areas of operations. In other cases, complete Vietnamese villages have been evacuated with all their belongings to safer locations. The Chinooks are utilized to "medevac" downed aircraft and to lift complete howitzer batteries to new sites. Frequently they are employed to lift ground troops into landing zones during combat assaults.

The Geronimos of the 205th arrived in the Republic of Vietnam on May 27, 1967 and flew their first direct combat support missions in July 1967. The unit is commanded by MAJ John V. Owens.

A mission unique to the 213th is helibucket fire-fighting. This mission is accomplished by sling-loading two 350-gallon, hydraulically operated, fiberglass buckets under a Chinook. The helibucket aircraft can be on station within minutes upon receiving a mission. Utilizing available water resources, the helibucket has extinguished grass fires, vehicle and aircraft fires and installation fires. The following illustration exemplifies the "can do" spirit of this mission.

On March 10, 1970, an ammo bunker at one of the 199th Light Infantry Brigade's fire support bases had caught on fire and was exploding inside the

compound. The Geronimos answered the call for support.

When they arrived, the exploding ammunition had ignited the POL point at the base forcing the Geronimos' Chinooks to fly dangerously close to the fire. On the 21st sortie over the fire, a large explosion sent shrapnel in every direction and a 105mm howitzer round through the side of the aircraft, missing the crew-chief by inches. The crew-chief saw the hot 105 round inside the aircraft, grabbed it and threw it outside the craft. During the operation approximately 14,500 gallons of water were used to extinguish the fire.

The sister Chinook company of the 205th, the Black Cats of the 213th Aviation Company, is commanded by MAJ Robert L. Braddock, Jr. The Black Cats differ from the 205th in the type of aircraft they fly. They pilot the newer CH-47C or "Super C" Chinooks. While the "A" model has a five-ton lifting capacity, the "C" model is in a different class. With a 12-ton payload, it offers far more lift capability. The craft has proven excellent for resupply and aircraft recovery. Their familiar call sign has been a welcome sound to downed crew members and isolated units for more than three years.

The tandem-rotor Chinooks of both companies have done yeoman service in Vietnam's III Corps area as well as in the support to Allied operations in Cambodia.

The Tomahawks of the 128th Aviation Company (Aslt Hel) were assigned to the 11th CAB in November, 1965. Since that time its slicks and gunships have given major support to the 82nd Airborne Division, 1st Infantry Division, 5th ARVN Division, and the 5th Special Forces, along with their Civilian Irregular Defense Groups.

The unit's gun platoon, the "Gunslingers," is continually proving that the old reliable "B" model gunships are far from obsolete in a combat operation.

The men of the 128th, commanded by MAJ Glen A. Brown, have proven themselves as one of the Finest "special mission" companies operating in Vietnam.

The Battalion's 173rd Aviation Company (Aslt Hel) is the only unit lying outside of the Phu Loi compound. Nestled in Lai Khe's Sherwood Forest, the unit has distinguished itself through its flexibility of support. Flying the newer "C" model

gunships, the Robin Hoods have made life miserable for enemy forces throughout the III Corps area as well as those in Cambodia. The unit's troop-carrying slicks have inserted major units since March 1966.

Aiding the 11th CAB throughout their operations is the responsibility of the 11th Pathfinder Detachment. Headed by 1LT Glenn M. Hall, the Jolly Roger Buccaneers have a never-ending job.

The unit's missions involve the establishing, operating and controlling of pick-up zones, landing zones and fixed-wing landing strips anytime, day or night.

LTC Harry Roper, Jr., the Battalion's commanding officer, looks upon his unit as the finest operating in Vietnam today. "Providing unblemished combat support to various units from the Delta to the Highlands in northern III Corps," the performance of the Battalion continues to improve, with the difficult becoming second nature and the impossible accepted as routine.





Sussan says "hello" to her good friend among the "Golden Hawks."

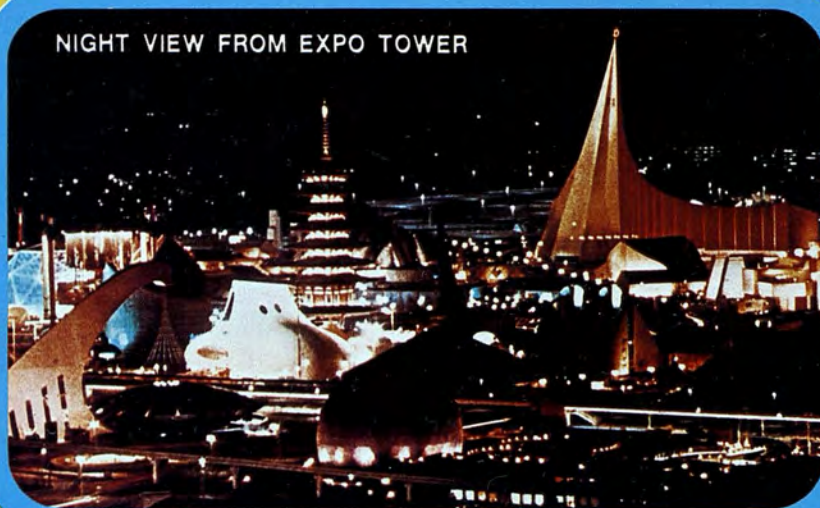
Do you have a "HAWK HONEY?" Send your entries (35mm color transparencies) to "HAWK" magazine, HHC 1st Aviation Brigade, APO SF 96384.

EXPO 70

TOWER OF YOUTH SCULPTURE



NIGHT VIEW FROM EXPO TOWER



JAPANESE PAVILION



MATSUSHITA PAVILION

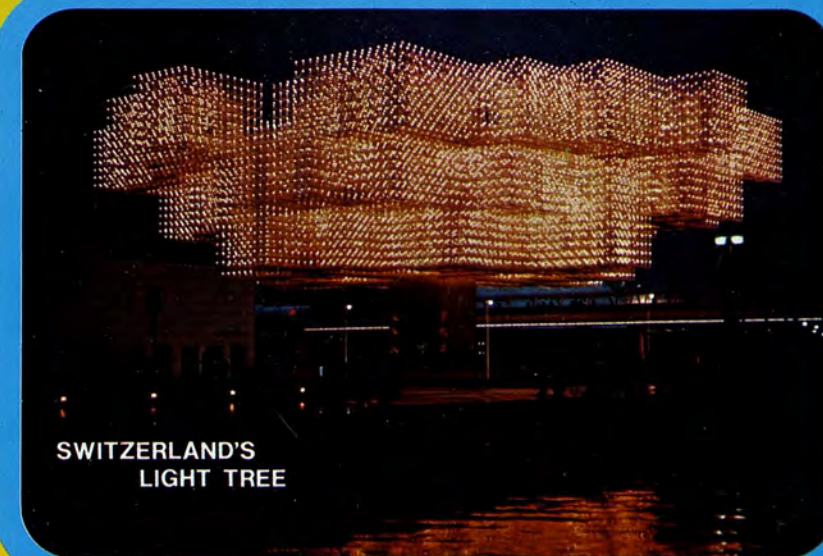


MITSUI GROUP PAVILION

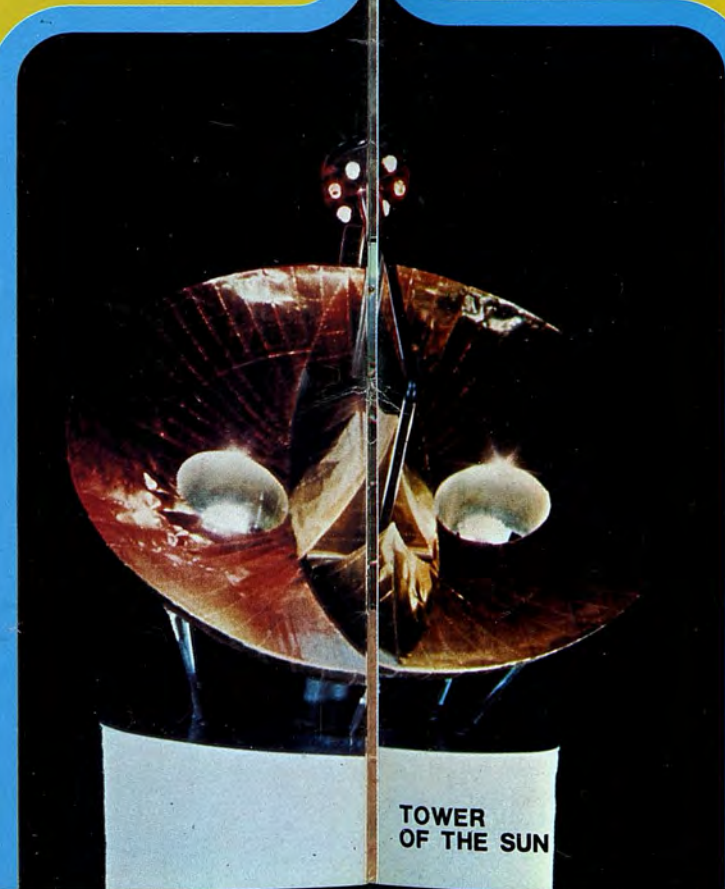


Expo '70 symbolizes the startling progress of Japan in the past two decades. The Japan World Exposition sprawls over 815 acres of gently rolling hills ten miles from the heart of Osaka, Japan's second largest city. It is the largest and probably the most lively

SWITZERLAND'S
LIGHT TREE



TOWER
OF THE SUN



international extravaganza ever constructed. For those of you planning an R&R to Japan and want to take advantage of the Exposition, keep in mind it officially ends on the 13th of September.

NEWSLETTER

CHANGE OF FACES NOTED AT BRIGADE HEADQUARTERS

Two major changes in command became effective in the months of May and June at 1st Aviation Brigade Headquarters. COL Samuel G. Cock-erham assumed the position of Deputy Brigade Commander, replacing COL Leo D. Turner. COL Joseph B. Starker took the position of Chief of Staff, replacing LTC Jerry M. Bunyard, who will become Deputy Brigade Commander/Admin.

212th CAB RECEIVES NEW COMMANDER

At ceremonies held June 2nd, the 212th Combat Aviation Battalion received a new commander. LTC Cornelius J. Radu was welcomed into the battalion by its previous commander, LTC Charles Hickerson.

61st AHC FLIES "SAFELY"

The 61st Assault Helicopter Company of the 268th Battalion flew a total of 24,686 hours in 1969. Out of this accumulation of hours, only one accident occurred. A very fine record for the 61st.

HIGH FLIERS SILVER STARS 20 APRIL—14 MAY

LTC Billy I. McRill
1LT Dennis A. Schoville
COL William J. Maddox
CPT Richard R. Nicholls
WO1 Gary W. Klopfenstein
S/SGT Frank Sweeney
CPT Michael C. Hope
CWO Gerald P. Devine
S/SGT Gary T. Grinde
CPT Douglas M. Bohrisch
*WO1 Albert L. Barthelme
*posthumous

1LT Guy K. Curran
MAJ Henry T. Brown
S/SGT Vincent D. Fernandez
SP4 Alvin D. Lambert
CPT Ronald E. McEwen
WO1 Walker T. Williams
WO1 Charles H. Van Zandt
CPT Michael K. Walters
SP4 Michael W. Nolan
CPT Walter E. Harrison
CPT John M. Carter



WING TIPS...

A steel pot, an extended vehicle antenna, and a two and one-half ton truck; what do these things have in common? Last month they all ran into a main rotor blade.

The first case we can entitle, "Excedrin Headache Number 124". To most military personnel in Vietnam, helicopters have become a habit. Everyone knows a Huey's blades are 13 feet off the ground at flight idle and it doesn't take much traveling to see troops sauntering up to a chopper in the same manner as boarding a bus. A gust of wind, rotor wash from another ship or a low flying jet can turn that rotor blade into a hedge trimmer. If the blade flexes that 13 foot distance can shrink mighty fast. What happened to the wearer of the steel pot? Well, excedrin won't help him now.

When your favorite Colonel returns from an exhausting inspection trip to Vung Tau, we all know how anxious you are to drive right next to the chopper and save him those extra steps from aircraft to jeep. Think twice before driving anywhere near a rotor wing aircraft and if you happen to have your radio antenna fully extended don't even think about going within 50 feet of anything that resembles a helicopter, personally, I even shy away from rotary lawnmowers.

What, you may ask, can do anything to a 2½ ton truck. Friends, there's a lot of dust in Vietnam and when there isn't dust there is rain and fog. The Chinook that is bringing in your beer ration might be very welcome, but let him put it on the ground before you get your can openers out. Recently a CH-47 went IMC in dust and landed on a 2½ ton truck. Many hours were spent trying to find what parts of the wreckage belonged to the truck and what to the chopper.

The tragic realities of a combat situation are hard enough to live with, accidents are inexcusable. Give the next helicopter you see a little extra room, chances are he will not need it, but if he does?

By Kerry Kirsten

