HAWK

SUMMER-FALL 1971

HAWK

SUMMER-FALL, 1971 Vol. V No. 2

1st Aviation Brigade

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FRONT COVER: The Cobra is an integral part of the mission of the air cavalry. See story, page 10. Photo by SP4 Jim Woolsey.

BACK COVER: HAWK reporter Phil Terrana found this schoolgirl's expression irresistible while doing a civic action story and decided to share it with the magazine's readers.

INSIDE COVER: The mighty Chinook has given mobility to the artillery units in Vietnam, as shown in this painting by SP5 Richard Jennings of the 8th Military History Detachment. See Story, page 16.

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BG (P) Robert N. Mackinnon, Commanding General

COL John A. Todd, Deputy Brigade Commander

CPT Robert P. Dunleavy, Information Officer

MSG George N. Fox, Editor, Layout

They Fly by Night

Fearful he will be observed moving during the day, the enemy in Vietnam performs most of his activity at night. Food must be procured, replacements reassigned, ammunition resupplied, orders relayed and troops positioned for attack.

To stem this flow of enemy activity, allied forces originally employed the night ambush patrol along suspected infiltration roads and waterways. The ambush was effective but lacked mobility. Helicopter flareships and nighthawks were used, and they too proved relatively successful, but they lacked the stealth and surprise of an ambush. A way was needed to combine mobility and surprise.

As a result, the Iroquois Night Fighting and Night Tracking--New Equipment Training Team (INFANT NETT) and the Forward-looking Infrared (FLIR) were designed for use in the Republic of Vietnam. Although similar in operation, each has a distinct capability, with the prime mission of finding the enemy.

INFANT

Story and Photos by CPT R.P. Dunleavy

Sent to the Republic of Vietnam in November 1969, the INFANT was utilized originally by the 1st Air Cavalry (Airmobile) at Lai Khe, where the system proved itself highly reliable and effective. In April 1970, INFANT assets were turned over to the 1st Aviation Brigade and deployed throughout Vietnam.

Based on the theory of image intensification, much like a starlight scope, the INFANT system employs two powerful infrared searchlights mounted on the flexible miniguns of a UH-1 helicopter. Sensor units attached to the nose of the aircraft, using both the infrared and any other available light (as from the moon, for example), receive the amplified

(Continued p.4)

FLIR

Story by SP4 Greg Vokoun
Photos by SP4 Jim Woolsey

Based on the principle that different objects give off different amounts of heat, a specially equipped attack helicopter flying overhead can detect the enemy and put a stop to his night-shrouded activities.

This new night penetrator goes by the name of FLIR (forward-looking infrared). By translating into visual images the amount of heat given off by a man when standing next to, say, a tree, FLIR gives the pilot an accurate sighting on the enemy's location.

When mounted on a UH-1, the first part of the system one notices is a sensor attached to the ship's chin. This sensor, used to detect infrared, is shaped like a flattened

(Continued p.5)

images and transpose them to two television-like receivers in the cockpit. From these, INFANT pilots are able to detect any signs of enemy activity. Claims INFANT Detachment Commander CPT Chuck Harris, "Anything you can see during the day with an unaided eye, you can see at night with INFANT."

Flying low-level above suspected enemy areas, INFANT is generally supported by two gunships flying cover, a command-and-control (C & C) aircraft and a nighthawk. Because infrared is invisible to the naked eye, the enemy is often unaware that he is being sought and therefore does not bother to conceal himself. Upon spotting the target and receiving clearance from the C & C aircraft, the INFANT team will make a rocket pass to identify the area for the armed helicopters. Then, gaining altitude and circling the area, they are able to call any adjustments needed. Should the situation develop, the nighthawk can bathe the battlefield with visible light to assist in identification.

Coordination among the aircraft is critical to a successful operation. The close-flying aircraft must be constantly aware of the dimly lit INFANT's location and what to expect during an encounter. Says CW2 Clarence Putnam of the 117th Aviation Company at Plantation, who flies cover extensively in support of INFANT: "We have some problems, since we can work with only our eyes and the INFANT pilots are really busy in the cockpit. But every chance we get, we are talking tactics with them. As we understand each other's capabilities and limitations better, the missions become easier and more effective."

The mission, lasting six to 10 hours a night, is both physically and mentally exhausting for the crews. The aircraft commander in the right seat divides his time between flying the aircraft on instruments and monitoring the video receiver. The pilot controls both the armament system and the sensors from the left seat. By using a small control stick mounted above an arm rest, he may elect to operate the searchlights and sensors independently or slaved to one another. A great amount of concentration is needed on a mission. One hour of flying INFANT could easily be compared to at least two hours of daytime flying.

Doug Elgin, civilian technician for Hughes Aircraft Company, makes minor adjustments on infrared components.

An Infant pilot adjusts the infrared search light while monitoring the television receiver.

After returning to base, an exhaustive post-flight inspection must be performed. Then come a few hours of well-deserved rest. Because the unit is small, each officer is assigned at least one additional duty on which to work during "spare" time. Then it's back out to the aircraft for the 90-minute pre-flight. Because of the additional weight of the INFANT system, the aircraft must be combed for any signs of stress or fatigue. After a quick meal, the pilots are once again in the air.

There are presently 11 qualified INFANT aviators in Vietnam, although this select group will be increasing as a result of a new training school established at Phu Loi. For 24 days, pilots are given both classroom and practical instruction on the components and use of the system. At the end of this time they fly their first mission with one of the more experienced pilots to put into practice that which has taken so long to learn in theory.

"There are basically two qualities we look for in a pilot," says CPT Harris. "The first is that he be a good instrument pilot and second, that he have no qualms about night flying. The rest we can teach him."

Arriving as an experimental system to be surveyed with a critical eye, INFANT has consistently proven itself to be a highly effective deterrent to the enemy's nocturnal activities. This "fly by night" detachment has earned true membership in the aviation community.

cylinder and acts as a television camera. Moving from side to side, scanning the area, it sorts the objects in the chopper's immediate range according to heat given off by each. This information is then relayed to the pilot and copilot, who view the image on what appear to be miniature TV screens on their instrument panels. There is an additional screen mounted atop a metal box containing electronic equipment behind the forward seats; this is so an advisor familiar with the territory and its inhabitants can see what is below and advise as to friendly or hostile status. If, for example, friendly villagers regularly perform chores after dark in a particular area, the advisor can provide this information, and the helicopter will hold its fire.

In the right seat, the pilot flies the helicopter and, when an enemy target presents itself, fires the rockets, which are either white phosphorous for marking, high explosive or flechettes. The copilot is charged with watching the screen. When the assault begins, he fires the miniguns. Properly aligned with the FLIR, the miniguns can put rounds right on target.

During their nighttime missions, the crew functions much as they would on a regular mission, except that targets on the ground are sighted with the FLIR equipment rather than ordinary vision. On the monitors, men and machines stand out as white silhouettes against a dark background.

"The images on the FLIR monitors," commented CPT Chris Cartwright, FLIR Detachment commanding officer, "are viable with those of commercial black-and-white television."

In addition to their advantage of being able to see the enemy at night is the FLIR team's own relative invisibility. The aircraft are specially lighted to be seen by other ships which might be flying with them; from the ground, however, they cannot be seen. Even the miniguns, equipped with flash suppressors, fire special tracer bullets which, radiating heat rather than light, can be detected only on the viewing screens inside the cockpit. Increasing FLIR's effectiveness is the fact that the system is passive--it sends out no beams or signals of its own--and therefore cannot be "jammed" by current electromagnetic countermeasures.

SP4 Ronnie Truex, a crew chief/doorgunner, commented on the system's effectiveness: "With FLIR you can pinpoint the enemy to the inch. And we can see what we've hit. It's a good method of confirmation."

The improvements and benefits of the system have not brought about any sudden surge of complacency. Research continues to find ways of making FLIR even better.

Probably the greatest concentration of effort revolves around the weight factor. The entire FLIR package weighs approximately 570 pounds, more than half of which is accounted for the by chin-mounted sensor. Efforts at miniaturization are now underway.

Those who work with FLIR are also trying to find other uses for the system. In addition to the familiar search-and-clear, FLIR also has been employed for surveillance and convoy escort.

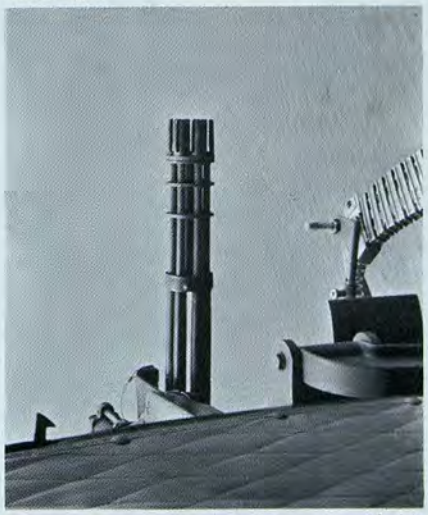
Implementation of the new system requires some additional schooling for aviators and crewmen alike. During the 50 hours of on-the-job training, the aviators are taught to compensate for the helicopter's additional weight, to operate the special controls and to properly read the monitors. WO1 Jim Russell, a pilot with the FLIR Detachment, said probably the hardest part was learning to differentiate between the various images on the screen, being able to tell which is a man, a tree, a jeep or whatever.

Maintenance personnel must be specially trained by the FLIR Detachment to work with the infrared equipment. SP4 Hector I. Smith, a school-trained infrared surveillance specialist, said six weeks of on-the-job training is the average amount of time before one is really skilled in working with the new system.

Those who work with FLIR speak of it with enthusiasm. In addition to near-invisibility, accurate shooting and confirmed hits, Mr. Russell said he prefers FLIR because of the tight cooperation between pilot and copilot and "because we get to control the mission. We go in first, do our thing, then give the other ships a chance."

Thus, with the use of FLIR, the dawn has broken. The once-powerful weapon of night has been reversed. The hunter has become the hunted.

The miniguns on a FLIR-equipped ship are tipped with flash suppressors. Not only does this system rob the enemy of his invisibility; it also uses the night to the attack team's advantage.



SP4 Jackie Easley pulls maintenance on the FLIR sensor. If this 260-pound piece of equipment fails to function, costly errors result.

Two instructors serve as demonstrators for a Cobra transition class.

Assisted by a civilian technical representative, a mechanic makes an adjustment on a 5th Detachment ship.

INSTRUCTOR PILOT

Story and Photos by SP5 Terry Ogle

The Army aviator receives his basic flying instruction at Ft. Rucker, Ala. Like new graduates in other fields, he then applies his education on the job, as an Army helicopter pilot. And, like many a teacher or doctor, the pilot may eventually feel the need of advanced instruction. Instead of returning to a college campus, the aviator in the Republic of Vietnam goes to the 5th Aviation Detachment in Vung Tau for his "post graduate" work. There he is trained by one of four USARV Aviation Training Teams to fly another type of helicopter or to become an Instructor Pilot.

The 5th Detachment has training teams for the UH-1 "Huey," the AH-1G "Cobra," the OH-58 "Kiowa," and the OH-6A "Loach." Each team is composed of from two to five instructor pilots, all on second tours in RVN. The purpose of the school is to train instructor pilots and standardization instructor pilots and to give transition training in the four types of helicopters in the detachment. These newly trained IP's then return to their units, where they give check flights and assist in training others.

The course lasts two weeks; standards are high, and not every pilot can make it. If you doubt that much can be taught in two weeks, remember that all the students are qualified, experienced pilots. Just as a graduate student in physics is familiar with the atomic theory, so the basic student pilot is already familiar with the techniques and skills required. Thus, the instructor can go directly to the new material, without starting from scratch with each new class.

The 5th Aviation Detachment is composed of 24 officers and 66 enlisted men. From the commanding officer, MAJ R.S. Crissman, to the lowest ranking man, each of the "Outcasts" is conscious of the unique status of the Detachment--a training unit in a combat environment.

All the teams follow the same general pattern: a two week course consisting of classroom instruction and flying. Mornings are spent in the air, afternoons in class. The student-teacher ratio is either one to one or two to one, so individual attention is an important facet of the program. For the OH-6, OH-58, and UH-1 students, approximately 30 hours are spent in the classroom and 20 hours in actual flying. For the Cobra students, training is a bit more

This Cobra's rocket pods are examined by two members of the 5th Detachment's Cobra team.

rigorous because of the complexity of the aircraft. Seventy to 75 hours are spent in the classroom, 20 in the air.

Each course of instruction includes three basic elements: 1) the fundamental workings of the aircraft; 2) emergency procedures; and 3) flight regulations. Since all students as well as the instructor are experienced pilots, almost every point can be illustrated by a personal example, and the instructor is just as apt to ask a student what he would do in a situation as tell him what should be done.

Maintenance in the 5th Detachment presents certain problems not encountered in other aviation units in Vietnam. With 20 training launches per day, all ships must be in a high state of readiness. According to CPT Raymond Gleason, maintenance officer for the detachment, all the men are cross-trained in two different types of aircraft, and OJT is constantly being conducted.

Because the mission of the unit is training, the ships must be ready to fly in all respects. And since all the pilots, instructors and students alike, are experienced they are very thorough in their pre-flights. So the maintenance personnel are always busy. The requirement for repair parts is quite high because of the "unusual punishment" the ships are subjected to, according to CPT Gleason. These helicopters are constantly being pushed to the limits of their potential, so defective parts must be spotted and replaced.

Despite all these unique problems, the record of the Detachment's maintenance section has been excellent. CPT Bruce F. Wood, operations officer, claims that the availability record of the unit's ships is extremely high.

If the standards of the 5th Aviation Detachment seem high, it is because they must be. When a pilot graduates from the Cobra transition course, he must be able to go back to his unit and fly that aircraft in a combat situation. When a man has completed the course to be an Instructor Pilot or a Standardization IP, he must be able to return to the field to teach other aviators the lessons he has learned.

It's a rigorous course, and the instructors work as hard as the students, but there are few complaints. The challenge of improving the quality of Army aviation is being met by the 5th Aviation Detachment.

CPT Larry Elliott, OH-58 team chief, listens as a student answers a difficult question.

EDITORIAL

CONTRABAND

How much is that poncho you've got worth? Ten dollars? Fifteen dollars? How about a court martial and an involuntary extension? Maybe you've never thought about it that way, but if you've been planning on taking your poncho or any other item of government property home, you should know that it is a violation of Army Regulations and Federal law.

Sure, everybody wants a souvenir of his tour. Maybe you aren't content with jungle boots or photographs. If you want to gamble, then go ahead, but you should know your chances first. As a result of increased incidents of contraband being sent through the mail, customs and postal authorities have begun a more stringent search of packages leaving the Republic of Vietnam. Drugs seized get the headlines, but government equipment and clothing are confiscated every day, too.

Ah, but you say you've got a hiding place they'll never look? That's what a lot of people thought before they were arrested. Dolls, speakers, huge glass elephants, and tape cassettes have been stuffed with everything from heroin to hardware. You say that these are the obvious places, that you're too smart for that? Have you thought about making a fake record of pressed opium or sewing drugs into the seams of clothing? Other people did and are now regretting it.

Let's face the facts. Postal and customs authorities have had much more experience looking for contraband than you've had hiding it. So leave that poncho liner in Vietnam, and make sure you DEROS on time.

From the chaplain

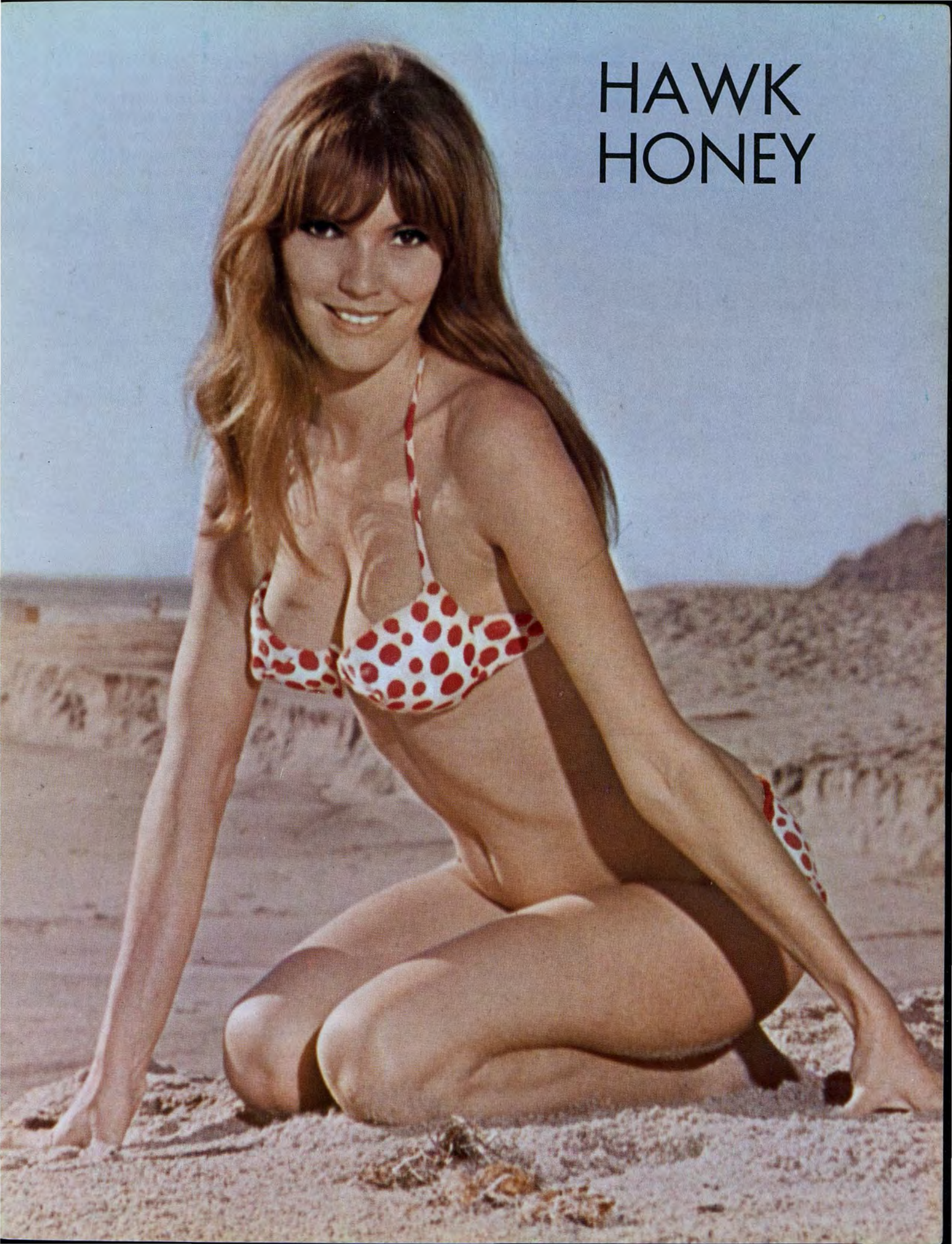
Chaplain(LTC) Richard G.Cook
1st Aviation Brigade

Since joining the ranks of the Golden Hawks I have been doing a great deal of flying. Recently, while flying, I was reminded of an experience of Dr. Norman Vincent Peale as he was traveling in a private aircraft one day. Fascinated by the extraordinarily complicated instrument panel, he asked the pilot, "How do you ever know what to do with all these dials and buttons and everything you have here?...How in the world do you ever find that little airport?...How do you get through this immensity of sky, especially in all this haze and fog?...H w do you know your way?" In his reply the pilot stated, "We trust the instruments implicitly...we trust the man down there in the control tower...and beyond that, we trust the Man upstairs. If you can't trust these three, you had better stop flying." Dr. Peale replied, "What you are telling me, then, is that you go by faith." With a big smile on his face, the pilot replied, "Faith will take you through anything."

Many years ago there lived a man whose name was Job. This man laid hold upon this principle of living which is still the sustaining force in men's lives today. Job lived by the principle of faith which empowered him to reply to mocking friends, "I know that my redeemer liveth." In spite of wavering doubts and fears common to all humanity, Job came through his trials strengthened and richly rewarded because he had demonstrated an indestructible faith in God.

In these days of crisis and uncertainty, this time of disengagement and stand-down in Vietnam, we too can find peace of mind and heart in our faith in God. We have our instrument panel: the Bible. In it we find the know-how. Every variation, every dealing with the wind, every change of altitude, every approach is in it.

It is important that we put our trust in this instrument panel. Then, of course, we must trust "the Man upstairs." The pilot was indeed right: "Faith will take you through anything." This faith is the guiding principle of life. The man of faith is the established soul. He is not afraid, for he has the faith that enables a man to recognize his quality and to plan his life's work. Faith, therefore, is the experiment of living. It is this faith that bestows the power of victory over the problems of living in Vietnam--or any other place in the world--and enables God's man to face a future which grows brighter day by day. As the pilot stated, "Faith will take you through anything."


HAWK
HONEY

Mutt and Jeff

Story and Photos by SP4 Jim Woolsey

It would've been a beautiful day for a picnic: a huge resort area 40 miles northwest of Qui Nhon, garbed in a sensuous green dress and supervised by a fat, smiling sun. The bomb craters looked as if they'd make ideal barbecue pits.

Instead of the traditional ants for that certain amount of discomfort, there were two battalions of North Vietnamese regulars.

This was the Sui Tre Valley. The mountains on either side completed the image of lascivious enchantress, the siren who required men to die before accepting them as lovers.

On this particular day, 2,700 men came courting. Twenty-two companies of infantry were to spend two weeks in this pleasure palace.

Helicopter slicks carried the men to the various landing zones (LZs). This is the chopper's main function. But specialized aircraft, geared for finding and destroying the enemy, were needed.

Two types of helicopter applied for and got the job. Standing side by side, they make one think of Mutt and Jeff, although the Viet Cong and NVA hardly regard them as comical. These are the Cayuse, a light observation helicopter (LOH), and its big brother and protector, the Cobra.

"They're tied together thicker than man and wife or mother and child," said LTC Ernest A. Smart, commander of the 7th Squadron, 17th Air Cavalry, one of many units which participated in the Sui Tre offensive.

The basic team consists of two LOHs, two gunships, four slicks, a command-and-control ship to call air strikes and rifle platoons for ground reconnaissance, should the need arise. An arrangement of fewer aircraft is referred to as a "pink team" and is used only when necessary.

LOHs skimming the treetops, Cobras grinning satanically above them and the command-and-control (charlie-charlie) bird pasted against the sky. A pattern of rings as the basic team works from the peaks to the lowland. A scheme of movement that would almost be delicate were it not for the overtones of the mission at hand.

The gunships, or "snakes," are armed with 20- and 40mm cannon, 2.75-inch rockets and 7.62 minigun.

These men fly for 1½ hours at a time, being relieved by an identical team. They look for one thing--the enemy. Muzzle flashes are excellent indicators of location. So, when a team enters an area suspected of containing enemy troops, the LOHs move in as low as possible, hoping an inexperienced guerilla will have dreams of valor and begin firing.

The rockets and 20mm are pylon-mounted; the other weapons are in the snake's flexible nose turret. Nestled in the back seat, the pilot is able to fire all of his aircraft's weapons. The task of the man in the front seat is primarily observation. Inside the Cobra's leering face, the man has an excellent view of his area of operation.

A high gunship is the navigator for the team. Beneath him is his partner, guns ready should the low-flying LOHs be molested.

And the chances they will be are great. Each LOH carries two men in the front: a pilot and an aerial observer, armed with either an M-16 or M-60. The lead LOH is the basic team's eyeball. His twin, called the trail or wing, makes orbits around the observation craft, his weapon poised for firing.

But this is seldom the case. WO1 Don Purser, a LOH pilot with C Troop, 7/17, explained, "The old cadre of the VC and NVA know if they shoot they'll be spotted and hit, so they stay quiet until they think we've found them. Usually we have to go in 'hot,' start the shooting ourselves. Then they don't hesitate about throwing lead, and we can get a definite location on them."

When the LOHs first move in, the Cobras pull into position, waiting only

for a precise marking. Said WO1 William Best, Cobra pilot for C/7/17, "The LOHs get right down on the target. This gives us a chance to set up for a perfect dive."

Coordination and interdependence among the choppers, in evidence before and throughout the mission, now peak. As soon as enemy guns begin to roar, the LOHs move out, away from deadly small arms fire.

Then the sounds of war--rockets bursting, machineguns bickering, men shouting--are forced through Sui Tre's lungs. In moments it is over, and as the slicks move in with their human cargo, Mutt and Jeff give the area a final screening before moving farther down the mountain-side to repeat their clearing action.

These are the essential moves made by a LOH-Cobra team. Always covering the high ground first. Wing LOH orbiting his twin, always keeping him at his left door. Hoping the enemy will fire first, but if he doesn't, you're more than willing. Then both LOHs breaking for a safer scrap of ozone as the Cobras strike.

The job cannot be described as boring. Flying five feet above the treetops at a relatively show speed in enemy territory makes for a long 90 minutes. What does it take to drive a LOH?

"The will to fly the little devils" is the major characteristic, according to WO1 Michael Devaux, another LOH pilot for C/7/17. Pilots of other types of aircraft--especially Cobras, who work with them daily--put it another way: "Guts!"

By the same token, the LOH pilots have no ill words for the men who push the snakes through the air. Working closely with each other under the tension and risks of combat has welded them into powerful allies.

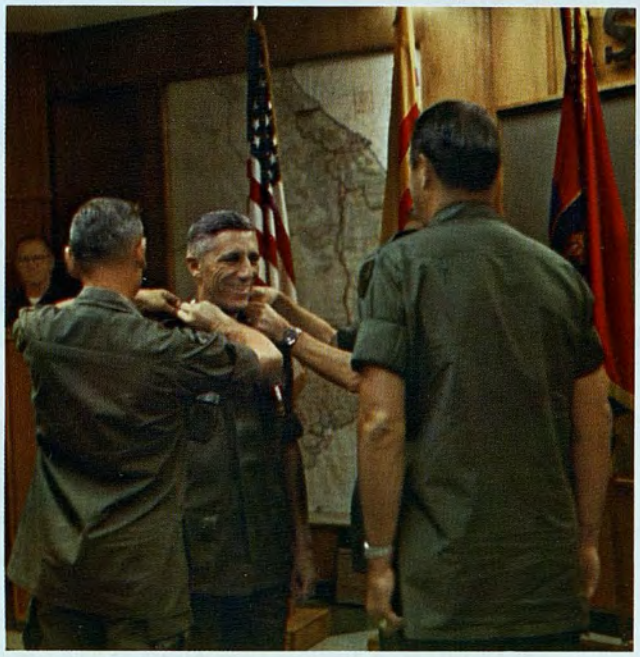
"The people in the LOH are our own," said CW2 William Willette, Cobra pilot for C/7/17. "We know how they operate." This means knowing two personalities in one body--the man and the pilot. Is he easily excited? Does he hang on until the last minute before breaking for cover? Personal quirks such as these are quickly picked up by the men in the companion birds. They know how to react when they receive radio calls from certain pilots. CW2 Willette tells of one LOH pilot who was extemely reticent. The pilot radioed in that he had spotted some people in an open field.

"Well?" CW2 Willette asked. "What are they doing?"

"They're shooting at me," the LOHman replied calmly.

CHANGE of COMMAND

Photos by MSG George N. Fox

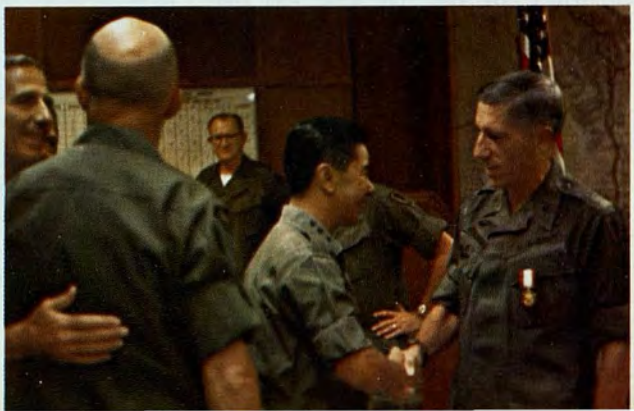


The 1st Aviation Brigade received its new commanding general in a simple ceremony at Brigade Headquarters July 31.

LTG William J. McCaffrey, deputy commanding general of USARV, transferred the green leadership tabs from BG Jack W. Hemingway, outgoing commanding general, to BG Robert N. Mackinnon.

BG Mackinnon served as commanding general of Ft. Wolters, Texas, prior to his arrival in Vietnam.

BG Hemingway, who served as commanding general for the past year, received the Distinguished Service Medal upon his departure. He was assigned to the 1st Cavalry Division (TRICAP) at Ft. Hood, Texas.



DRUGS and What to Know About Them

This is a survival test, all right. If you're into drugs this may show you what you're really doing. If you're out of the "drug culture" this may help you to understand what's going on today. Read each question carefully and circle your answer. Then read on and discover the correct answer. Will you survive the drug scene?

1. The easiest family of drugs to overdose on is
   a. amphetamines
   b. barbiturates
   c. hallucinogens

2. What do "reds" refer to?
   a. Tuinals
   b. Seconals
   c. Amobarbital - Secobarbital

3. Which of the following is hallucinogenic?
   a. orange sunshine
   b. Dexamyl
   c. nitrous oxide

4. Having "been on a run" means
   a. running grass illegally over the Mexican border
   b. dropping THC and ascorbic acid
   c. shooting crystal for several days.

5. Which of these looks and smells most like marijuana?
   a. catnip
   b. oregano
   c. green tea

6. Which of the following has the greatest overdose potential when mixed with alcohol?
   a. codeine
   b. crystal
   c. barbiturates

7. Most diet pills contain
   a. Pentobarbital Sodium
   b. Methamphetamine Hydrochloride
   c. Chloral Hydrates

8. The more damaging vapor for inhalation is
   a. toluene
   b. nitrous oxide
   c. helium

9. Which of these causes immediate death if injected?
   a. epsom salts
   b. flat beer
   c. carbon tetrachloride

10. MDA, in pure chemical form, is a
   a. hallucinogenic derivative of nutmeg
   b. combination of mescaline and speed
   c. stimulant of the central nervous system

11. Psilocybin is made from
   a. poppies
   b. peyote cactus
   c. stopharia cubensis mushroom

Answers

1. b (barbiturates). Sleeping pills have long been used as a suicide agent, even before they were generally used for getting stoned. Death is usually caused by respiratory depression, similar to narcotics. Barbiturate withdrawal can actually be more difficult than withdrawal from heroin. (The probability of grand mal seizures occurring during withdrawal is much higher with downers.)

2. b (Seconals). Clinically known as secobaribital sodium, a short-acting member of the bartiturate family.

3. a (orange sunshine). A brand of street acid.

4. a (shooting crystal). Crystal (a powdered form of speed) is a stimulant capable of rapidly deteriorating the body when taken for an extended length of time.

5. a (catnip). It looks and smells like marijuana, but doesn't get anyone the least bit high. It is often used to cut grass, along with oregano, and (in extreme stortages), anything green.

6. c (barbiturates). Among the most common causes of death in the U.S. is accidental overdose by mixing downers and alcohol.

7. b (methamphetamine hydrochloride). This is a "speed" substance often found in sustained release diet and pep pills.

8. a (toluene). The substance in glue which causes the greatest damage. Virtually all vapors of this nature can cause damage to brain functions with a relatively short period of use. This category includes mainly household aerosol products, glue, and petroleum-based products (shellac, Ether, gasoline, carbon tetrachloride, etc.).

9. c (carbon tetrachloride). This acts in the same way as would other petroleum substances. Orally, with the exception of extremely volatile chemicals, the body usually has a chance to reject poisons by the naturally built-in safeguard called vomiting. But whenever anything poisonous is injected into the vein, the user bypasses all the natural forms of rejection.

10. a (hallucinogenic derivative of nutmeg). Clinical MDA, if it were available, would have hallucinogenic properties, much like other psychedelics. However, the MDA going around on the streets lately is very unpredictable, with an unusually high rate of bummers occurring.

11. c (mushroom). Psilocybin is the active ingredient of the stropharia cubensis, also known as the magic mushroom.

Air Taxi

SGT Bermond Meaut

Story and Photos

by MSG George N. Fox

Hello, Yellow cab? Can you send a taxi to....?

This is the normal procedure for getting around in the United States when your own transportation isn't available. But in Vietnam, the usual way to get to the far regions has to be by air.

With groups, battalions and companies scattered throughout Vietnam, maneuverability is an essential key in molding the 1st Aviation Brigade into one unit. The staff personnel must be able to coordinate and converse with their counterparts. But how do they get to Da Nang...Vung Tau...Can Tho...to do this?

This is the essential mission of the Flight Section, assigned to headquarters as an integral part of the operational mission. Located at Sanford Army Airfield, the brigade "air taxies" are ready for their fares.

"All requests are filled on a priority basis," states SGT Bermond Meaut, flight coordinator for the brigade headquarters. Working at headquarters as liaison between the flight section and staff, he is responsible in assigning missions and determining the type of aircraft to use.

To get you there and back--that is the responsibility of MAJ John H. Downey, officer in charge of the Flight Section. Assigned to the section on a permanent basis are seven pilots, all of whom are on at least their second Vietnam tour, and 25 enlisted personnel.

"We really can be compared to a small aviation company," remarks PSG Lawrence Uppleger, section NCOIC. "We have our own section commander, maintenance officer, tech supply officer, in addition to the safety officer, and we run our PLLs (prescribed load lists) for each aircraft."

First Aviation Brigade's flight section differs from other flight detachments in that they have four types of aircraft, both rotary- and fixed-wing. Available for different types of missions are four UH-1 "Hueys," four OH-58 "Kiowas," two U-21 "Utes" and two O-1 "Bird Dogs."

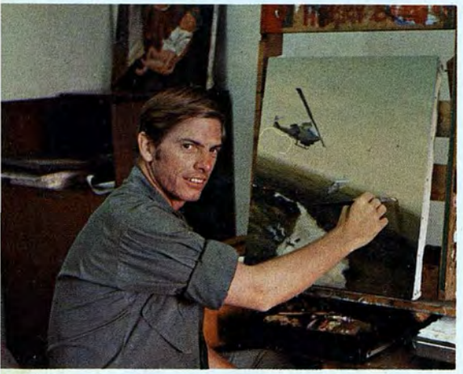
"Our main mission is to support the brigade in transportation," says PSG Uppleger, "but we also provide training for USARV- and Brigade Staff-rated pilots. Our operations section also handles their flight records."

Operating on a seven-day schedule, the flight section is proud of its safety record. During the last fiscal year, the accident rate was zero, an enviable record for the number of missions and miles flown. Although heavy maintenance on the aircraft is done by supporting units, the section has highly trained personnel--one a mechanical engineer and two of whom are FAA-licensed airframe and powerplant mechanics.

Talented, qualified--the flight section is composed of personnel having more than 12 MOSs--skilled in giving those they serve the best.

Next time you see the IG team, assistance team or staff officers visiting your unit, you'll know that the flight section is operational and has its "air taxies" ready.

Combat Art



SP5 Richard Jennings

The panorama of Army aviation portrayed here is the work of SP5 Richard G. Jennings, 1st Aviation Brigade combat artist. The original painting, done in acrylics, symbolizes the fresh and initiative approach of the artist.

Although SP5 Jennings has departed Vietnam, his work has gained him a unique position of permanence in the brigade. The more than 25 oil and acrylic works produced during his tour reflect his capability to grasp the concepts of Army aviation and portray them realistically. In addition to his paintings, SP5 Jennings also produced innumerable sketches and illustrations for HAWK magazine and HAWK SQUAWKS, the brigade's monthly safety bulletin.

His talent is evidenced in the reception his works have enjoyed. His paintings have been displayed at USARV Headquarters, USARPAC Headquarters, the Aviation Museum at Ft. Rucker, Ala., and the Pentagon.

The work done by SP5 Jennings has truly enhanced the image of the 1st Aviation Brigade. He has provided a graphic account of the brigade's activities and accomplishments in the Vietnam War. His has been a contribution of permanence and durability.

Planning ...

communications ...

timetable ...

this is an ...

INSERTION

Story and Photos

by SP4 Jim Woolsey

The soldiers were lined up in remarkably neat, although somewhat casual, rows. They puffed cigarettes, talked with each other and adjusted the camouflage on their helmets. Apart from the group, standing forlornly and sipping occasionally from a canteen, was a frail-looking trooper, his eyes were huge gouges containing shiny black marbles which swept back and forth, watching his comrades. Around his neck was a sign designating the landing zone (LZ) to which he and his men were to be flown.

Sitting in jeeps or pacing in front of the troops were the officers, waiting anxiously for the American helicopters.

Soon the big birds arrived, at first minute specks against the morning sky, then quickly increasing in size and touching down, rippling the grass and spraying dust.

Together, men from the 1st Aviation Brigade and the 9th Korean Infantry (White Horse) Division confirmed the arrows on maps and notations on schedules. The Koreans were to be uninvited house guests of an estimated battalion of enemy soldiers in the Duc My area for two weeks.

Duc My, containing a pass between Ninh Hoa and Ban Me Thuot, has been an area of concern for Allied troops in Military Region 2. Both sides of this pass abound with snipers' nests, and seldom does a convoy go through unscathed. In addition to the ambushes, American and Korean intelligence showed troops trickling down from the north, lodging at Duc My and possibly preparing for an assault on the Cam Ranh Bay area.

Briefings, conferences, discussions--all modes of planning and communication were thrown open to rectify the situation.

The decision to insert troops into the area was, in fact, due to a large measure to the suggestion of COL Jun Doo Hwan, commander of the 29th Korean Infantry Regiment. COL Jun, former commanding officer of the Korean president's bodyguard, has completed the Ranger and Pathfinder courses at Ft. Benning, Ga., and was designated the ground forces commander for the operation. The air mission commander was LTC James O. Hegdahl, commanding officer of the 10th Combat Aviation Battalion.

Waiting for the slicks

The mission itself consisted of two insertions: the first to funnel the enemy into an area from which escape would be extremely difficult, the second to destroy him.

The funneling insertion actually consisted of two parts. Koreans from the 1st Battalion, 30th Regiment, would be lifted 20 miles west of Nha Trang to begin ground operations. When that was finished, the 13 slicks were to take the Koreans' special forces and reconnaissance companies atop Hon Ba Mountain, where they would begin a search-and-clear mission, acting as the other side of the funnel. As it was, the Hon Ba insertion had to be postponed because of rain and wind.

The following day's mission was the one that required most of the maps, briefings and reconnaissance work. Participating were slicks from C/227th, 92d and 192d Assault Helicopter Companies, armed helicopters from D/227 and 192d and Chinooks from the 243d Assault Support Helicopter Company. The aircraft roster for the second day's work was 28 slicks, eight armed helicopters and five Chinooks. The Koreans were sending their 29th Regiment, which gained the nickname "White Horse" by defending the mountain of that name during the Korean Conflict.

Mounting up

Nine landing zones were mapped out. Twelve hundred went into the region by helicopter; 250 marched in. As ground commander, COL Jun supervised matters from LZ 1, to which Chinooks had flown jeeps, sophisticated communications equipment and other material to keep him in touch with the action. Also at this regimental headquarters were MAJ John C. Crump, Army liaison with the 29th Regiment, and members of the Air Force liaison team.

LTC Hegdahl, air mission commander, had divided the lift into two teams: "Green," commanded by MAJ Rudolph Ostovich, commander of C/227, and "Red," commanded by MAJ James Abbott, CO of the 92d Assault Helicopter Company. These were further divided into two platoons each, with the Green team responsible for LZs 1 through 4 and Red handling insertions into LZs 5 through 9.

Crew chiefs and doorgunners the night before had been told to take along field jackets, as some of the landing zones were elevated and required helicopters to fly as high as 3,500 feet above sea level in order to maintain the minimum distance from the ground. News also came that they wouldn't be able to stop for lunch, and C-rations were passed out with M-16s that morning.

The sky was alive with helicopters: Chinooks, which carried 140,000

pounds of supplies that day; Cobras, prepping the area with rockets; and, of course, the slicks, moving like wagon trains from pickup zonesto LZ, then back again.

The various radio frequencies were always filled with questions, answers, reports. All revolved around a warning that came up in briefing after briefing: "There are no friendlies in the area until we put them there." Every pilot knew his aircraft had a specific role, no more and no less; this was something only a highly disciplined team could accomplish.

The Koreans realized this as well as anyone. They responded and they appreciated. Riding in the command-and-control helicopter during the first day's action, LT Rhee Moo, 30th Regiment's helicopter officer, handed this reporter the following note: "...all pilots and crewmen have worked hard for 30th Regt. every day. They are very kind and diligent. I think I should say 'Thank you very much.'"

One LZ per customer

This is the reaction the men of the 10th Battalion had been striving for, a recognition by all parties of the meshing of individual skills and the taking of common risks. The Koreans were a force to be reckoned with in MR 2. A powerful fighting team, they were reliable allies to have.

"When you work with a different country, it's best to work with them all the time," said CPT Spencer R. Kissler, liaison officer for the 10th Battalion. "That way, if they have a problem, they know where to go to get help."

For three days the forces of freedom came from the air to beat back a vicious enemy. For the next 11 days it was men on the ground, slogging through mud, fording streams, hacking away at underbrush. For the Koreans, it was the ugly fact of war spelled out and emphasized in jagged letters. Every third day the American helicopters came with C-rations and ammunition. The choppers stayed briefly, only long enough to unload their cargo, and then the day was the same as the others. The same sensation pounded at the Koreans--alone, except for the enemy.

Those 14 days made up one of man's highest and most difficult tests. Tests, not trials, because a test indicates something to look forward to. Two nations, both of which had struggled desperately for their freedom, had raised the sabre together.

"This is where we get off!"

Bad news for the VC

Guiding Hand for VNAF Pilots

Story and Photos by SP4 Stan Berry

The United States Army UH-1 helicopter rises gently from the pad and eases out over the short canal adjacent to the makeshift heliport at My Tho. It hovers over the water for an instant, then moves forward, picking up speed and clearing the raised road at the end of the canal. Above the Mekong River the Huey banks sharply to the right, levels off, and heads toward its destination.

The gloved hands gripping the controls belong to 2LT Le Van Hiep, one of 20 Vietnamese Air Force (VNAF) pilots assigned to the 214th Combat Aviation Battalion, with headquarters at Vinh Long Army Airfield. Alongside 2LT Hiep sits U.S. Army 1LT Roy D. Kettle, who is responsible for instructing the young Vietnamese officer in the finer points of aviation on this particular day.

"You're having a little trouble with your right turns. That's it. Slide easy," coaches 1LT Kettle. Hiep listens to the soothing voice of the aircraft commander through his headphones and adjusts the helicopter accordingly.

Shortly after their graduation from the U.S. Army Aviation School, many VNAF aviators are assigned to U.S. units operating in the Republic of Vietnam. Those sent to the 1st Aviation Brigade receive additional training in either H-model Hueys or CH-47 Chinook helicopters under the tutelage of experienced pilots such as 1LT Kettle of the 114th Assault Helicopter Company. The VNAF aviators remain with their respective units for a three-month period, during which they are expected to accumulate a minimum of 180 hours flying time. When they report to their VNAF squadrons at the conclusion of the training, they are usually awarded first pilot status.

Hiep and Kettle are participating in an aviation training program formulated under the Improvement and Modernization (I&M) phase of the overall Vietnamization program. I&M entails the transfer of U.S. military assets to the government of the Republic of Vietnam, and in the context of aviation this means the turnover of aircraft and the training of sufficient numbers of Vietnamese pilots to fly them. The ultimate objective is to have VNAF aircraft and crews supporting Army of the Republic of Vietnam (ARVN) ground operations as the United States completes the redeployment of its forces.

In the past year alone nearly 400 VNAF pilots have undergone the three-month training stint with 1st Aviation Brigade units. Another 270 are expected to receive instruction through March 1972. Also within the past year eight of the brigade's assault helicopter companies and one assault support helicopter company have turned over their assets to the VNAF.

The VNAF aviator assigned to the brigade is integrated into his unit much as is an American pilot. After a brief orientation his training is OJT and he can expect to fly any type of mission, including the combat assault. Whenever he flies, he will be accompanied by an experienced U.S. aviator who will coach him on techniques which he has not yet mastered.

2Lt Le Van Hiep

Hiep, Kettle and crew chief post-flight their chopper.

Hiep tilts the Huey perceptibly, enters a steep bank, and finally brings the chopper to a hover over a reinforced wooden landing pad. He sets the bird down softly and picks up his passengers, an inspection team comprised of three ARVN officers and their U.S. advisor.

The advisor pulls out a map and confers briefly with 1LT Kettle. Kettle then spreads the map over the control panel and points out a marked section to his copilot. With Hiep still at the controls the chopper lifts off and whizzes toward the pinpointed objective--a small ARVN fire base, one of many which dot the Mekong Delta region.

Within minutes the base comes into view below. As his peers look on from the back seat, Hiep brings his aircraft down smoothly upon an earthen landing pad surrounded by barbed wire. While the inspection team makes its rounds, Hiep lifts off again, taking advantage of the free time to squeeze in a little extra practice on coordinated turns, all under the watchful eye of 1LT Kettle.

Yellow smoke rising from the base indicates that the team is ready to depart. Hiep turns the chopper into a tight spiraling descent. As the bunkers loom larger beneath him, he levels off the Huey, and as a duck with its wings spread wide, it glides onto the landing pad. When the team is once again on board, the helicopter skims across the rice paddies and begins its ascent.

Several hours and sorties later, Hiep guides the aircraft into its revetment at Vinh Long AAF and the two aviators give the helicopter a thorough post-flight inspection before calling it a day. As he checks out the engine, Hiep talks about his military career.

"I stayed in the Infantry nearly two years," he recalls. "Then I decided I wanted to fly and volunteered for the Air Force. I went to America to study English and then to helicopter schools. They have very, very good program."

When Hiep returned to Vietnam he was assigned to the 227th VNAF Squadron. After six months he was sent to the 214th Combat Aviation Battalion to sharpen his skills. He hopes to become an instructor pilot soon after he rejoins his VNAF outfit.

Later, settled in an easy chair in his BOQ, 1LT Kettle gives his impressions of the VNAF pilots with whom he has worked:

"I enjoy flying with Vietnamese pilots. They have a good control touch. They already know the basics; all they need is a little more polish. When I'm flying with one of them I let him handle the controls most of the time. Gives him a chance to get the feel of the aircraft."

And of his copilot for the day's mission: "I've noticed a vast improvement in Hiep since I first flew with him. When we were working on high overhead approaches today, I could see a marked improvement each time we made an approach.

"He does have a tendency to approach shallow and shoot short, and he needs more practice in holding altitude," Kettle continues. "However, he's only been with us a short time and I'm sure he'll be an accomplished flier when he leaves here."

Hiep feels that he has already profited greatly from the training program. He considers the Americans very careful pilots who employ sound flight procedures.

The ability of the VNAF pilots to handle their increased responsibility is a major contribution to the success of Vietnamization. Their 90 days under the guidance of experienced U.S. aviators can be a valuable experience, providing both they and their U.S. tutors apply themselves. Good working relationships, such as that existing between Kettle and Hiep, can contribute significantly to the success of the overall training program.

Basically, Vietnamization in aviation comes down to the seasoned pilot imparting the advice of experience to his less experienced partner in the cockpit. Patience, understanding and cooperation on the part of U.S. and Vietnamese aviators alike will hasten the day when the VNAF will be ready to stand on its own.

Civic Action

Story by 1Lt David Culver

In no other war in which the American people have been engaged has the attempt to develop community spirit taken on a greater importance than it has in the war in Indochina. Civic action/community relations programs conducted by our fighting forces here have been approached with a sense of mission accomplishment equal to our military effort.

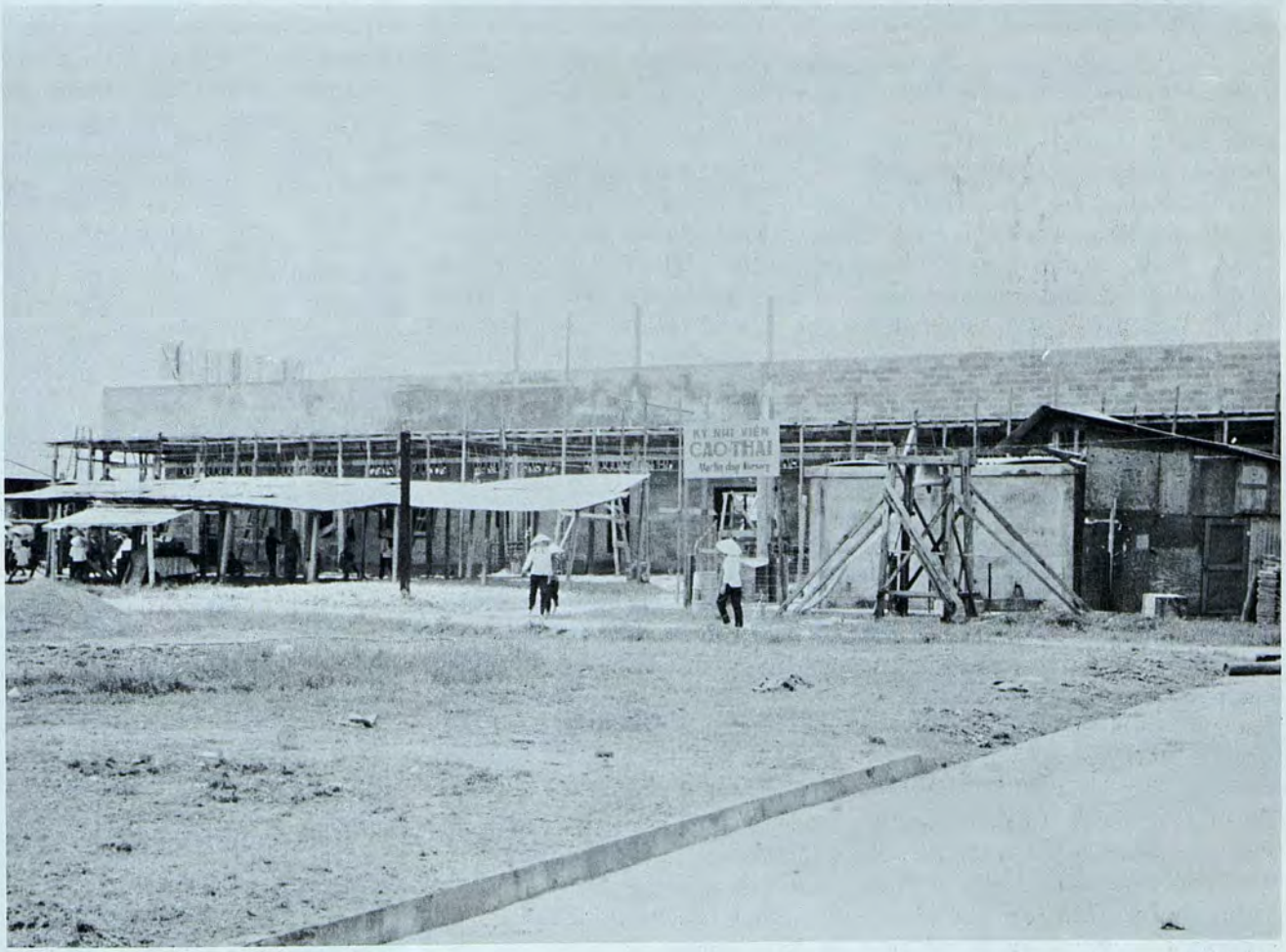
A clear example of this is Cao Thai, a small hamlet five miles outside Long Binh Post. Cao Thai began with that eternal spark, the search for freedom. Its inhabitants fled North Vietnam to escape the Communists. Their first home, once they crossed the border, was what is now known as VC Island, on the Saigon River. Their security threatened, in 1967 they petitioned the government of South Vietnam for permission to establish their present village.

There you have ingredient No. 1 for successful civic action: a people intent on being free, but lacking skills and materials and welded together by a sense of isolation.

An adjunct to this is the second ingredient: dynamic local leadership. Guiding and representing Cao Thai's 1,200 people is Hamlet Chief Nguyen Tri Thuc. Symbolic of the hamlet's determined spirit and progressiveness, Thuc decreed the first projects would be a church and a school.

Ingredient No. 3--assistance with materials and training--was now ready to be stirred into this formula for the future. A large, attractive Catholic church was constructed under the auspices of Headquarters, USARV and the 90th Replacement Battalion. These units provided funds and materials, but the labor, at Thuc's insistence, was performed by the villagers themselves.

Immediately following completion of the church, work was begun on the school, a large masonry building with



CAMERON

DUNLEAVY

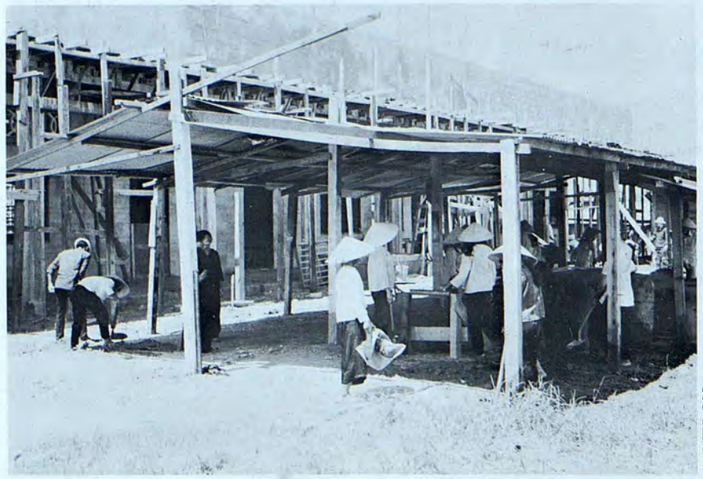
LTC John A. Thomas Jr. cuts the ribbon to open the new Day Care Center at Cao Thai.

seven classrooms and an office. Realizing this would soon become overcrowded, the hamlet chief requested a school to which a second story could be added when additional funds and materials were available. Last year 1,000 children from Cao Thai and a neighboring hamlet attended a 10-month school term in all grades through high school. The school has 22 teachers: eight from the 90th Replacement Battalion and 14 Vietnamese.

It was the building of this school which first attracted the attention of the 120th Assault Helicopter Company. In March 1970 members of the 120th donated 23,000 piasters and 40 bags of cement towards the project. Later they donated salvaged ammunition boxes as material for tables, benches and classroom blackboards. Four months later the school was officially opened and dedicated.

Encouraged by the success of the school building, the men of the 120th undertook the sole sponsorship of the construction of a child day care center. This 50-by-50-foot structure has a dual role: during the day it serves as a nursery for children of working parents; at night it is an adult education center.

But there is more than cement, lumber and piasters to the story of the



CAMERON

Opening Day Ceremonies at Cao Thai were marked by colorful displays.

HAWK

DUNLEAVY

Heart-to-Heart,
Personal Relationship,
The Human Bridge...

Offered by the
Americans...

Accepted by the
Vietnamese

DUNLEAVY

SP5 Kenneth Glenn also receives the honor of cutting the opening day ribbon for his tireless efforts in supporting the Cao Thai project.

120th's involvement with the people of Cao Thai hamlet. This is the heart-to-heart, personal relationship, the human bridge, offered by the Americans and accepted by the Vietnamese. Last Christmas, for example, the men of the 120th prepared and distributed 1,000 gift packages containing candy, nuts, toothpaste, toothbrushes and soap. Trips to Catholic Relief Service in Saigon for food and clothing are made frequently. As a reward for scholastic excellence, 130 of Cao Thai's children were taken on a tour of the Saigon Zoo by members of the 120th.

The fires of friendship are constantly being stoked. During the dry season, 20,000 gallons of potable water are hauled from Long Binh to Cao Thai each week. Medical and dental support are provided on a recurring basis, more frequently if required. The next project envisioned by the men of the 120th is construction of a well, completion of repairs on an electrical generator and the second story of the school. In addition, the company established a Donor Deposit Fund to further increase the unit's ability to help the people of Cao Thai help themselves.

SP5 Kenneth Glenn, who worked on the project and DEROSed the day after the building was completed, said, "Working with the Vietnamese like this gives you a chance to see how the Vientnamese people really are. Everyone should get out on a project like this and find out for himself."

Other civic action/community relations projects have been undertaken by Golden Hawks. Many have been smaller, some larger, but all equally important in their impact on the Vietnamese as the school and church at Cao Thai. The collective effect of these projects on the Vietnamese people was best expressed to me as I left the day care center. There, a painter was putting the final brush strokes on a blue, black and white sign that read KY NHI VIEN CAO THAI (Martin Day Care Center of Cao Thai). The expression of pride, joy and hope on his face was tribute enough to those who had helped these villagers help themselves and a symbol of the cooperation of the Vietnamese and their American friends.

DUNLEAVY

As with all children, when the day's activities grow long, they join together for games and fun.

Blue Max

Story and Photos

by SP5 Irwin Polls

The alarming news blares over the field radio at the Quan Loi airstrip. A U.S. light observation helicopter has been shot down and enemy antiaircraft fire is playing havoc with rescue attempts.

Artillery support is required to silence the enemy gunners, and the call goes out to the "Blue Max." Within minutes two AH-1 Cobra gunships from F Battery, 77th Artillery are speeding toward the crash site.

As they near the target area, the two aircraft commanders (A/Cs) are in contact with the command and control ship already on the scene. Colored smoke spiraling from beneath them identifies the location of the downed chopper. From command and control comes the direction and range to the enemy guns. The A/C of the lead Cobra puts his gunship into a dive from several thousand feet, fires a single pair of 2.75-inch rockets and pulls out. Bearing down behind him is the wing ship, unleashing its initial burst of rockets before "Charlie" has a chance to catch his breath.

Add 100 and fire for effect," comes the order from command and control. Again the lead ship begins its descent... 500, 1,000 feet. Through his "pipper" device the A/C aims at his target and saturates the area with rockets. At the other end of the imaginary circular track which the two gunships form in the sky the second Cobra begins its run, allowing but seconds to pass before firing its deadly ordnance.

After several more strikes, all is quiet below. No longer harassed by enemy fire, the rescue chopper lands and the downed crewmen are extracted. Their mission accomplished, the gunships return to the airstrip to rearm and await their alert.

Although a newcomer to the 1st Aviation Brigade, F Battery, 77th Artillery has been unloading its rocket arsenal upon enemy targets in Southeast Asia for nearly six years. Its history reads like a chronicle of the major confrontations of the Vietnam conflict.

Designated Alpha Battery, 2d Battalion, 20th Artillery until April 30 of this year, the unit came ashore at Qui Nhon on September 15, 1965, with its parent command, the 1st Cavalry Division (Airmobile). Alpha and its two sister batteries comprised

The Blue Max Cobra is on his way to the objective. Once he has sighted his target, he fires his rockets and comes out of his strike pattern.

the Army's first aerial rocket artillery (ARA) battalion, an extension of the traditional fire support role of the field artillery to the demands of airmobile warfare. Flying rocket mounted UH-1B helicopter gunships, its aviators were able to provide immediate fire support to units which often operated beyond the range of conventional artillery.

The 2d Battalion, 20th Artillery saw its first major action in the Pleiku Campaign of October and November 1965. What began as an effort to relieve the besieged U.S. Special Forces camp at Plei Me evolved into a full scale offensive on the part of American forces and the first major confrontation between a U.S. Army division and a North Vietnamese division.

Two years of support for 1st Cavalry Division operations in what is now northern Military Region 2 culminated in Operation Pershing and the Battle of Tam Quan on the Bong Son Plain in early December 1967. Aircraft of the 2/20th Arty flew at ground level between the division's forces and the enemy, providing a screen behind which the Skytroopers could withdraw while heavy artillery destroyed the enemy bunkers. For the gallantry displayed by its gunship crews, the battalion received the U.S. Valorous Unit Award. Alpha Battery was further recognized with an individual Valorous Unit Award for the performance of its men in the Tam Quan engagement.

Shortly after the 1st Cavalry Division moved north to Military Region 1 in early 1968, the Communists launched their massive Tet Offensive. The three batteries of the 2d Battalion, 20th Artillery were to play an important role in the success of the allied counter-offensive, participating in the recapture of the city of Hue, the relief of the Marine base at Khe Sanh, and the invasion of the A Shau Valley.

By the time the division moved south to Military Region 3 in the autumn of 1968, the battalion had begun its transition to the AH-1 Cobra gunship. And prominently displayed on the new gunships was the blue Maltese Cross, recalling the feats of the German flying aces of World War I as they vied for that most coveted of medals, the "Blue Max." The skill and courage demonstrated by pilots of the

2/20th Arty at Tam Quan and in numerous other engagements had earned the battalion its new symbol and nickname. Even today, F Battery remains a "Blue Max" unit to all those it supports.

From its new base of operations near the city of Tay Ninh, Alpha Battery furnished artillery support for both U.S. and Army of the Republic of Vietnam (ARVN) operations in the western part of MR 3 throughout 1969 and early 1970. When U.S. forces crossed the border into Cambodia on May 1, 1970, Alpha Battery gunship crews flew their first missions into territory with which they would again become familiar long after American ground troops had returned to the confines of the Republic of Vietnam. For in February 1971 the battery's mission was changed from that of general support of 1st Cav operations to support of ARVN troops as they continued their operations inside Cambodia.

Scheduled for a March 25, 1971 standdown in conjunction with the redeployment of two brigades of the 1st Cavalry Division to CONUS, Alpha Battery received eleventh hour orders reassigning it to the 1st Aviation Brigade. It joined the ranks of the Golden Hawks on April 1 as a subordinate unit of the 145th Combat Aviation Battalion, 12th Combat Aviation Group, and established its new base of operations at Plantation Army Airfield. At the end of April, A Battery, 2d Battalion, 20th Artillery, became F Battery, 77th Artillery.

Blue Max gunships laager each morning at either Quan Loi or Tay Ninh on five-minute alert for fire missions radioed from the 3d Squadron, 17th Air Cavalry's tactical operations center at Phu Loi. When the air cavalry squadron's visual reconnaissance teams ferret out an enemy bunker complex or meet resistance from enemy ground troops, the call goes out to the Blue Max. Two gunships are quickly en route to the target, their pods laden with 2.75-inch rockets carrying either 10- or 17-pound warheads. A Cobra can carry as many as 76 of the lighter-weight rockets on one sortie.

The two gunships comprise the battery's basic fire mission unit--the section. However, when the situation demands, a third gunship is attached to the ARA section and it becomes a heavy fire team. Normally two of F Battery's four sections are on alert status daily, while the remaining gunships are undergoing routine maintenance at Plantation.

"We generally begin our rocket runs from higher altitudes than air cavalry units, since we don't have a low (observation) ship to keep tabs on," explains CPT Michael F. O'Keefe, a platoon leader in F Battery. "And since our mission is strictly that of artillery support, we rely almost exclusively on our rockets. Rarely do we employ the minigun or 40mm grenade launcher on the turret."

Blue Max aircraft commanders usually complete their runs before descending into the effective range of the .51 caliber antiaircraft fire which they frequently encounter on missions over Cambodia.

"Back in February and March we were breaking lower," continues CPT O'Keefe. "But during one short stretch we had several ships shot up, so we decided it just wasn't worth the risk."

Additional practice in sight adjustment was required for registering accurate hits from the higher altitudes, but the effort has paid off. The battery has not lost a ship in several months, and its pilots have become very adept in striking their target from altitudes up to 5,000 feet.

"Blue Max - Alpha" is finally bowing out after nearly six years of action in Southeast Asia. As of this writing, F Battery, 77th Artillery is standing down for inactivation in early August.

From the coastal plains to the rugged mountains near Khe Sanh...from the Central Highlands to the Cambodian jungles -- wherever the call for fire support has gone out to the Blue Max, the response has been quick and the results often devastating to the enemy. Future analyses of this "helicopter war" will hardly be complete without recognition of the key role of aerial rocket artillery and the contributions of Alpha and its sister batteries of the Blue Max.

Drums keep pounding rhythm to the brain
La-di-da-di-dee, La-di-da-di-dai
And soldiers keep marchin' off to war.

Drowning Out The War

Story and Photos by SP5 Phil Terrana

Back at Valley Forge in 1776, the troops of the Continental Army no doubt spent most of the winter singing songs about drinking, women and winning the war. This trend continued through the "Johnny Comes Marchin' Home Again" days of the Civil War, the "It's a Long Way to Tipperary" days of World War I and finally into the "Wild Blue Yonder" days of World War II.

The role of music as a morale builder and diversion from war is just as important today as it has always been throughout history. However, the situation surrounding the type of music and the presentation of the music is somewhat different in the Vietnam War. There is no need today for the soldier to create new songs as supplements to those being played at home. It has been said that the war in Vietnam is the first to be drowned out by transistor radios, and indeed this is a most accurate assessment.

But it is not the typical soldiering music of the past. It may be a song he remembers from his high school days, or from the summer he spent on the beach, or possibly it is a song his friends back in the States are also hearing for the first time. The little transistor has in effect revolutionized the life style of those fighting the war as much, perhaps, as the helicopter has revolutionized the war.

Music lovers are indebted to more than just the transitor, though, for the large role music has played in this war. The prominence of the small band or rock group--itself a product of the '60s and the Vietnam era--has contributed to making the Vietnam War unlike any other in history.

"...By the time I get to Phoenix
She'll be rising.
She'll find the note I left
Hanging on her door..."

These words are being sung by a Vietnamese group in the My Linh nightclub at Vung Tau. As you wind your way up to the fifth floor, the powerful guitar music and the pleasing lyrics become more pronounced and the noise in the background indicates that the band is playing before another packed house.

Under the open sky of this rooftop club, GIs lean back on comfortable

lounge chairs and enjoy the soft evening breeze. Many are out on the dance floor--their dates being the secretaries or receptionists from the post or maybe just a girl they had met for the first time tonight. The music drowns out all of the noise and confusion below. Jeeps, two-tons, cyclos and all the other noisy reminders of the hectic city are cast out of mind. As you sit there dwelling on the words, the thought occurs that you have heard this band sing this song many times before.

In appealing to the young, music has, in fact, become the very voice of youth. It has reflected their feelings and their attitudes towards the world around them. The Vietnamese youth have also been drawn into this modern music trend but under somewhat different circumstances.

Although directly involved in the war which has influenced the western rock movement so greatly, the Vietnamese rock group today confines its music to a more personal level, although doing it in a generalistic manner. Songs of going home--songs which pertain directly to the GIs' feelings but which were not originally written by, for or about GIs--these form the backbone of the Vietnamese rock group. Ballads such as "Kansas City," "I Wanna Go Home," and "Cotton Fields," only touching every now and then on a modern hard rock by Santana or Chicago.

And so, night after night, Vietnamese rock bands--a nonexistent segment of the Vietnamese society just a few years ago--echo to the accompaniment of electric guitars and organs the thoughts going through the minds of their GI audiences. Young girls who could not even tell you where New York City is now talk of "By the time I get to Albuquerque" as if it were just the other side of Qui Nhon.

In addition to playing all the Vietnamese nightclubs, the Vietnamese bands make up the vast majority of all the bands which entertain the American troops. Usually rated as house bands or possibly show bands because of their limited abilities and experience, they perform daily in the private clubs, as well as at unit parties.

There is another category, however--the floor show--which brings with its sounds the sophistication of a more experienced and more versatile group.

"...Sitting in the morning sun,
I'll be sitting in the evening calm.
Watching the ships roll in,
And I'll watch them roll away again...."

They are real words with real meaning to the singer, and therefore, they hold greater meaning for the listener. The performers are Australian and the mood is most definitely a different one. They are not merely lyrics which could easily be memorized.

"As a floor show, we aremore versatile than your show bands or house bands, which may have no more than the minimum of four musicians and a lead singer," explains the Xanadus' drummer, Don Morrison. "We will put on a variety of acts which we feel would be more entertaining than if we were to just sing several sets of songs."

Like all Australian bands touring the country, this group came over through a civilian agency based in Sydney. While the band is in country, the agency takes care of all the "red tape" problems which might arise: visas, IDs and scheduling.

"Scheduling is about our biggest problem," admits Don, "as well you might expect when making a four-month tour of one-night stands in a war zone. We also take side trips to perform in Thailand and Korea and other countries where your troops are stationed, so it's no easy task getting everybody to the right place at the right time."

Before the Xanadus--or for that matter any band--can play a single club, it must audition and receive a rating. This audition isn't to determine whether they will play, since to be over here in the first place they must be good, but rather it will determine where they stand in relation to other groups. These auditions, conducted by the Commercial Entertainment Branch of Special Services, decide which bands will play and how they will be billed. A high rating can mean a difference of up to $200 a night.

"The audition is most important to us," affirms Don's sister, Claire, singer/organist. "We are all young groups trying to make a name for ourselves, and the rating--along with the extra money--is a big step forward."

The Xanadus want to go to England in the near future for much the same reason that a racer wants to go to Indianapolis or a baseball player wants to go to Yankee Stadium. "By going to England we will be able to gain a vast amount of experience and expand our present range of music," explains

Miss Morrison.

While England will undoubtedly provide the group with many new experiences, there can be no denying that Vietnam has also had a lasting effect on this and all the groups which have come to entertain the troops.

"I can't really say that it is different from what we expected," Don points out, "Because we honestly didn't know what to expect in the first place. Much of what we are seeing and experiencing is new to us and we had, in regard to many phases of life over here, absolutely no idea what it would be like."

Don expands on this in relating what the group has learned about American audiences, which he claims "are quite good and in many respects more receptive than the Australian ones we played to back home. The Americans take a greater interest in music and, in general, have a broader understanding of it. An exceptional performance or a unique or original composition will be appreciated to a greater extent by an American audience. Since audience involvement is the key to any performer's show, you can see why we enjoy playing for the troops here."

The members of the Xanadus live in a small villa in Saigon which doubles as the Saigon headquarters for their agency. "Touring with a band is not as glamorous as you might expect," Don points out, "and most of our time is spent in the villa waiting. Since we return from our performances rather late, we usually sleep in late in the morning."

One particular handicap in the situation over here is that a group's equipment is kept at the post where it is performing, so the members can't really practice as often as they might like. This prevents them from working out any new material other than minor adjustments made during their shows."

This is not to say that they do not have new ideas. When you are living with other performers in an environment which does not allow a great degree of freedom of movement, music just naturally becomes the focal point of your activities.

On their villa rooftop overlooking the back streets of Saigon, the Xanadus are continually listening to, discussing and attempting to originate better and different material.

"This is not only the GIs' music, but it is ours also," Don says, "and because it is we feel justified in working until we can say we've contributed something to it."

The wild card in the entertainment game is, as it has always been, getting the right break. Lady Luck is a powerful influence, sometimes more so than natural or acquired talent. In Vietnam the only sure winner is the GI who sits in on the auditions and watches the dirrerent groups at their best.

"...Drums keep pounding rhythm to the brain.
La-di-da-di-dee, La-di-da-di-dai
And soldiers keep on marchin' off to war,..."

And the bands continue to compete and perform nightly, adding to their talents and acquiring more experience--always waiting for Lady Luck to step out and shine on them. Nowhere in the world is the market for live entertainment any greater than here in Vietnam, where music is trying to drown out the sound of war.

NEWSLETTER

BRIGADE GETS NEW CG

BG Robert Neale Mackinnon succeeded BG Jack W. Hemingway July 31 as commanding general, 1st Aviation Brigade. BG Mackinnon came to Brigade from Ft. Wolters, Texas, where he served as commandant of the U.S. Army Primary Helicopter School.

BG Hemingway's next duty station will be Ft. Hood, Texas, where he will be assistant division commander, 1st Cavalry Division (TRICAP)

NEW CHIEF OF STAFF ARRIVES

In addition to a new CG, 1st Aviation Brigade saw the installation August 9 of COL R. Joe Rogers as chief of staff. COL Rogers succeeded LTC Arthur A. Dalone, who went to study ADPS plans and operations at Ft. Benjamin Harrison, Ind.

A veteran of 22 years' service, COL Rogers' previous position was secretary, U.S. Army Aviation School, Ft. Rucker, Ala.

DoD Form 1580

Commercial airlines now require DoD Form 1580 for military standby and military reserve rates. This is the military's Authorization for Air Travel.

In the past, airlines accepted leave orders as a subsititute for the form. If DoD 1580 is not presented, "airline ticket agents will have no recourse but to refuse sale of reduced-fare tickets to military personnel," according to officials of the Military Traffic Management and Terminal Service, which monitors the program.

USAFI OFFERS MONEY COURSE

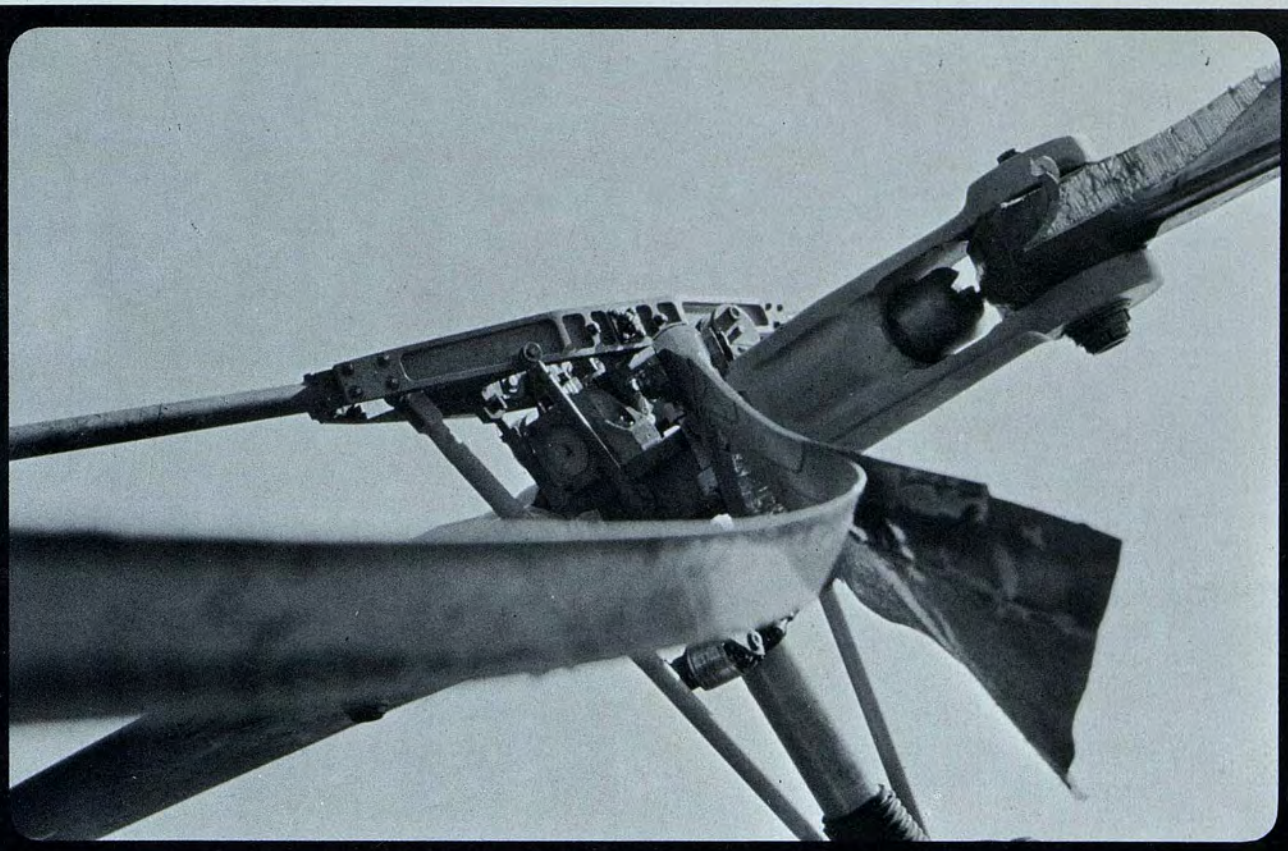
The Armed Forces Institute has issued a new, noncredit course entitled Money Management. Using the text "The Consumer and his Dollars," the course is designed to educate the consumer in planning and controlling his income and making wise buying decisions.

Topics covered include the role of the consumer; protection by government and private agencies; advertising; buying food, clothing, automobiles; credit; deciding where to live and taxes.

SILVER STARS

SP5 James C. Hillis
1LT Harold D. Moore
CPT Harold F. Miller Jr.
WO1 Andrew Dyndal
MAJ Willis Bunting
MAJ Sydna B. Allen
1LT Clifford C. Whiting
CPT Harold P. Bourdeaux
CW2 Stanley A. Rose
* WO1 Roger G. Reid
* SP5 Thomas Ratliff
* WO1 David C. Lancaster
CW2 Mark M. Feinberg
WO1 David R. Nelson
CPT Gordon W. Tingle
CPT Charles N. Larsen
SP4 Gregory A. Seurer
* WO1 Billie J. Wilson
SP5 John Seaman
LTC Gerald Kirklighter
CPT Evan L. Owen
CPT Samuel C. Murrow
CPT Frank Salazar III
CWO William J. Nicholson
SP4 Harlan W. Jennings
1LT Jesse A. Hines
SP5 Louis L. George
SSG James E. Nelson
SP4 Byron L. Hood
SP4 Lloyd A. Deckard
CWO Anthony J. Amanzio
CPT Robert L. Bryant
WO1 Johnny A. Shafer
SP4 Robert W. Moses
CPT Jerry L. Shoemaker
* SP4 Gerald M. Lubbehusen
* SP4 John W. Littleton
CPT Tony A. Flowers
CPT Jim G. Philips
CPT Floyd M. Lewis Jr.
SP4 Carlos E. Dearmon
* WO1 Michael Wilson
* MAJ William E. Adams
MAJ Clyde A. Hennies
1LT Robert K. Kraft

* Posthumous



WING TIPS...

The following misuses of rotor blades and propellers is considered a misappropriation of government property and will cease immediately:

1. Trimming finger nails above the elbow.
2. Plowing fields.
3. Cutting telephone and electrical wires.
4. Remodeling revetments.
5. Unauthorized MWO's on antennas (i.e. shortening).
6. Timming trees and other shrubbery.
7. Haircuts.
8. Redesigning the SPH-4 and APH-5 helmets.
9. Relocating windsocks.
10. Relocating concertina wire around helipads, airfields, etc.
11. Destruction of buildings and other structures in and around the ramp area.
12. Shortening of wings and other rotor blades.
13. Opening C-ration cans.
14. Cutting ponchos to size.
15. Adding years to the CO's life.
16. Shortening yours.

In The Interest of Safety
Asst ASO