

HAWK

OCTOBER 1968





1ST AVIATION BRIGADE

HAWK

OCTOBER 1968

VOLUME II

NUMBER 2



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2. Bucket Brigade ...p. 8



3. Hawaii R & R ..p. 10

Front Cover: A 147th ASHC CH-47 equipped with new device, fire bucket, douses fire. (See story, p. 8.) Back Cover: Flying formation—68th AHC "Top Tigers". Photos by CWO Jay Goldsberry.

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COMMANDING GENERAL
DEPUTY BRIGADE COMMANDER
DEPUTY BRIGADE COMMANDER FOR ADMINISTRATION

COMMANDER 12th CAG
COMMANDER 16th CAG
COMMANDER 17th CAG
COMMANDER 164th CAG
COMMANDER 58th AB (FFM)
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OFFICER IN CHARGE
ADVISING EDITOR
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COL Robert O. Lambert
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COL John A. Todd
COL Worthington M. Mahone
COL Charles C. Walts
MAJ J. Barry McDermott
1LT Robert J. Sinner
1LT William C. Bayne
SR4 William J. Blakely

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Feature stories, photographs and art work of general interest to 1st Aviation Brigade personnel are invited. Write HAWK Magazine, Information Office, 1st Aviation Brigade, APO 96384.

NEWSLETTER



POWDER PUFF 4...THAT COULD WELL be the Callsign for the Brigade logistics office with one of its recent additions... Captain Joan L. Barnes, a WAC officer. CPT Barnes, single, brown hair, in her twenties, is from Miami, Florida. She formerly worked with the USARV Administrative Section for G-4, and hits DEROS in January. In her first line job, she says "I like being with the Brigade very much. The job put me back in my specialty—supply." She has been detailed to the Quartermaster Corps, which is an extremely rare situation so early in a WAC's career. She entered the service on graduation from Florida State in 1964 and served at Fort McClellan Alabama and at the Walter Reed Army Medical Center before assignment to Vietnam. CPT Barnes' fiancé, Major Peter Benoit is presently attending Command and General Staff College, Fort Leavenworth, Kansas.

IN-COUNTRY TRAINING ON THE LETHAL AH-1G HueyCobra is now under 1st Aviation Brigade administrative control. The new AH-1G Training Team has been assigned to the Brigade under the operational control of USARV.

Until its placement under the 1st Brigade, the team was known as the AH-1G New Equipment Training Team (NETT), and was under the control of the US Army Aviation Command, St. Louis, Mo.

Major Ronald Gray commands the new training team which will consist of 27 enlisted men and 12 pilots.

The HueyCobra NETT has been recommended for the AUSA outstanding aviation unit award and the valorous unit citation with the 145th Combat Aviation Battalion. The old team chief, Captain Jerry Childers, has been nominated for the Junior Chamber of Commerce 1968 Ten Outstanding Young Men award.

A CH-47 "CHINOOK" FROM THE 147TH Assault Support Helicopter Company recently performed what was no doubt one of the quickest crash rescues of the Vietnam war.

Flying back to Vung Tau after an ammo resupply mission, crew chief Sp4 James Choate spotted a forced down Air Force BirdDog. Sp4 Choate alerted the pilots, who landed the Chinook in a clear area near the crash site.

The injured crewmen were assisted from the wreckage and taken to a Vung Tau medical facility just 15 minutes after the crash.

THE U.S. ARMY HAS ORDERED 900 NEW UH-1H Huey helicopters. The Army Aviation Materiel Command awarded the \$60 million plus contract to Bell Aerospace Corporation. The contract calls for delivery of the aircraft by 1970. An additional \$3½ million worth of contracts for Huey rotor blade and tail boom assemblies was also made with Bell. (ANF)



THE NEW AH-56A "CHEYENNE" WILL have a built-in computer directed electronic system to aid the two man crew in a wide range of activities.

The electronic system, using data processed by a computer, will give the rigid-rotor gunship the capabilities of precise navigation and flight control, fire control, and built-in line check out and in-flight failure warning.

The advanced navigation system will enable the pilot to fly unerringly from takeoff to landing without referring to the ground, during darkness and bad weather as well as in clear daylight.

Through use of automatic fire control, the crew will be able to bring its weapons into instant play for first round hits. The co-pilot/gunner may use either a periscope or direct sighting. In addition, the pilot will have a sight mounted on his helmet. Wherever he looks, a gun points. (ANF)

Editorial:

MAIL CALL

How many times have you gone to the company mail room hoping that the letter you have been expecting for a week or two will be there? But when you check the mail room—nothing.

As a soldier, you know all too well that empty feeling when you have not heard from your wife or family for a while. You're moody, tend to become less efficient, and lose interest in your job. But have you ever stopped and thought: "Have I been writing to them?"

Everyone knows how lack of mail affects a soldier's morale, but wives, friends and parents are human too, with the same feelings you have. They also need to know about you, where you are and what you are doing. And if they do not hear from you for a while, it is only natural that they begin to worry. Sometimes, they think the worst, and wanting all the facts begin inquiries. Soon a slight lack of concern to sit down and write a short letter has snowballed into a problem of major proportions.

All of these problems: loneliness, frustration and anxiety, could easily be avoided by taking some time every few days and writing the folks at home. The small amount of time it takes to write a letter is more than rewarded when the mail clerk calls your name.



CHAPLAIN'S CORNER

Chaplain (CPT) Dick L. Mull
52nd CAB

You probably are acquainted with the TV program "To Tell the Truth." A panel tries to identify a person who has been described. But three people on the show all claim to be that person. The panel asks questions to try to discover the person and uncover the two imposters. Finally the moderator says, "Will the real—please stand up." After a moment of suspense, the real person arises.

This game is not confined to TV. You and I play this one often. We put on different masks to different people and in different situations. "This is the real me," I say to a group on one occasion. On another occasion under another mask, I say, "This is the real me." Observers may be fooled for a long or short time. But a moderator finally commands: "Will the real you please stand up." At that moment one stands in the presence of God, for He is the moderator. At that moment each of us is seen as he really is. Evasive and misleading tactics fail. No mask will hide you.

The TV moderator knows the three real identities all the time. He is under no illusions. God is under no illusion. He sees us as we are, not as we seek to be seen. To see ourselves as we are, we need to seek to gain God's vantage point. From there we see most clearly.

From the

CAREER COUNSELOR

Today's Army is a new and constantly changing Army. It is an Army in need of leaders—men who are willing to learn and desirous of work. Because the Army has a growing need for more leaders, Officer Candidate School presents a timely advantage for the man who desires to become a commissioned officer and share the responsibilities and privileges of leadership.

OCS is a strenuous, fast moving, pressured and proving manner for a man to earn a commission. And the admission standards are as rough as the program. Only personnel with the highest qualifications—mental, physical and moral—can attend OCS.

You must be a high school graduate or have passed the high school level General Educational Development Test. College work will greatly enhance your chances of selection.

You must be at least 18½ years old but not have reached your 28th birthday.

You must attain a minimum score of 300 on the PCPT and meet the moral, medical and training requirements as specified in AR-350-50.

OCS, the path to a commission, is open to those who qualify. Take advantage of the opportunity now to earn your "bars of gold."





E & E TIP GEAR

GOING FLYING? THE THINKING MAN DOES NOT BURDEN HIMSELF DOWN WITH UNNECESSARY SURVIVAL GEAR.

BUT, BE SURE YOU CARRY THE REQUIRED ARTICLES:

1. DD FORM 528 - GENEVA CONVENTIONS ID CARD.
2. DD FORM 2AF - ID CARD
3. DD FORM 737 - SHOT RECORD
4. E&E KIT - (BLOOD CHITS, EVASION CHARTS AND POINTEE-TALKEE)
5. SURVIVAL VEST OR CHAPS
6. DOG TAGS

ALL OTHER ARTICLES ARE OPTIONAL. TAKE ONLY WHAT YOU FEEL YOU NEED AND ARE CAPABLE OF CARRYING. JUNGLE TRAVEL IS EXTREMELY DIFFICULT!!!!

THIS

OR

THIS?



“HELIPAD OF THE FUTURE”...

NOW AT PHU HIEP

by CPT Joe Lewels (17th CAGIO)

The engines roared to a fevered pitch and the downwash whipped the hats off spectator's heads as twelve Huey UH-1s lifted off the pad simultaneously. This was made possible by a new concept in “heliport” design which allows 10 to 12 helicopters to become airborne simultaneously. The concept has been put to the test under the most realistic combat conditions at Phu Hiep Airfield.

The Army Engineer design is being tested in II Corps Tactical Zone by the 17th Combat Aviation Group's 268th Combat Aviation Battalion headquartered at Phu Hiep.

The concept includes the latest advancements in anti-mortar protection for helicopters as well as a completely new design in ultra-fast refueling which is critical during emergency tactical situations demanding a quick reaction heli-borne force.

The experimental refueling system designed by a USARV Aviation team is capable of replenishing the fuel supplies of 10 aircraft at one time.

This Airmobile refueling capacity lends itself to the massive airlifts employed by the 268th Combat Aviation Battalion in which as many as 3000 South Korean troops are heli-lifted in one operation into enemy-occupied territory.

The revetments are placed at 45 degrees angles to the parallel hover lanes so that if a mortar round should ever strike any spot in the complex, there would be no more than one helicopter damaged in the explosion.

The aircraft are provided easy access to the heliport's 62 mortar revetments via five hover lanes which were constructed in such a way that every helicopter is able to enter or depart its stall without the dangerous procedure of hover-

ing backwards.

A total of 400,000 cubic yards of sand, decomposed granite and rock, as well as more than 102,000 man hours went into the construction of the modern air facility.

Captain David F. Sapp, Staff Engineer for the 17th Combat Aviation Group, commented that “it is one of the best designed heliport complexes in South Vietnam today. It has succeeded in alleviating the congestion and hazards normally induced by such a large number of aircraft. The greatest advantage that the design provides is the multiple lift capability which gives the tactical commander greater flexibility.”

A series of such complexes located at strategic areas throughout Vietnam could be instrumental in rapidly reacting to and crushing any large scale Viet Cong “Tet” like offensives, keeping the airmobile forces flying.

AMBUSH

Story by SSG Edward Cannata

Photos by SP5 John Stidham

Thirty miles southwest of Ban Me Thuot in the southern tip of the Central Highlands lies a bend in a narrow jungle road which will never be forgotten by the column of US armored and air cavalrymen or by the enemy who waited for them in ambush.

The column was led by four armored personnel carriers (APCs) from B Troop, 1/10th Cavalry (under operational control of the 4th Infantry Division). Twenty heavily armed vehicles from D troop, 7/17th Air Cavalry Squadron followed close behind. The column was en route to a rendezvous point five miles down the road during "Operation Fearless" in II Corps. This was a search and sweep mission of three enemy infiltrated hills and surrounding villages.

As the first APC sloughed through the axle deep mud at a bend in the road, two recoilless rifle rounds blasted from concealed NVA roadside positions and slightly damaged the vehicle.

While automatic weapon and B-40 rocket fire tore into the road, Captain Anthony X. Hoyer from Haverstraw, N.Y., commanding

officer of D Troop, ordered the APC's which were under his control for this mission, into flanking positions on both sides of the road. The vehicle-mounted recoilless rifles continued down the road to where their counterfirepower raked the first line ambusher's 20 two-man foxholes.

As the APC's proceeded to cut deeply into the enemy flank, Huey-Cobras and Charlie model Huey gunships from A Troop of 17th Combat Aviation Group's 7/17th ACS swept over the retreating enemy and selected their targets.

The helicopters, which had been awaiting the column's expected arrival at the rendezvous point, were led in by an OH-6 "Cayuse" light observation helicopter within five minutes after the ambush began.

The onslaught of rockets and minigun fire broke the enemy's forward line while the advancing APCs flanked their rear defensive positions. Air Cav, ground and heliborne, worked as a team to turn the tables on the enemy, while the armored Cav cut off retreat.

Once the Air Force began its strikes, the 7/17th Cavalrymen took cover.





Veteran Viet Cong recruiter discovered in a village is detained for questioning.

After 15 minutes of close combat, the Cavalrymen withdrew 200 meters as Air Force jets struck the exposed enemy.

When the air strikes tapered off, the enemy survivors fled into the dense jungle abandoning their dead in the ambush site. Captured equipment included two 57mm recoilless rifles, one B-40 rocket launcher and field gear.

Regrouping on the road, the men of the 7/17th and 1/10th moved out past the ambush site and on toward their rendezvous point, aware that in this as in other jungles throughout the world, the hunted sometimes become the hunters.

Shortly thereafter, the column rolled into the village of Chi Lang. Suddenly the unnatural quiet which had hung over the clearing was punctuated by three rifle shots. Scouts leaped from their vehicles just as six men disappeared into the dense foliage of the jungle. A search of the village revealed a man squatting in a dark corner of a grass hut. At his side lay a briefcase and a pistol. He offered no resistance. As a veteran Viet Cong recruiter with six years field service, he realized his time had just run out.

from the 7/17's A Troop airlifted the detainee to the squadron's forward base camp for further interrogation.

The nearby villages were checked out and the past effectiveness of the recruiter's presence throughout the area became apparent. The Montagnard village chiefs said that it was common for North Vietnamese Army troops to spend the night in the villages and leave in the morning with rice plundered from the people. The departing enemy's words were invariably that the villagers had no choice and that resistance would be suicidal. The villages were being watched at all times by "Someone." For the present, "someone" is neither recruiting nor watching the villagers, thanks to the two Cav units.

Once again the column moved on toward their destination. For the Cav, it is all in a day's work.

When questioned by the reconnaissance scout's interpreter, the man responded in frenzied tones declaring loyalty to Ho Chi Minh.

Within 20 minutes, a gunship

The cavalrymen know that they are never alone as long as there are helicopters available.



ABOUT VIETNAM

ARMED FORCES, PART II

In any war it is important for a soldier to be able to distinguish friend from foe. Here in Vietnam this become quite difficult at times since there is no essential visible difference in physical characteristics between the average Republic of Vietnam soldier and his Viet Cong adversary.

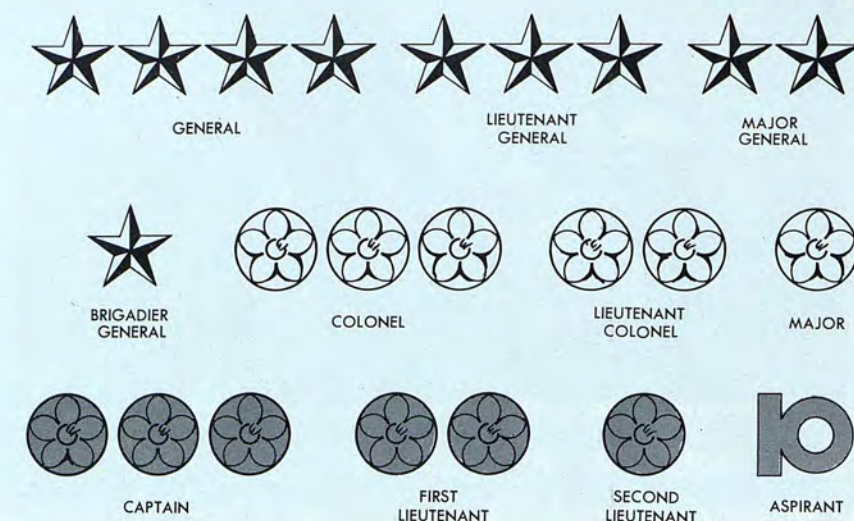
Therefore, the ability to identify friendly troops by their uniform becomes a crucial factor in many of the close combat situations that arise in the field. By this year, many members of the Republic of Vietnam Forces had been issued American type fatigues. Yet, the uniform worn by a large portion of the Armed Forces are in general similar in design to those employed by French troops who had previously been stationed here.

Since the replacement of French advisors with American ones, U.S. Army influence has been predominant in modifications adopted on these uniforms also. This influence has extended to a number of articles of the uniform, including service caps, helmets, boots, and fatigues.

While olive drab cotton garments are worn most of the year, woolen uniforms are available when necessary. Camouflaged uniforms are worn by marines, airborne troops, special forces, and some rangers, both for tactical reasons and as a mark of distinction. Self Defense Corps personnel normally wear the familiar black uniform so common to all South East Asia.

Numerous distinctive berets are awarded to particular type units as marks of recognition. Rangers wear maroon berets, Airborne scarlet, Armor and Special Forces black, Marines green, Civil Guard blue, and Navy either ultramarine or white.

Shoulder patches in various dif-

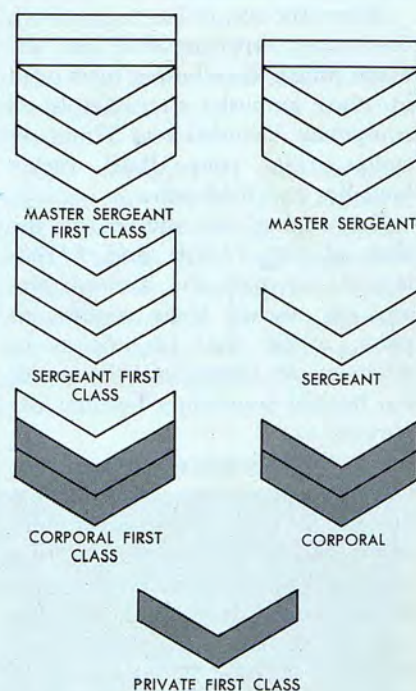


ferent shapes denote the type of unit or headquarters to which the individual is assigned. Colors may vary but carry no specific significance. Oval patches stand for Joint General Staff, round for Army and Corps level; shields are used for combatant units, and pentagons for technical services. Triangles are employed to indicate a variety of subordinate unit types.

The structure of rank in the Army, Navy, and Air Force broadly resembles that of the corresponding French Forces, though since 1962, changes based on the U.S. systems have been incorporated. The normal duties and responsibilities of officers and enlisted men in the various grades parallel those in the American Forces today.

There are no Warrant Officer grades and only very few senior General Officers on active duty. Due to its small size, the Navy is commanded by a Captain. The Army being the predominant service element, has more senior officers on active duty in both command and staff positions than any other service.

No matter what unit you are



with, or what job you are assigned to, some time during your tour in Vietnam you will have to deal with a Vietnamese counterpart. It will be to your advantage to be able to recognize him.

HAWK HONEY

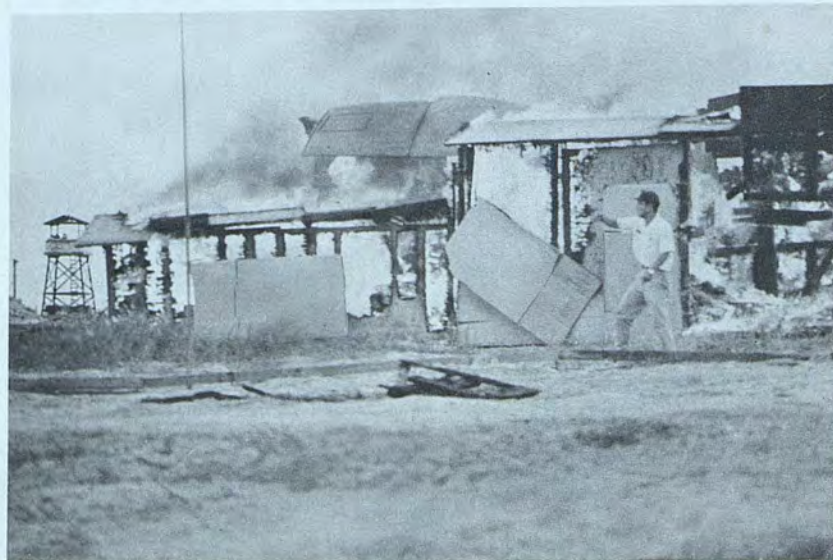


*Yvonne
Craig*

Photos by Courtesy

Johnny Grant's

"Small world"



The fire is set in a simulated typical Vietnamese village of wood and cardboard.

The timberland fire crackled and sent its debris far into the air. Intense heat at the base of the fire prevented trucks and other conventional equipment from approaching within effective range. None of the men fighting the fire were worried. The rhythmic slap of rotor blades signaled the approach of the man-made rain.

A helicopter neared the edge of the fire and slowed to about ten knots. A hundred feet above the fire the chopper pilot activated the doors in the bottom of the huge bucket beneath his ship. A short, well-timed downpour moved across the face of the fire and cooled it enough to allow the approach of the trucks. Soon the fire was under control. In a little while it would be out.

Heliborne bucket brigades have been in use by the U.S. Forestry Service and other civilian agencies for nearly a decade. Usually lifted to the fire by the civilian equivalent of the CH-34, "Choctaw" helicopter, the buckets have proven highly successful in use against timberland fires in the Pacific Northwest and other logging areas. The bucket may completely douse a small fire, or more frequently, reduce the heat of a large blaze

to facilitate the use of heavy ground equipment.

In the cities of South Vietnam, often subjected to rocket and mortar attacks, fire is an ever present specter. Building materials in the high population areas of these cities are typically wood, cardboard and other highly flammable materials. Fires often start in small areas and spread with a random and terrifying speed. Conventional fire fighting equipment may be stymied by terrific heat. More tragically, fire fighters are blocked by milling crowds of suddenly homeless, terrified people.

The 450 gallon bucket is made of lightweight fiberglass. It is conical in shape and has two electrically operated butterfly doors in the bottom. Along the sides of the bucket are several plastic plugs of about 8 inches diameter. These plugs regulate the bucket's capacity. The bucket is simple to operate. The pilot fills it in fifteen seconds while hovering over a water source. Several helicopters bearing sling loaded buckets are able to make sortie after sortie in rotating fashion, providing an almost continuous downpour on the fire area. Design and manufacture of the buckets presents little pro-

AIRMOBILE BUCKET BRIGADE

*Story by SP4 Alex Trapp III
Photos by CWO Jay Goldsberry*

blem. It could be produced almost anywhere in the world at reasonable cost.

Army experts have been experimenting with the bucket in conjunction with the U.S. Departments of Defense and Agriculture and the U.S. Forestry Service at Vung Tau, South Vietnam. The experiments are the result of U.S. concern over the plight of South Vietnam's homeless. Actions were formulated jointly by the Science Advisor's Office of the U.S. Military Assistance Command, Viet Nam and the U.S. Agency for International Development's Forestry Service.

Experts feel that the bucket's value in combating urban fires in Viet Nam lies in saturating surrounding areas and preventing fires from spreading. A single bucket ideally douses a 120 by 30 foot area.

The CH-47 "Chinook" can easily carry 900 gallons of water.



When full, the bucket weighs 4,000 pounds. It can be lifted by a CH-34 or a UH-1 Huey with slight electrical and mechanical modifications. The medium cargo CH-47 Chinook can lift two buckets suspended on an "X" frame. Military pilots and combat aircrews can be trained in the bucket's use in a short time.

Recently, the bucket was demonstrated publicly at Long Binh Post. Two buckets were used on an "X" frame beneath a 147th Assault Support Helicopter Company CH-47 Chinook. The demonstration fire was set in a complex of wood and cardboard structures not unlike the homes in the high population areas of typical Asian cities.

The blaze was set. The Chinook approached, slowed down about 200 feet above the fire and released the water. The pilot had made a slight miscalculation, and

The two buckets release a deluge by electronic command from the pilot.

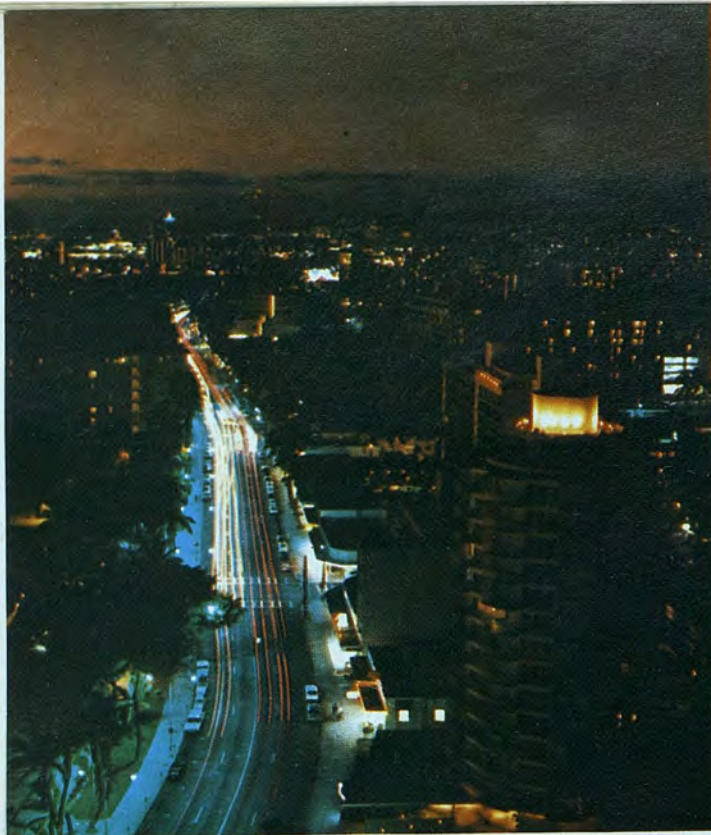


was a bit off center. In spite of this, the fire was reduced considerably. Observation of the water pattern released clearly demonstrated the bucket's effectiveness. Happily for people living in the urban areas of South Vietnam, the sudden end of sudden fire may be signalled by the familiar slap of rotor blades in the distance.

The Chinook cargo—four tons of water, could prove to be a boon to the urban residents of Vietnam.



HAWAII IS...



...a pulsing Waikiki at twilight...

Story by SP5 Daniel Guild

...a traditional hula dance on the beach...



Sixteen hours from the hard reality of warfare lies an island where for seven days a man can forget and where a man can remember.

To those who select Hawaii as their R & R spot, the islands become a state of mind where every question seems to have an answer.

There is fun in the sun, relaxation on and below the surrounding blue waters, restaurants offering multinational menus, and the daily pageantry of living.

For men reunited with their wives or loved ones, the island takes on an enchantment that the mumble magicians of Madison Avenue try to capture in their flashy ads but cannot. To those who have been there, two words are sufficient to describe the islands—HAWAII IS!

Night time in Honolulu when seen from the panoramic view atop the Hawaii Kai Hotel is a visual seduction of the senses. Life begins at sunset and bubbles with vitality throughout the evening and into the early morning until the freshness of sunrise promises another new day.

Hawaii is a wish granted for every serviceman who visits her. It is the awareness that after long months

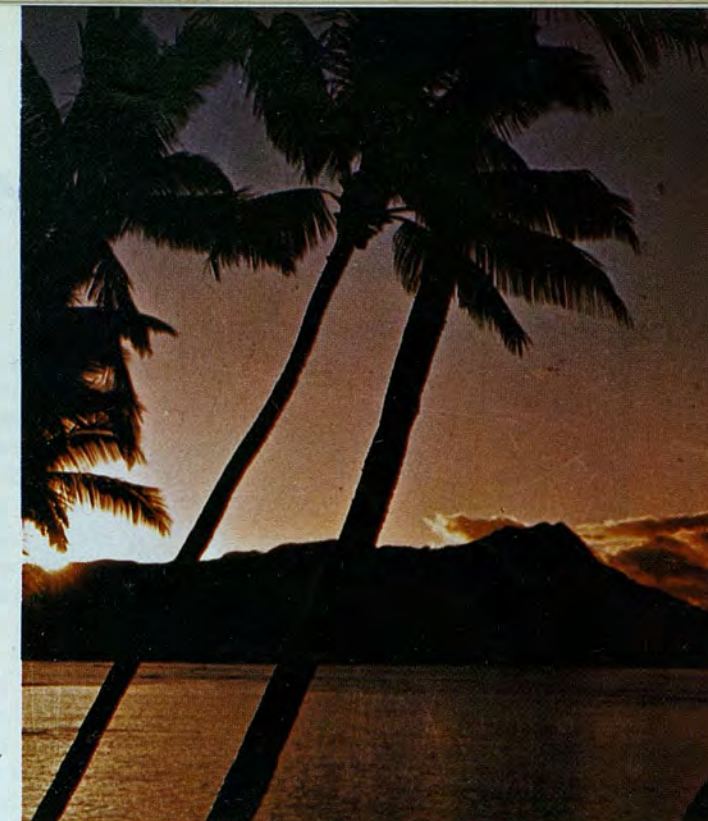
HAWK

in an alien culture and foreign country, he is "home" on American soil for a few days. The air, scented with flowers and fruit, often mingled with the bitter-sweet odor of papermills; the streets teeming with bright and cheerful people, proud of their place in the sun; and the warmth of knowing that this is your country, makes the serviceman aware of the excitement and adventure that surrounds him.

The flavour of the islands reflects their historic situation as a crossroads of the Pacific. Polynesian foods, Chinese cuisine, Japanese fish and meat dishes, Hawaiian roasted pig and American steak are all only an order away. Paradise Park, Sea Life Park, the lush verdant valleys of Mona, the grandeur of volcanoes, the presence of the past, the pink sand, the shouts of surfers "hanging 5", steak and champagne on the beach all add up to 7 days of sheer enjoyment. These are but a few of the many wonderful aspects of Hawaii.

Whether you stay in Honolulu or visit the hinterland, stay on the large islands or explore the islets, your short trip to the land of "Aloha" will leave you with a million reasons to return.

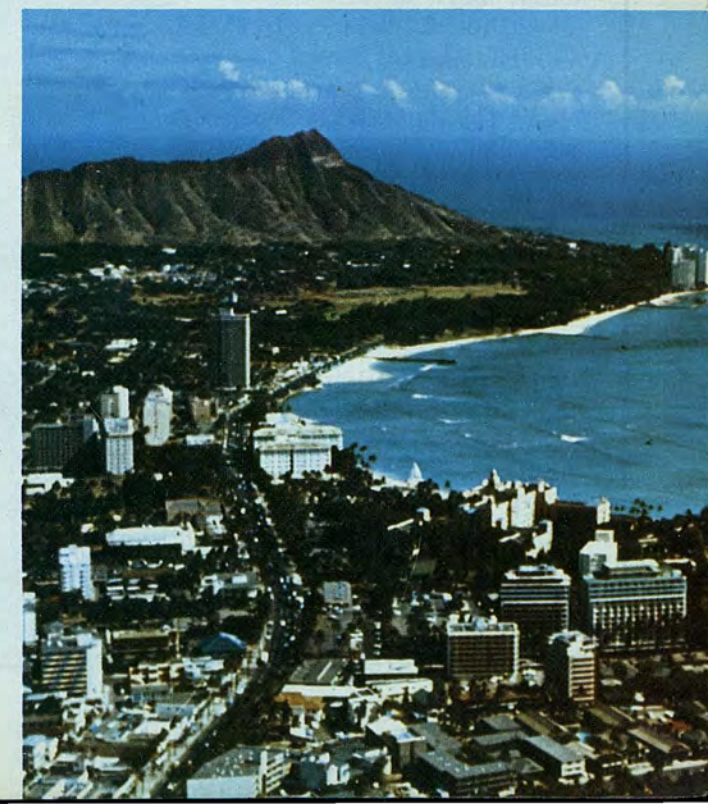
HAWK



...a beautiful sunrise over Diamond Head....

...catching the perfect wave...

...a bustling city by day.



COLONEL CONRAD TO LEAVE BRIGADE



Having served in the positions of both Deputy Brigade Commander and Deputy Brigade Commander for Administration, Colonel Eugene B. Conrad is leaving the 1st Aviation Brigade November 1 to return to the United States. Colonel Conrad is departing Vietnam to take command of the 10th Aviation Group at Fort Benning, Georgia.

Arriving at the Brigade during a period when it was undergoing rapid growth, Colonel Conrad helped guide it through the myriad of administrative problems involved in an expansion from 17,000 to over 26,000 men and from two to four groups.

Never satisfied with the status quo, he was constantly on the go, visiting subordinate units and advising their commanders. He was particularly instrumental in reducing the number of aircraft accidents and improving the aircraft accident prevention program.

With Colonel Conrad's departure, the Brigade will lose an extremely valuable leader. The men of the Brigade wish him a good trip home.

HIGH FLIERS

Awards of Silver Star and above awarded June 23 to July 30, 1968 listed in order by date awarded.

WO Ross O. Barlow, 116th AHC
(Posthumous)
1LT William A. Baker, D Troop, 7/1 ACS
WO Donald E. Klotz, 336th AHC
COL Daniel G. Gust, 16th CAG
CPT Charles W. Phillips, 212th CSAB
WO Robert E. Bell, Jr., 118th AHC
1LT Gray W. Joyner, C Troop, 7/1 ACS
CWO Wade L. Young, 190th AHC
1LT Eric N. Bundy, A Troop, 7/1 ACS
SGT John E. Batiste, 117th AHC
CPT James J. Mills, B Troop, 3/17 ACS
CPT Gregory Barlow, 221st RAC
MAJ Albert F. Rodriguez, C Troop, 7/1 ACS
CPT Norman D. Carter, 200th ASHC
CPT Lynn C. Hooper, 189th AHC
SP/4 Thomas J. Lanorith, HHT, 3/17 ACS
SP/4 Anthony G. Rocco, HHT, 3/17 ACS
CPT Robin K. Miller, 114th AHC
CPT Jerry M. Thiels, A Troop, 3/17 ACS

CPT William C. Childree, C Troop, 7/1 ACS
WO James R. Wills, A Troop, 3/17 ACS
SGT James H. Stewart, D Troop, 7/ACS
CPT Lorenza Eady, D Troop, 7/ACS
(Posthumous)
1LT Samuel R. Gardner, 176th AHC
WO Henry D. Elier, 118th AHC
1LT Walter F. Bammann, C Troop, 7/1 ACS
CPT Chadwick Payne, 120th AHC
CPT Kenneth R. Collins, B Troop, 7/1 ACS
CPT Walter J. Chrobak, 134th AHC
CPT Lincoln H. Shibao, 120th AHC
CWO Johnnie J. Spearman Jr., 188th AHC
SP/4 William R. Sondey, 188th AHC
SP/4 Patrick L. Kelly, 119th AHC
WO Gene L. Peery, 119th AHC
SP/4 Terry Montanye, 119th AHC
CPT John G. Heslin, 119th AHC
1LT Johnny D. Shelton, 119th AHC

"ESTABLISHING THE STANDARDS!"

11th Combat Aviation Battalion

by SSG Edward Cannata

October 1943. Propellers roared as Japanese fighters barreled down the runway into the sky from the strategic Phu Loi Airstrip. The Japanese High Command knew all too well that control of the air space over Vietnam was a necessary factor for the success of their offensive in Southeast Asia.

Twenty-five years later on the site of that same airfield, helicopters of the U.S. Army's 11th Combat Aviation Battalion lift off to search for the Viet Cong in the battle to safeguard the Republic of South Vietnam from communist aggression. Today the principles of airmobility have enabled Free World Forces to bring this battle to the very doorstep of the V.C.

A veteran unit in Vietnam, the 11th CAB, commanded by Colonel

William F. Bauman, provides Army Aviation tactical support to US, Vietnamese and Free World Military Assistance Forces within the III Corps Tactical Zone.

Proud to be able to live up to their motto of "EXEMPLE PROPONE" (Establishing the Standards), as Colonel Bauman pointed out, "the battalion's professional challenge is to set and maintain the highest advances and examples of duty performance within the combat support area."

Since their arrival in the Republic of Vietnam nearly three years ago, the battalion's combat support record has been officially commended during a number of operations such as Attleboro, Cedar Falls, Overlord II, Junction City, Manhattan and the Tet Offensive.

Lieutenant General W.E. DePuy,

then Commanding General of the 1st Infantry Division commended the battalion's role in the airmobile assault on Ben Suc in official correspondence dated January 13, 1967 saying: "This was the most successful helicopter operation that I have ever seen. The assault achieved complete surprise. All of the 60 helicopters involved in the lift discharged their troops in seven prescribed landing zones in one minute and thirty seconds, attesting to the thorough prior planning, coordination and split-second timing by aviation, artillery and infantry. Results to date, which is only the beginning, are 63 Viet Cong KIA, 189 suspected VC detainees, 6,819 black uniforms, 46 sampans, the seizure of 26 weapons, large stores of cloth, ammunition, supplies, and miscellaneous equipment, as well as the successful evacuation of Ben Suc. This operation was an example of professionalism of the highest order."

Comprised of the 128th Assault Helicopter Company (Toma-hawks) located at Phu Loi, the 162nd AHC (Vultures) at Phuoc Vinh, the 173rd AHC (Robin Hoods) stationed at Lai Khe and the 213th Assault Support Helicopter Company (Black Cats) at Phu Loi, the entire battalion and its Pathfinder Detachment was recently committed to one operation in support of a combined push of elements of the 1st Infantry Division and the 101st Air Cavalry Division in an area approximately 17 miles north of Saigon.

The four aviation companies represented a combined strength of 30 troop carrying slicks, 9 gunships, 1 smokeship, 1 command and control ship and 7 Chinooks.

As the slicks prepared for the first of two lifts out of Lai Khe,

Slicks from the 11th Battalion's three Assault helicopter companies bring the infantry to where Charlie is.





In one operation, 60 battalion helicopters discharged their troops at seven LZs in one minute and thirty seconds.

the gunships prepped the three landing zones. When the LZs were secured, the slicks moved in with their troop loads. As the first slick entered the LZ, intense .50 caliber fire burst from hidden enemy positions. The gunships rolled in and silenced them with machine gun fire and rockets.

The entire helicopter force transported over 1,600 troops into the LZs with three major lifts. While these lifts were progressing, the 213th Assault Support Helicopter Company, working with its assigned nine Pathfinders, transported artillery units into fire support positions. With precision timing and professional efficiency the 213th ASHC moved two complete artillery batteries, one from the 2/33rd Artillery of the 1st Infantry Division and the other from the 2/319th Artillery of the 101st Air Cavalry Division.

During that successful operation, the enemy was outmaneuvered and overwhelmed by the battalion's "professionalism of the highest order."

Hot resupply missions are the specialty of the 213th ASHC. Recently, as the US Army Special Forces outpost at Bu Dop was being hit by Viet Cong mortar fire, a call went out for an emergency resupply of ammunition. Two Black Cat Chinooks scrambled to Quan Loi where the supplies were loaded for the flight to Bu Dop which was still being assaulted by 82mm mortar and 122mm rocket

fire.

The first drop was made during a sudden lull in the battle action, enabling Captain William Wiard of Ypsilanti, Michigan, who was in charge of the lift, to fly an emergency medevac for the outpost in conjunction with his return to Quan Loi for a second load of ammunition.

Captain Wiard then returned with an external load of small arms ammunition and an internal cargo of illumination flares. The external load was dropped without incident, but before the flares could be unloaded, mortar rounds again began dropping around the Chinook.

The crew struggled to get the flares off the ship while the enemy rounds began to burst nearer. "They tell me that haste makes waste," said Wiard, "but that didn't concern me at all this afternoon! Those advancing rounds were close enough to make believers out of all of us."

Thinking that the mission was the last for the day, Captain Wiard headed his team for Phu Loi. Before he had gone far, a radio call informed him that the tactical emergency still existed and that a third Chinook was on the way to join him at battle site. The newcomer, piloted by Chief Warrant Officer Frank Smith from New York City joined Captain Wiard's two Chinooks as they headed back to the resupply point at Quan Loi.

Arriving at Bu Dop as darkness settled over the area, the pilots

PHU LOI—The Site of a WWII Japanese Airstrip; Now the Home of the 11th CAB

were directed in by two small hand lanterns, the best that the infantrymen could afford to use in the tight tactical situation. Even with that minimum show of light, the Viet Cong, homing on the engine sounds from the aircraft, began lobbing mortar rounds into the LZ.

The rounds came close. One was close enough to the lead Chinook to throw Specialist Five Dilmar Leedom of Hansell, Iowa from his prone position on the floor of the ship, where he was directing the descent of the aircraft, against the side of the aircraft. A swift unloading was followed by an even more hasty departure.

Finally after 9½ hours of flight, the three Chinooks were released and headed for Phu Loi and the next mission.

Successful missions exact a price in courage, pain and sometimes death. From January 1, 1968 through March 31, members of the battalion were awarded 3 Distinguished Flying Crosses, 20 Bronze Stars, 51 Army Accommodation Medals, 3 Purple Hearts,



A doorgunner watches as one platoon sets down in the LZ.

11 Air Medals with "V" device, 282 Air Medals and 29 awards from the Republic of South Vietnam.

The battalion contributes to the counteraggression effort in numerous different ways. For example, a 213th ASHC pilot's inventive genius resulted in a "Dust Suppressant Apparatus" for controlling dust raised by helicopter rotor-wash.

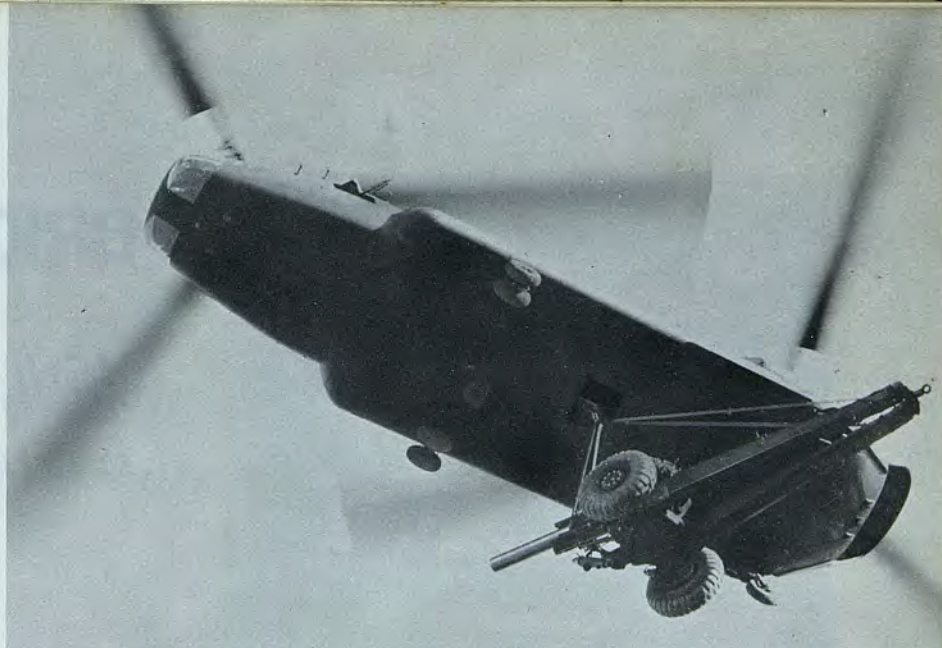
For years, helicopter pilots have sought methods to reduce visibility disadvantage of landing in areas where swirling dust sometimes obscures obstacles or an advancing enemy from pilots' and door-gunner's vision.

While assigned as maintenance officer of the 213th ASHC, CWO Herman Lenhardt of Lawton, Oklahoma, devised a rig consisting of a half inch pipe, rubber hosing, two fuel bladders and two 100 gallon-per-minute pumps that sprayed penneprime, a thick oil-tar mixture.

The first successful testing was conducted on a dusty road between Phu Loi and Di An, the second at one of the 1st Infantry Division's dustiest fire support bases, and the third, conclusive test during a combat support troop movement.

CWO Lenhardt and his maintenance crew flew to the first of four selected landing zones before the troop carrying Chinooks arrived and sprayed the area with the heavy suppressant. Within the hour, the remaining LZs were similarly dust controlled and the helicopters were inserted with minimum dust and improved visibility.

Civil Action is another effective facet of the battalion's EXEMPLA PROPONERE. In the war ravaged village of La Trang, there was a church with neither a bell tower nor a bell to summon worshippers to prayer. The church served not only as a place of worship but also as a meeting place where villagers could hold meetings and as an orphanage for the young victims of



213th ASHC Chinooks give artillery the mobility necessary to interdict Viet Cong movement effectively.

the bitter Tet Offensive.

The aged village priest had seen a life of fulfilled spiritual missions, and now as his last mission, he wanted a bell tower and bell for Ia Trang. In Saigon he was able to at last purchase a bell with savings painstakingly gathered over a period of years. The bell was ordinary in appearance, weighing only 140 pounds, but its tone was a melody to his ears which no other bell could ever match. When the bell arrived at Ia Trang, the priest was overwhelmed by the volume of voluntary labor and material that he received from the men of the 162nd Assault Helicopter Company and its support unit, the 407th Transportation Detachment.

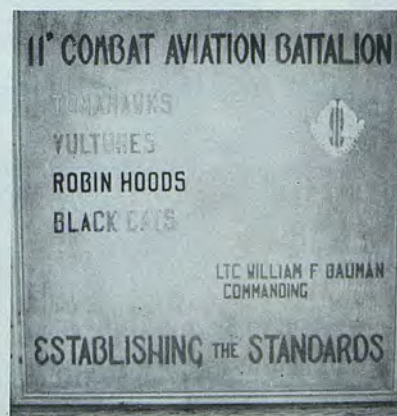
The men acquired over 175 metal powder cannisters and approximately 200 metal frames to be used as bracing and legs. The assembled raw materials were then taken to a welder at the 34th Engineers and the bell tower began to take form.

When completed, it was hauled to the village and within minutes its toll echoed across the valley floor.

The belltower stands today, located just off the western end of the runway at Phuoc Vinh in the village of Ia Trang, as the realiza-

tion of one man's dreams and the efforts of the men of the 162nd. These men will recall in the years to come that their tour of duty in Vietnam involved not only a fight for freedom, but also the act of friendship in providing a Vietnamese village with a call to prayer and an old priest with the realization of a lifelong dream.

In the air and on the ground, fighting the enemy and working as a team, the men of the 11th Combat Aviation Battalion have created a hard record to beat. "The Battalion," noted LTC Bauman, "is proud of its recorded yesterdays while performing today's mission in anticipation of tomorrow's opportunities to establish the standards."



The units of the 11th CAB are out "To Set the Standards."



The final examination for the VNAF pilots is a live combat mission.

BRIGADE TRANSITIONS ALLIED PILOTS

145th Trains VNAF Aviators on UH-1D

instruction, including subjects such as emergency procedures, rotor tracking, transitional lift, and operating procedures and limitations. Regular aviator personnel of the 145th provide all the necessary instruction. Since the students all speak fluent English, there is no problem of a language barrier.

The pilots are enthusiastic over their new course of study. "We studied for one year in America (Fort Rucker) where we first learned to fly a helicopter," said 1LT Tuan. "When I was there in 1963," added Captain But, "I learned to fly in the H-23D." After initial training in the H-23, a light observation helicopter, all VNAF pilots were transitioned in the CH-34, which they flew on their return to Vietnam. Comparing the UH-1D to the other craft he had flown, 2LT Chu said that the Huey was more modern and more complex and that "it has far more firepower."

The last class and final examination for the graduating pilots will be a live combat mission against the Viet Cong. LTC Garald E. Waldron, commander of the 145th is a strong supporter of the training program. Stating his views on the matter he emphasized that the Vietnamese Air Force must learn how to utilize the Huey in combat operations. "The flying of combat missions is the final test of the transition course. When the Vietnamese have a full complement of Hueys and Huey pilots, one of the final steps toward this nation's self-defense will have been taken."

United States Army experience in Vietnam has taught some invaluable lessons in mobile warfare. The ability of the helicopter to move quickly and effectively against nomadic guerilla force has been proven time and again. Therefore, in preparation for the day when the United States may cut back its military commitment in Vietnam, the 1st Aviation Brigade has begun to train Vietnamese Air Force pilots on the UH-1D Huey Helicopters.

The 145th Combat Aviation Battalion, located at Bien Hoa Air Base has an enrollment of six

students for the transition course. All of the students have previously undergone helicopter training at the United States Army Aviation School, Fort Rucker, Alabama, but Hueys were not included in their training. Three of the pilots, Captain But and First Lieutenants Tuan Nguyen Cao and Tuan Nguyen Van, require only three weeks of instruction as they are already highly experienced pilots. The other pilots, Second Lieutenants Chu, Cho and Nguyen, are to undergo a full 90 day, 150 hour flying curriculum. Seven of the 90 days are devoted to ground school

Major Harold B. Lewis instructs VNAF students on helicopter rotor blade alignment.



ROK Pilots Enthusiastic Pupils of 17th Group

The Koreans have already earned themselves a page in history for their outstanding performance in II Corps, Vietnam. But, until last year, they were entirely dependent on American aviation units for all aerial support. Then, in September 1967, the 11th ROK Aviation Company was formed in Nha Trang to provide some organic aviation capability. Now, nearly one year later, the 1st Aviation Brigade has instituted a regular incountry training program to help bolster the Korean aviation effort.

Four Korean aviators have now completed the instructional portion of this flight training program in the UH-1D/H Huey helicopter.

The program was conceived by Major General Robert R. Williams, Commander of the 1st Aviation Brigade and the Republic of Korean Army, Vietnam Commander Lieutenant General Chae

CPT Kim, prepares for flight mission with instructor.



Mung Shin.

Training began on July 6th by the Brigade's 17th Combat Aviation Group at their headquarters in Nha Trang. For the past two years the 17th Group has provided all the Army aviation support for the Tiger and White Horse ROK Army Divisions operation in the II Corps Tactical Zone.

The program is broken down into three phases. The first phase consists of a series of briefings and ground instruction. Then, the U.S. instructors coach their pupils through flight maneuvers in simulated combat conditions for two weeks.

Satisfactorily completing these two phases, the students are then assigned to various battalions within the Group. For two months they fly as an integral part of the unit's actual combat operations.

Most of the students have already qualified in the H-23 Observation helicopter prior to beginning Huey training. Captain Ki Hwan Kim pointed out that "we have little trouble with the Huey because of its similarity to the H-23 in which most of us have at least 60 hours of flight time."

While they are knowledgeable of English in its written form, many of the pilots have some difficulty conversing in it. This, according to Lieutenant Colonel John C. Thorpe, Group Opera-



CPT John Geurin gives student CPT Ki Hwan Kimsome tips on pre-flight inspections.

tions Officer, "may be a contributing factor to their aggressive and diligent attitude in memorizing the entire flight procedures prior to each mission."

During the training missions the Koreans undergo nearly every conceivable air maneuver including autorotations, emergency landings, confined area operations, sling loading, pinnacle flying, and night flying. First they are taken through the maneuver by the instructor until they are familiar with the procedures. Then, while still under the scrutiny, of the instructor, the student takes the controls until he can perform the maneuver smoothly.

Captain Ki Sun Han noted that "the confined landings were very difficult, but the Huey is a good aircraft and I had confidence in it."

All this is behind now for the first students. They have already begun to accrue hours flying with the 10th Combat Aviation Battalion in support of their own ground troops.

These aviators, and those who follow them in training, will ultimately be assigned back to the 11th ROK Aviation Company in Nha Trang. Here they will complete their Vietnam tour flying their Hueys in support of their 40,000 countrymen fighting in II Corps.

MOS Spotlight:

RADIO TELETYPE SPECIALIST

In modern warfare, it is acknowledged that to be victorious, an army must deploy its troops in the most expeditious manner, equipped with superior firepower, while still keeping each unit in constant communication with the others. In other words, a powerful army is one that can move, shoot and communicate.

In the Vietnam conflict, with its fluid battle lines and no fixed fronts, the airmobile concept has proven the most effective method of getting a large number of troops into a combat area in the minimum amount of time.

The 1st Aviation Brigade, with its UH-1D troop transport helicopters, provides the necessary mobility for a large number of the Free World Forces in Vietnam. The B and C model Hueys and the AH-1G HueyCobra have proved without doubt that a helicopter

can serve as a highly effective aerial gun platform. No one questions that the Brigade can move and shoot.

But the element of surprise is also another factor in the success of an airmobile operation. To accomplish this, rapid and secure communications are necessary. If the battle plans for any operation are discovered by the enemy, the operation is destined to be less than a complete success. In order to deprive the enemy of this information, a secure means of communication must link every unit of the Brigade.

Classified information can be passed from company level to Brigade headquarters, without the fear that it is being monitored by the enemy, by using the secure Radio Teletype network. The man responsible for the movement of classified information is the Radio

Teletype Specialist.

The Radio Teletype Specialist (MOS 05C) is qualified not only in radio teletype operation, but voice radio and morse code as well. To become qualified in these various aspects of military communication, a soldier must complete two AIT courses totaling 19 weeks.

First, a seven week course at Fort Ord teaches the soldier voice communications procedure, morse code and operating signals, universal abbreviations that mean specific things to all radio operators.

After graduation from the seven week course, the radio operators attend the Radio Teletype operators course at Fort Gordon, Ga. There they develop their typing speed to 35 words a minute and their morse code sending and receiving speed to 18 words a minute.

"Probably the most difficult thing we had to master at Fort Gordon was learning how to 'tune' a radio," said Specialist Four Stanley Kramer, a Radio Teletype Specialist at the communication center at Brigade headquarters at Long Binh.

Each radio, while tuned into a specific frequency, sometimes tends to drift off the assigned frequency. When this happens, it is up to the radio operators to correct this discrepancy.

"Sometimes this is caused by weather conditions," Specialist Kramer said, "and you have to diagnose the problem—'Is it the equipment, static or the weather?' When the cause is discovered, all three components, the antenna, receiver and transmitter, have to be synchronized."

With the training from the two Army schools, the Radio Teletype

The Brigade Headquarters has mobile radio teletype mounted in jeep to complement the bunker system.



Specialist can operate all of the equipment in the commo center.

There are two teletypes in the Brigade commo center, one is strictly a radio teletype, and a land microwave radio teletype which is the basis for the secure network.

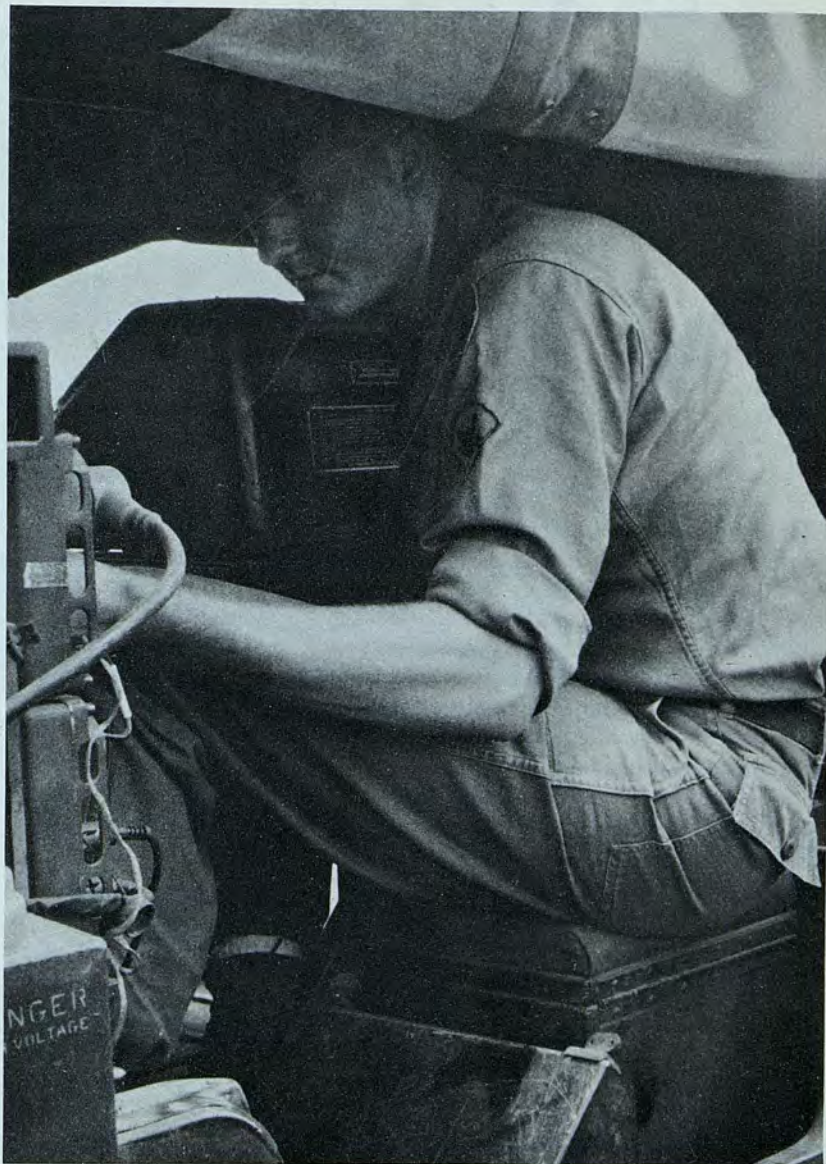
The messages typed by the Radio Teletype Specialist on the secure teletype are electronically "scrambled" and sent by land lines to Long Binh control. At the control center, the impulses from the commo center are converted to microwave signals and beamed to any one of the four Group headquarters, where they are "unscrambled" and printed on the unit's teletype.

There is a special open microwave circuit to each of the four Group headquarters. This means there is secure, instant, 24 hour-a-day communications throughout the Brigade.

The Brigade commo center handles about 60 messages a day. Usually they are proposed operation reports, accident reports, operational reports and administrative messages.

Although most of the communications equipment is safely located in the Brigade's commo bunker, the commo section also has a mobile communications center—a one quarter ton truck crammed with all the essential commo gear. The commo jeep holds a teletype, a radio transmitter and receiver, a rectifier, a converter which takes the incoming signals and feeds them into the teletype, and a teletype page printer. Even with all this equipment there is still room for six foot five inch Specialist Kramer.

"The jeep really isn't all that crowded," Specialist Kramer said, "and what's more important, it works, serving as a back-up to the commo center. One day we drove from Saigon to Long Binh to test the equipment and everything functioned perfectly."



The radio teletype operator is a vital communications link between Brigade Headquarters and subordinate units.

Although the Army school prepares a soldier for his job, there are always other things that he must learn on the job. He has to learn how to wire the security gear to the teletype and other component replacement techniques.

"When something goes wrong, you have to know to change the component parts in order to get the section working again," Specialist Kramer said. "Also, when something comes back from the repair shop, you have to hook it

up on the line and test it."

Whether it is sending a regular administrative message or the basic plans for a large allied offensive, it is up to Specialist Kramer, and the many other Radio Teletype Specialists in the Brigade to make sure that the word gets passed, securely, from the Brigade headquarters to the individual company. Thanks to the Radio Teletype Specialists, the 1st Aviation Brigade can communicate as effectively as it can move and shoot.



SAFETY:

"SAFE AT HOME!"

by LTC Jack D. Peavy
Brigade Safety Officer

Unfortunately, the old baseball expression, "Safe at home," does not apply to all our aviation operations in Vietnam. An increasing number of our accidents and incidents occur right at "home" or on established installations.

There is a thin line between an accident and an incident. For now, let's not concern ourselves with definitions. Let's just call them all mishaps since they all have the same effect. They deny the use of valuable assets to the unit.

Recently we have experienced several instances whereby we have received damages during "hot" refueling. I am certain that all of us realize that "hot" refueling presents some added hazards to those that we face in any other refueling operation. Conditions are ripe for all manners of difficulty. We have all the necessary ingredients for a fire. We have the fuel, we have the oxygen, and we certainly have many ignition sources.

"Hot" fueling does not necessarily have to be hazardous however. The best way to insure that it does not become disastrous is to follow the simple rules that have been established for us.

In every case of a mishap involving "hot" refueling, we find that someone followed *almost* all of the rules. Almost just is not good enough. The one rule overlooked was the one that started

the fire.

If you are refueling, or beginning to refuel and you grab the nozzle in your hand and give a mighty tug to bring it to the aircraft and in doing so you clamp down on the trigger—well, that's the way we've started a couple of fine blazes. Fuel is designed to burn. However, it is far preferable that it do so *inside* of the engine rather than on the *outside*. We have certainly provided all of the ingredients in that situation.

From the standpoint of prevention, we have left out the most important ingredient which incidentally we can't issue and that is common sense. Now, of course you are chuckling to yourself and saying, "nobody would do that!" They not only would, but have—not once, but several times.

Another interesting refueling technique that we have employed a few times is the inadvertent attempt to slingload Vietnam or at least a mini-port. This herculean feat is accomplished by looping the refueling hose over the toe of the skid during refueling, forgetting to clear it and then blithely departing. The all too obvious occurs: the hose stretches, reaches its limit and since the miniport won't come up, the helicopter comes down. Just that simple, only, the unit lost the use of the helicopter.

How about this one? An OH-6A

was refueling at a miniport with the observer doing the refueling and the pilot at the controls at operating RPM. Along came a Chinook hovering by and the next thing that the pilot of the OH-6A knew, he was at a 50-foot hover! The observer was left standing with the refueling hose in his hand and nothing to refuel. This time we were lucky. The OH-6A pilot recovered at 50 feet and landed without incident.

Another somewhat similar incident occurred when a CH-47A hovered in close proximity to a parked O-1G. Unfortunately the O-1G was not properly secured. The unhappy result of this was that one O-1G was blown into a revetment and needlessly damaged.

We could go on and on in this same vein, but I am sure that you get the point. It all goes back to the adage that the flight isn't over until the aircraft is packed, shut down and secured. Only then can you afford the luxury of relaxing your vigilance.

Most airfields, heliports and miniports in Vietnam put Kennedy, Chicago-Midway and Atlanta to shame from the standpoint of traffic density. It is imperative that we exert every effort to reduce the problems, not become part of them. This way we all will be—"Safe at Home."

BRIGADE WELCOMES NEW DBC



Former commander of the 1st Cavalry Division's air cavalry squadron and 1st Brigade (Airborne), Colonel James Clifton Smith became the new deputy brigade commander August 3.

An Army Aviator since 1946, COL Smith has flown combat missions in both Vietnam and Korea. He has been a Senior Aviator since 1953.

COL Smith volunteered for service in 1942 and after a short time as an enlisted man, was assigned to Officer Candidate School at The Cavalry School, Fort Riley, Kansas. He received his commission in Cavalry on January 1943.

In January 1945 he was assigned to Europe as a reconnaissance platoon leader and in March of that year was wounded in leading a dismounted attack against a strongly held enemy position. For this action, he received the Silver Star. His second Silver Star came 22 years later in Vietnam when he piloted his UH-1D into a "hot" LZ numerous times to extract wounded infantrymen under intense hostile fire.

Prior to his assignment to Vietnam with the 1st Cavalry Division, COL Smith had served with the U. S. Strike Command's Joint Test and Evaluation Task Force analyzing Army and Air Force activities relating to air mobility.

A Southerner, he makes his home in St. Petersburg, Florida, with his wife, Doris, and seven children. His hobbies involve team sports, baseball, football and basketball.

On behalf of the officers and men of the 1st Aviation Brigade, the HAWK extends its warmest welcome to the new deputy brigade commander.

