

# HA<sup>W</sup>K

AUGUST 1968





# 1ST AVIATION BRIGADE

# HAWK

AUGUST 1968  
VOLUME 1  
NUMBER 12



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Front Cover: "Assembly at Dawn": slicks from the 191st AHC assemble for a combat assault. Photo by CWO Jay G. Goldsberry. Back cover: Infantryman signals slicks to land for extraction. Photo by SP4 Steve Kopels

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DEPUTY BRIGADE COMMANDER

DEPUTY BRIGADE COMMANDER FOR ADMINISTRATION

COMMANDER 12th CAG

COMMANDER 16th CAG

COMMANDER 17th CAG

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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. HAWK is published at Dai Nippon Printing Co., Ltd., Tokyo, Japan.

## Editorial:

# GET YOUR KICKS ELSEWHERE

One problem which unfortunately recurs from time to time in Vietnam is the use of drugs, particularly marijuana, by American soldiers. Possession of marijuana is punishable by up to five years imprisonment and a Dishonorable Discharge from the Army. The punishment for mere possession of marijuana should be enough to discourage its use. But there are always those few who have to get their thrill and learn the hard way. One thing leads to another and soon they are hooked. To help speed up the process, the enemy often makes the drug easily accessible to our troops after carefully injecting sufficient quantities of opium to get the user completely hung up. This step of course leads the user to addiction and the end of his effectiveness as both a soldier and as a useful member of society.

The CID has an extensive network to trace sources of marijuana to the user. Arrests of known users are often delayed until all users are uncovered by the CID. A tip: DON'T TRY IT, even for kicks to see what it is like. It's just not worth it.



## CHAPLAIN'S CORNER

**Chaplain (CPT) James D. Hull  
210th CAB**

*Can human nature be changed?* Many people would argue that once a baby has been trained, his character, temperament, and disposition have been determined for life. It is a question of heredity and infant training. Others say that one must also consider the environment in which a child is nurtured. By the time the child is 8 or 10, his human nature has been determined for life. He is destined to be a certain type of individual... perhaps basically good... perhaps intrinsically bad.

Saul, as portrayed in the New Testament, was a certain type of man. He despised Christians. They wanted to pull pitch whenever he came near them. But something drastic happened to Saul on the Road to Damascus. Touched by the power and love of God, he experienced a sudden conversion. His outlook and temperament had been transformed.

Other individuals find that the word of God speaking to their hearts and minds affects a gradual kind of "rebirth" in their human nature. Saint Augustine, an exemplary Christian Saint had been anything but devout as a young man. Yet over the years, his human nature experienced a reformation.

Heavenly Father, let no fear that we can never purify and unself our lives prevent us from moving in this direction in accordance with Thy Will. Grant us meekness and humility to let Thy Grace transform the very fiber of our being.

HAWK

*From the*

## CAREER COUNSELOR

One very good reason for reenlisting is to assure that you will receive specialized training in the field of your choice.

If you have less than seven years of active service, you may qualify for reenlistment for a Service School course of your choice. Upon graduation, you will be awarded an MOS in your speciality field.

There are more than 100 Service School courses in a wide range of areas from which you may choose, if you qualify. And if you qualify for an opening... *you'll get it.*

For example, if your choice is Aircraft Maintenance, there are more than 15 different courses ranging from Single-Engine Observation and Utility Airplane Maintenance to Multi-Engine Medium Transport Helicopter Maintenance.

If you are interested in electronics, the Microwave Maintenance field also offers more than ten courses from Basic Radar Repair through Television Equipment Repair.

Army Service Schools prepare you for a proud future. A school of your choice, plus experience in your field, will bring you recognized leadership and steady advancement. And you'll see that the career opportunities are attractive. Not only that, but the experience you receive in the Army will be invaluable in finding a job when you retire.

The Army School Catalogue lists all courses available and the prerequisites for each. See your Career Counselor for the full details.

# HIGH FLIERS

Awards of Silver Star and above awarded May 15 to June 14, 1968 listed in order by date awarded.

## Silver Star (Posthumous)

Specialist Four Arthur McQuade  
Captain William D. Nixon  
Specialist Four John T. Rodgers  
Specialist Four Santiago L. Rodriguez  
Specialist Four Donald E. Nipper  
Specialist Four Arthur T. Kramer, Jr.  
Specialist Four Carl R. Huttula

205th Assault Support Helicopter Company  
C Troop, 7th Squadron, 1st Cavalry  
71st Assault Helicopter Company  
D Troop, 7th Squadron, 1st Cavalry  
B Troop, 7th Squadron, 1st Cavalry  
D Troop, 7th Squadron, 1st Cavalry  
C Troop, 7th Squadron, 1st Cavalry

## Silver Star

Warrant Officer Thomas E. Smith  
Warrant Officer David L. Nelson  
Major Alfred J. Iller  
Warrant Officer Robert G. Tippett  
Specialist Five James C. Emmett  
Specialist Four Billy L. Ponder  
Warrant Officer Robert G. Dawson  
Captain Larry E. Lattimer  
Specialist Four Thomas Rampenthal  
1st Lieutenant Robert M. Brown, Jr.  
Staff Sergeant Johann G. Marlinger

170th Assault Helicopter Company  
336th Assault Helicopter Company  
HHT, 7th Squadron, 17th Cavalry  
240th Assault Helicopter Company  
240th Assault Helicopter Company  
240th Assault Helicopter Company  
334th Assault Helicopter Company  
HHT, 3rd Squadron, 17th Cavalry  
C Troop, 3rd Squadron, 17th Cavalry  
C Troop, 7th Squadron, 1st Cavalry  
D Troop, 7th Squadron, 1st Cavalry

# HAWKS GET NEW ATC "PACKAGE"

*by Major Francis Marr, Brigade S-3 Shop*

The new AN/FSQ-75 Communications package is among the most reliable air traffic control equipment ever used by the US Army. This package, commonly known as the "FSQ-75 Tower", was designed and fabricated by the Federal Aviation Administration. It is designed to meet complete air traffic control communication requirements at diverse sites under varying environmental and combat conditions.

The fully air conditioned tower provides one 3-position console and one flight data position. Each position is capable of communications to ground and air traffic through a total of twelve radio channels. The twelve channels are as follows:

Prime Operating Frequency:	VHF	30-75	MHz FM
	HF	2-30	MHz SSB
	VHF	108-152(R)	MHz AM
	UHF	225-400	MHz AM
Ground Control:	UHF	225-400	MHz AM
Approach Control:	UHF	225-400	MHz AM
Communications:	HF	2-30	MHz SSB

Emergency:	VHF	30-75	MHz FM
	VHF	108-152	MHz AM
	UHF	225-400	MHz AM
Secondary Tower: Communications	VHF	108-152	MHz AM
(Unicom):	UHF	225-400	MHz AM

All transmit/receive operations are recorded through a 2 channel tape recorder. In addition, a low frequency monitor for monitoring the navigational beacon and a loud speaker system are included.

A unique capability of the FSQ-75 tower is its configuration for maintenance support. Equipment and maintenance shelters provide users with on site capability for organizational, direct and general support maintenance.

A number of these towers are being installed throughout Vietnam with towers already in operation at Vung Tau, Qui Nhon, Can Tho, Vinh Long, Long Thanh North, An Khe, Cu Chi, Phu Hiep and Dong Ba Thin.

# 34th General Support Group-1st Aviation Brigade

## A HARD TEAM TO BEAT

*Photos by 34th General Support Group*

The key to the mobility of allied forces in Vietnam is aviation. Army aviation in particular has made even the roughest terrain accessible to friendly combat and support troops. The 1st Aviation Brigade is the largest single aviation unit in Vietnam. In most cases, when a 1st Aviation Brigade helicopter requires maintenance, company

mechanics can repair the ship and have it flying again in a short time.

Occasionally, however, an aircraft requires extensive maintenance or repair that demands tools, parts or skills not found at company level. Then the aircraft is sent to the direct support company where the ship is repaired and returned to the unit mission-ready.

*CH-47 "Chinooks" bring downed aircraft to 34th Group maintenance shops for repair.*



Supporting the aviation company transportation detachments and the aircrews themselves, is a unit as wide spread and unusual as the 1st Aviation Brigade itself. With units stationed in all 4 Corps of Vietnam the 34th General Support Group is a separate subordinate command of USARV. It has the mission of providing supply and maintenance support for all of the Army's approximately 3,500 aircraft in Vietnam as well as many of the helicopters and fixed wing craft of the other Free World Forces now in the combat theater. The 34th is the only support group in the Army with the sole mission of aircraft maintenance.

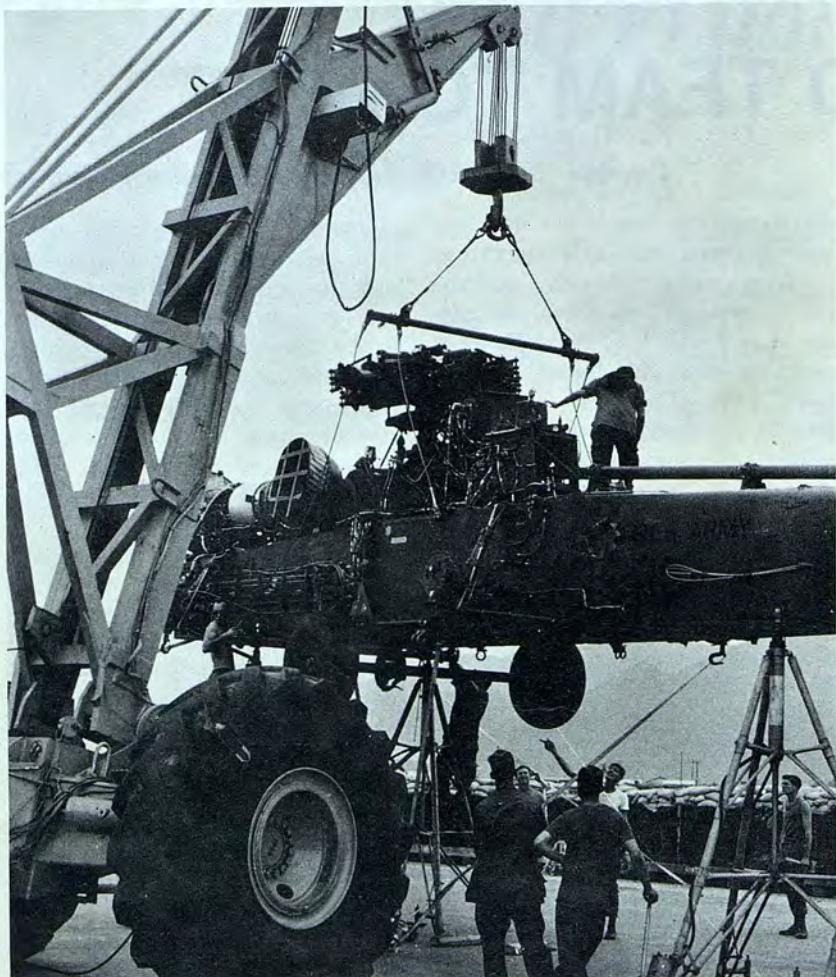
The 34th Group has a history parallel to that of the Brigade. As the numbers of Army aircraft increased during the mid-1960's, the need for an expanded maintenance organization became evident.

Until early 1966, all air equipment support was carried out by the 1st Logistics Command in one small repair shop in Cholon. The area was inaccessible to aircraft, and all parts had to be trucked in, forcing aviation units to by-pass normal supply channels.

The 34th General Support Group (Aircraft Maintenance and Supply) was formed from existing units in country on January 24, 1966, exactly 4 months before the activation of the 1st Brigade. Two months later, the repair shop moved to more spacious quarters in Vung Tau, which was accessible to aircraft. The 34th Group was on its way.

With unit strength presently at nearly 5,000 men, the 34th has undergone "...a gradual growth process which now enables us to

# ...Army Aviation Maintenance



The 34th is responsible for processing all new aircraft, like this crane, into country.

give maintenance and supply support to all four Corps of Vietnam," stated Major Kenneth W. le Grandeur, the Assistant Maintenance Officer.

There are roughly three stages of aircraft maintenance: organizational, field and depot. "Organizational maintenance," Major le Grandeur explained, "consists basically of changing components. This is done by the maintenance detachment attached to each aviation unit. Secondly, there is field maintenance, which encompasses structural repair and component repair if it doesn't involve rebuilding. Finally, there is depot maintenance. At the depot, we can com-

pletely overhaul and rebuild an aircraft and its components. This can only be done back in the States or at our Floating Aircraft Maintenance Facility, USNS *Corpus Christi Bay*."

Field maintenance facilities are strategically located throughout Vietnam. The 58th Transportation Battalion in Da Nang supports all Army Aviation in I Corps, the 14th Transportation Battalion in Nha Trang is responsible for aircraft maintenance in II Corps, the 520th Transportation Battalion supports the northern half of III Corps from its headquarters in Phu Loi, and the 765th Transportation Battalion in Vung Tau supports all

of IV Corps and the southern half of III Corps.

Each battalion has a general support company which handles upper echelon maintenance and two or three direct support companies which provide direct field maintenance to the aviation companies. Also in each Corps area there is an Avionics and electronic company that repairs and supplies all radios and avionics equipment for all types of aircraft in the units that it supports.

As new aircraft and components, and modifications on existing equipment are added to the Army aviation inventory, it becomes necessary for the mechanics to update their knowledge and techniques. To provide this instruction, the 34th Group has established the Army Aviation Maintenance Training Assistance Program at the 765th Battalion Headquarters in Vung Tau. At the school, civilian and military personnel teach updating and refresher courses to aircraft mechanics from all over Vietnam. The courses encompass such areas as armament, airframe, engine and power train repair.

To supplement the direct and general support companies, the 34th has operational control over the USNS *Corpus Christi Bay*, the floating aircraft maintenance facility (FAMF). For the first time in any war, the *Corpus Christi Bay* provides depot land maintenance capability within easy access to the actual combat zone. The FAMF is equipped with extensive machine and tool shops that can make almost any aircraft part. Before the arrival of the *Corpus Christi Bay*, any aircraft that needed a major overhaul or rebuilding had to be returned to the United States.

Along with the maintenance missions of the 34th Group, the unit is also charged with processing all new incoming aircraft to Vietnam, and the outprocessing of all craft retrograded stateside. Quite possibly one of the most important func-

# Throughout Vietnam...

tions of the Group is its responsibility to recover all downed aircraft and evacuate them to one of the maintenance facilities.

Although maintenance forms a large portion of the 34th's operation, it is only half of the mission. The other half, supply, is performed by the US Army Aviation Material Management Center (AMMC). The AMMC is an integral part of the 34th Group, and provides supply and selected maintenance management support for all Army aircraft in Vietnam. The Center also operates a centralized and automated control office to keep track of what parts are available.

When an aviation company needs a certain part, it is requested from the direct support company. If the support company has the item in stock, it is issued to the aviation unit. If not, a requisition is placed through the general support company directly to AMMC.

At AMMC, the requisition is fed into an IBM 1460 computer which is augmented by three UNIVAC 1005 card-processors and 57 pieces of related equipment. The com-

puter checks the stock on hand and if it is available, prints the shipping document. AMMC's data processing center handles more than 80,000 requisitions every month.

The shipping document is sent to one of two depots depending upon what part of the country the requisition comes from. The Saigon Aviation Depot supports units in the III and IV Corps Tactical Zones, while the Qui Nhon Depot supplies units in I and II Corps. The Saigon Depot ships an average of 1,500 tons each month, and the newer Qui Nhon Depot ships an average of 200 tons a month. If the AMMC's two depots cannot fill an order, it is sent to the US Army Aviation Material Command in St. Louis, Missouri.

There are 26 units authorized to requisition through AMMC, the ten direct support companies of the 34th Group; the four companies of the 15th Transportation Battalion, 1st Cavalry Division; the aircraft maintenance companies of the 1st, 4th, 9th, and 25th Infantry Divisions and the 101st Air Cavalry Division, the Air Vietnam civilian contractor, the 270th

Transportation Detachment in Thailand; plus five O-1 "Bird Dog" equipped units of the 7th Air Force.

Special treatment is given to requisitions for parts for equipment that are deadlined due to lack of parts (EDP). AMMC receives 25,000 EDP requisitions per month. Each one is processed by hand and two-thirds are filled. The remaining orders that cannot be filled are sent as Red Ball Express requisitions to the Logistics Control Office in San Francisco. An identical request is sent to the 2nd Logistical Command in Okinawa on a kill or fill basis. Shipments made from the States take an average of 16 days to reach the depot, and only six days from Okinawa.

Although aircraft maintenance is not a highly publicized job, the men of the 34th General Support Group have been instrumental in every operation and minor action in which the "Golden Hawks" have participated. Indeed, they have been and are instrumental in assuring each 1st Brigade pilot that his ship is a reliable one.

*The AMMC's data processing center handles more than 80,000 requisitions per month.*



*The USNS Corpus Christi Bay provides depot maintenance capability within the combat zone.*



# NEWSLETTER



THE 1ST AVIATION BRIGADE WELCOMED the new commander of the 16th Combat Aviation Group, Colonel William C. Tyrrell last month. Col. Tyrrell took command on July 5th. A native of South Dakota, the colonel has been involved in Army Aviation since 1948 and flew for the Army Air Corps prior to that in World War II. Graduating from the Advanced Engineer Course at the Command and General Staff College in 1962, Col. Tyrrell comes to the Brigade direct from the National War College. He also holds a Masters Degree in industrial engineering from Stanford University. Col. Tyrrell has served in the Pentagon with the Aviation Directorate and from 1961 to 1965 was assistant to the Director of Army Aviation for Tactical Mobility. His last troop command was as commander of the 54th Engineer Battalion at Wildflecken, Germany. The colonel, a Master Aviator, is qualified on the OH-13, UH-1D and UH-1F, O-1, and U-6 aircraft. His wife and four children reside in Arlington, Virginia.

ACCORDING TO DEPARTMENT OF THE Army message 851256 dated March 28, 1968, physical standards for initial flight training have been changed. Candidates must now meet Class IA medical fitness standards instead of Class I standards. This change, affecting only the requirements pertaining to the eyes, will allow more individuals to qualify than previously. In some cases, applicants will be acceptable even if they require a correction to read "20/20" on the eye chart. Potential applicants should check with the local flight surgeon to ascertain if they meet the requirements. (Brigade Surgeon)

COLONEL WORTHINGTON M. MAHONE assumed command of the 164th Combat Aviation Group on June 21, 1968. Arriving in country last December, Colonel Mahone served with USARV before joining the 1st Aviation Brigade.

Commissioned as a Second Lieutenant in 1944, Colonel Mahone has been frequently associated with Army Aviation throughout his career. He has attended the US Army Aviation School several times and is qualified to pilot 10 different aircraft, to include the U-21, UH-1D, O-1 and the OH-13. Colonel Mahone received his Master Aviator wings in 1964.

BOEING CH-47 CHINOOK HELICOPTERS have recovered more than \$1 billion worth of downed aircraft since their deployment to Vietnam in September 1965. Approximately 75% of the aircraft air-lifted by the Chinook are returned to service within three to four days. This represents a savings of nearly \$300 million per year in aircraft replacement costs. To date, Army Chinooks have retrieved more than 4,000 helicopters and fixed-winged aircraft. The majority of recoveries have been made by 'A' model ships. The newer 'B' models began arriving in February of this year. The 'C' model has just gone into production. (Boeing News Release)

ARMY RESEARCH AND DEVELOPMENT scientists are working on making helicopters safer all the time. In a recent test, a Huey UH-1A helicopter was intentionally crashed from a height of 65 feet by the Army Materials Laboratory near Phoenix, Arizona, to see how well new fuels and safety equipment would work. Fuel lines were pulled free in the crash, but seals prevented fuel leakage. The crash resistant tank did not rupture. "The Army's goal is to reduce aircraft fire hazard by 95%," said R & D officials, "Fire is the greatest killer in accidents." A new nylon basket weave material called ARM-021 and its self sealing counterpart ARM 24 are said to be six times as effective as current materials. (ARMY TIMES)

THE 1ST AVIATION BRIGADE IS ON THE air every Sunday at 0005 and 1305 hours. Tune in to AFVN'S "Panorama" radio program and let Sp4 Alex Trapp take you on missions with the 1st Aviation Brigade.

HAWK  
HONEY



*Nancy Kovac*

*Photo by Bruno Bernard Ent.*

# MAINTENANCE TEST PILOT

Photos by SP/4 Clifford H. Kuhn



The UH-1B Huey gunship had a badly damaged hydraulic system. Late in the afternoon it was brought to the maintenance shed for repairs. The maintenance crew worked many long hours to repair the damaged craft and get it ready for the next day's mission. Then in the early morning hours, the crew finished. As far as they could determine, the ship was ready to go.

But, the question remained, how would the craft perform in flight? Would there be some minor malfunction in the system undetected by the expert mechanics that could spell disaster when the pilot pulled pitch? The only way to find the answers to these questions was to fly it. It was now the job of the maintenance test pilot to ensure that the craft performed perfectly for the next day's mission.

It is this pilot's job to supervise

the repairs made on the downed craft, inspect the repairs when they are completed, fly the ship to see that it responds properly and tell the line chief any corrections that he feels should be made.

There is no MOS, of course, for a maintenance test pilot. The job does require certain skills and intensive training, however. A good test pilot must be highly experienced in both flying and repair. He must know the exact limitations of the type craft he is testing and must be able to detect even the slightest variant from the accepted norm. He must be thoroughly familiar with all of the many intricate systems of the craft so that he can pinpoint a malfunctioning component from his position in the pilot's seat.

Warrant Officer Dave L. Nelson of the 336th Assault Helicopter Company, is one such test pilot. A

normal day often begins quite late for WO Nelson, as his duties frequently require him to fly late at night. Since he is the only test pilot attached to the service platoon of the 336th, his many and varied jobs require his almost constant supervision.

Maintenance test pilots have learned that the job done right the first time saves not only time, but lives as well. Before each test flight, he gives the aircraft a thorough pre-flight check of all the components. This includes removing all covers and inspection plates.

Complications often appear on test flights of ships with new mast sections, rotor heads, or blades. For this reason, he must be particularly careful that he is completely alert. To begin, he flies out of the traffic pattern and zeroes out the airspeed, checking for tail rotor control, which could prove fatal if

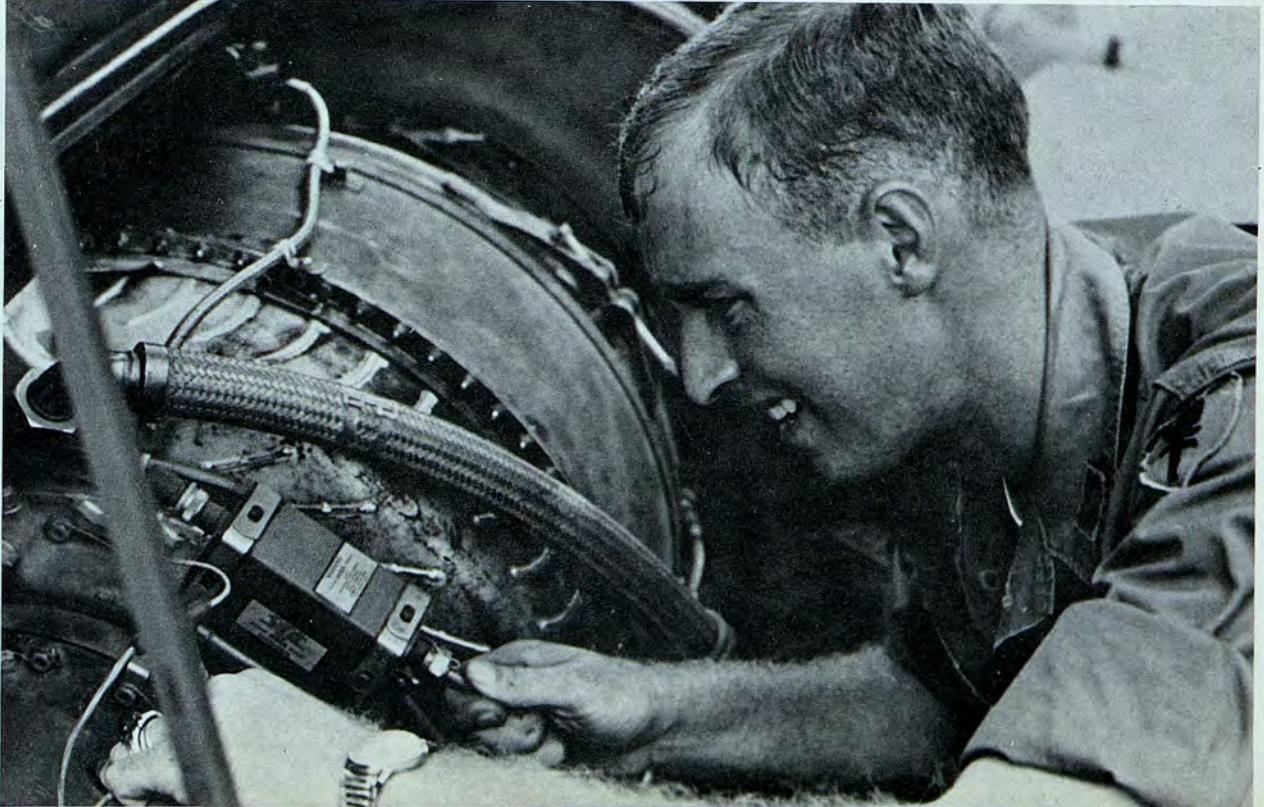
there is a failure. Then, lowering the ship's nose, he accelerates to extremely high airspeed. If vibration increases at a certain speed, the test pilot notes the airspeed and power setting on the pad strapped to his knee. With these figures, he can make the necessary adjustments when he returns to base. In the last important test, the test pilot returns to the field and cuts the chopper's power, while reducing the collective. Thus entering into autorotation, he settles the craft down into a good descent.

After a number of other minor checks, he fills out the detailed flight log which can be used for future reference. Finally shutting the engine down, the pilot explains to the line chief all the corrections that he feels are necessary. His job done on this chopper, he then proceeds to the next craft that requires testing, with the confident feeling that another helicopter is ready for the next day's mission, now only hours away. "The next one is that 'slick' Mr. Nelson." And the test pilot starts all over again.



*WO Nelson checks cuts made by mechanics while tracking rotor blade alignment.*

*WO Nelson gives each craft a thorough pre-flight check before each test flight.*



# TOKYO: *Where East meets West*

For a city which was virtually rebuilt in the twenty years since World War II, Tokyo has made an amazing come-back. For years now the world's largest city, Tokyo is also one of the most efficient, exciting and friendly ones that can be found anywhere. Filled with adventure and as bustling as any city in the world, Tokyo is a wonderful blend of Oriental and Occidental cultures.

You are on R & R. Six glorious days away from the dirt and mud of Vietnam. A spectrum of adventure opens before you. Do you enjoy good food? Then Tokyo is for you—it is a gourmet's paradise—not only for oriental style, but the best from every country in the world. There are some 30 top class international hotels in Tokyo and every one has at least one and often several excellent restaurants serving European and American cuisine. There also are traditional Japanese restaurants serving the food of Japan and featuring "Kobe Beef." Outside the hotels there are hundreds of excellent and usually inexpensive foreign style and Japanese specialty restaurants.

How about the nightlife action? Tokyo has become the world's international night life capital overnight. There are thousands of Japanese and western style cocktail lounges, equally as many cabarets where one may talk with charming hostesses, plus hundreds of top notch night clubs. You can dance, watch a show or just listen to music.



The extensive subway system is just one aspect of a modern Tokyo.

The Tokyo Tower—a monument to Japanese industry.

(Photo by CWO Jay G. Goldsberry)



The Great Buddha at Kamakura is just a short train ride from downtown Tokyo.

(Photo by CWO Jay G. Goldsberry)



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A boon to English speaking tourists—plastic displays of cuisine served within.

The famous Meiji Shrine is but one of many in the city.

(Photo by CWO Jay G. Goldsberry)





## BODY ARMOR SAVES LIFE

The chest and body armor which helicopter crew members wear may seem bulky and a bit cumbersome to some people, but not to Specialist Four Charles Smith, a door gunner with the 242nd Assault Support Helicopter Company. Specialist Smith swears by his armor. He knows just what protection it can give.

Specialist Smith's CH-47 Chinook came under heavy enemy fire in a recent operation with the 25th Infantry Division. Smith, a native of Baltimore, Maryland, was helping the flight engineer in the rear of the chopper when he was hit by an AK-47 round. It had slammed into his chest protector.

Stunned by the impact, SP4 Smith reeled backward and was prevented from falling out the door only by the quick reflexes of the flight engineer. Smith was dazed by the impact, but the chest protector had done its job: the round had not penetrated the armor. The armor had paid off.

Displaying the gouged chest protector, which shows a silver dollar sized gash, SP4 Smith commented: "I'm sure glad I wore that armor; I'll never fly without it. I can show anyone who thinks he doesn't need body armor a reason to wear it—just one silver dollar sized reason."

## ANOTHER WAY TO WIN THE WAR

As the 3/4 ton truck entered through the main gate, the children of the Cong-giao Orphanage in Lai Thieu came running into the courtyard to greet the G.I.s. The soldiers gave the little ones candy and gum that they had in their pockets. Soldiers from the 11th Combat Aviation Battalion had come to bring a load of badly needed supplies. Major Harold Hill, Chief Warrant Officer George Yatkauskas and Specialist Four Rodney Crawford, Private First Class Daniel Meyer and their interpreter, Mr. To, left their base camp at Phu Loi with their truck heaped with supplies for the orphanage that had been shipped from the United States.

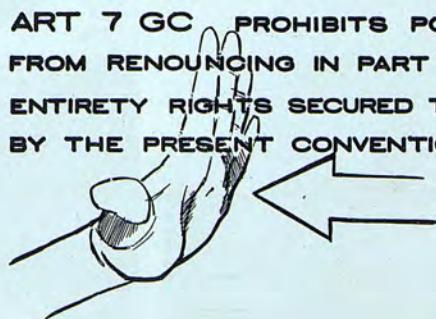
School children of Lakeland Middle School, Lakeland, New York, sent the supplies to the 11th Battalion to distribute among the orphans.

Mrs. Jo Daly, the 6th grade teacher, and the school principal coordinated the program through CW3 Yatkauskas.

The orphanage is located in the heart of the populated area in the Lai Thieu District several miles from the Phu Loi camp. The large buildings house nearly 3,000 children, most of them afflicted with illness. Many of the children are deaf and dumb. But they are children, and as such will not readily forget the visit of the men of the 11th CAB.

## E & E TIP GENEVA CONVENTIONS

ART 7 GC PROHIBITS POW'S  
FROM RENOUNCING IN PART OR IN  
ENTIRETY RIGHTS SECURED TO THEM  
BY THE PRESENT CONVENTION



PRISONERS OF WAR MAY IN NO CIRCUMSTANCES RENOUNCE IN PART OR IN  
ENTIRETY THE RIGHTS SECURED TO THEM BY THE PRESENT CONVENTION,  
AND BY THE SPECIAL AGREEMENTS REFERRED TO IN THE FOREGOING  
ARTICLE, IF SUCH THERE BE.

*Perspective:*

## DRAGONS OF THE HIGHLANDS

by SSgt. Edward Canata

The mythical winged dragon spouting fire and smoke is regarded throughout Southeast Asia as the most sacred of animals because of its killer instinct to protect those who seek its aid.

A new dragon now flies over the Central Highlands of Vietnam within the II Corps area. From the South China Sea in the east to the Cambodian border in the west, the "Flying Dragons" of the 52nd Combat Aviation Battalion are a strike and support force whose effectiveness has ranked them among the best combat elements in Army aviation.

Located at Camp Holloway near Pleiku, the 52nd CAB is not only one of the oldest aviation units in the Republic of Vietnam, but also the largest combat aviation battalion in the Army.

Originally organized in 1940 as the 240th Quartermaster Battalion,

the unit later became the 52nd Transportation Helicopter Battalion until 1962 when it received its present designation.

With its gunship firepower and troop transport capability the 52nd can immediately engage and destroy any enemy forces massing in the II Corps area from its strategic location within a matter of minutes.

Since March 1963, the "Flying Dragons" have participated in every major operation in the II Corps area. Just a few were Duc Co, Ia Drang Valley and Plei Me, Operations Paul Revere, Sam Houston, Francis Marion, MacArthur, and the 1968 VC Lunar New Year Aggression during which the battalion helped defend the cities of Ban Me Thout, Pleiku and Kontum. These are now aerial combat history.

Commanded by Lieutenant

Colonel Raymond G. Lehman Jr., the 52nd CAB provides aviation support to US forces, Republic of Vietnam armed forces and free world assistance forces operating in Kontum and Pleiku provinces with priority given to the 4th Infantry Division.

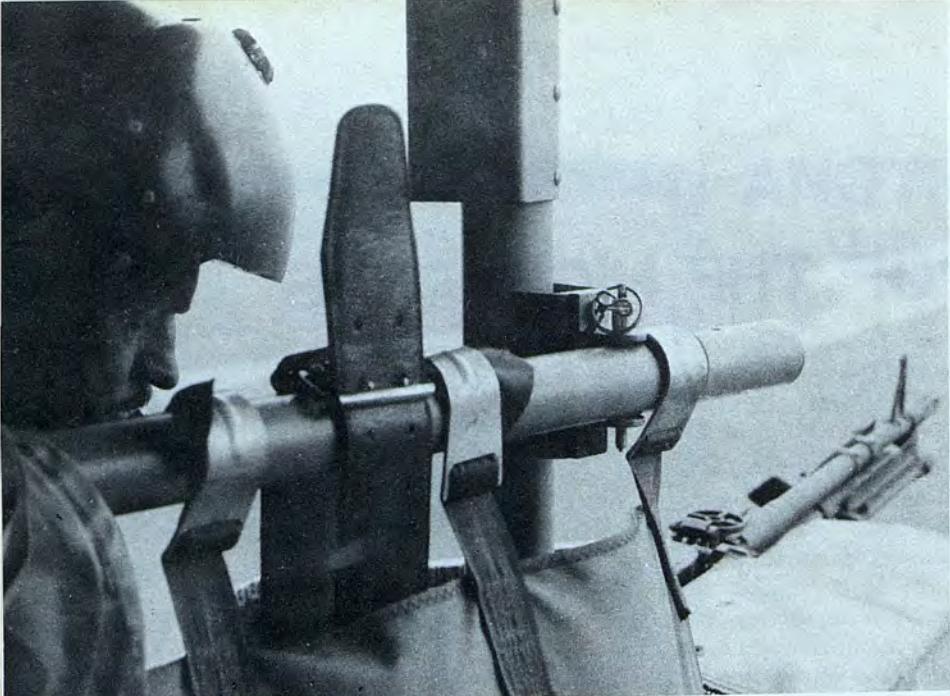
The battalion is comprised of the 57th, 119th, 170th, and 189th Assault Helicopter Companies; the 179th Assault Support Helicopter Company; the 355th Heavy Helicopter Company and the 361st Escort Helicopter Company. With the exception of the 57th AHC at Kontum, the companies are based at Camp Holloway.

Since 1967, the battalion has flown 194,683 hours in 656,609 sorties, and has transported 714,325 passengers and 78,347 tons of cargo.

While establishing these aviation records, the battalion has also

*Flying Dragon slicks put 4th Division Infantrymen where the action is.*





Like the legendary dragons of Vietnamese history, 52nd CAB ships protect the people of the highlands.

maintained an impressive safety record. The 179th Assault Support Helicopter Company, for example, which flies day and night missions to keep the ground troops in the Dak Pek, Dak To and Kontum area supplied with everything from weapons to lemons, has been accident-free in 16,209 flight hours since its arrival in Vietnam in June 1966.

In early 1967, the "Flying Dragons" recorded more than 15,000 hours flown in 52 accident free consecutive days.

This is an unbroken record not only in the 17th Combat Aviation Group, but also over other aviation battalions throughout Southeast Asia.

Contributing to these accomplishments are the maintenance men—the men behind the men who pull pitch. They are presently keeping the battalion's "Hueys" in the skies for a monthly average of 100 hours for its UH-1H "slicks" and 75 hours for gunships. The "Chinooks" are averaging 78 hours per month—well above the Department of the Army's pro-

grammed tables.

Maintenance personnel proudly point to the battalion's average of only 2.2 per cent of equipment deadlined due to lack of parts, and 20.2 per cent of equipment deadlined because of maintenance time. The Department of the Army accepted standards are 15 and 25 per cent, respectively.

The battalion has a security detachment of dedicated and professional infantrymen who are trained for combat, have engaged in combat and will fight the enemy anytime and anywhere. These men not only spend nightly vigils in forward bunkers to provide an early warning system for sleeping aviators and crewmen, but also spend hours on search and sweep missions in their area of operations.

The detachment's mortar section is only a radio call away for either flares to expose an advancing enemy, or explosives to destroy him.

The "Eyes and Ears" of the 52nd Security Detachment, the 68th Infantry Detachment (Radar) deprives the enemy of

his silent invisibility. The headquarters section of the detachment administers this highly diversified operation, and also mans the Combat Operations Center (COC).

The COC bunker is the center of all 52nd security operations whether involving a routine sweep of the area of operation or a major enemy force engagement. Co-ordination between the COC and the other sections makes the 52nd Security Detachment a combat effective force.

According to Sergeant Frank Nusser, a squad leader from Detroit, who was recently awarded the Silver Star: "These men are on alert day and night and try harder to be more professional because in Vietnam it doesn't pay to be second best."

Frequently, the quadrangle in front of post headquarters fills with groups of men pausing before a stone and concrete monument that was designed and built by members of the battalion as a memorial to 125 "Flying Dragons" who died with heroic purpose.

The inscription reads:

*"Graven not so much on stone as in the hearts of men. To our fallen comrades of the 52nd Aviation Battalion."*

Beside the combatant efforts of the "Flying Dragons" there are the compassionate accomplishments in the field of civic action. According to Lieutenant Colonel Robert D. Craig, the battalion's executive officer, the men are believers in eye-to-eye contact with the Montagnards in battalion supported villages such as Plei Moun and Plei Tho.

"The battalion's down-to-earth projects are very diverse," Colonel Craig noted. "The men have completely outfitted and sponsored a Boy Scout Troop called the Le Loi. Although there are many Boy Scouts in the Republic of Vietnam, this troop is the only one completely composed of Montagnard boys. Our hope is that these youths

will benefit from the training they receive and develop into future leaders of their villages and the country of South Vietnam."

In 1965, the "Flying Dragons" started Tu Tam Orphanage. The home was so well organized and directed that the Vietnamese government took over the supervision and control of the home and its 70 children in early 1967.

"One of the battalion's earlier civic action accomplishments was the airlifting of Montagnards to the government-sponsored resettlement village of Edap Enang," Colonel Craig continued. "The aviators and crewmen of the 179th ASHC ferried more than 6,000 Montagnards since the program began in September, 1967, in an effort to relocate and officially register the villagers to an area secure from the exploiting and terrorizing Viet Cong who often forced them to provide them with food, shelter and, in many cases, labor."

Colonel Craig capsuled the motivation of the "Flying Dragons" in supporting better relations with the Montagnards when he said, "A child's smile in those villages today because of a selfless action on the part of a sincere American soldier, just might result in that child never aiming a weapon at an American soldier or any free world defender in the Republic of Vietnam."

Civic action activities in the Montagnard villages sometimes present interesting insights into the customs of these rugged mountain people. An example is the voluntary, weekend visits of a dental team from the 52nd's attached 36th Medical Detachment to the village. The instrument table is the hood of a jeep, the dentist's chair is the front bumper, and the patient's headrest is a towel folded against the radiator.

According to Captain Robert E. Boynton, a dental team leader, the Montagnard men, in a display of

manliness, line up and silently wait their turn while their women watch unemotionally from a discreet distance. As each villager takes his turn, he squats on the bumper and undergoes the operation with neither external signs of flinching nor groaning. When men have been treated, the women then file to the jeep.

Captain Boynton says that the Montagnards pose dental problems that would test even the most skilled American-trained dentist. Tribal custom demands that the upper four incisors be filed off at the gum line. This results ultimately in serious abscesses requiring the extraction of the infected teeth. Sometimes, a dental team will extract as many as 100 teeth in a Montagnard village.

While his primary assignment is treating American personnel in the Pleiku area, Captain Boynton feels that his village trips are not only rewarding and challenging, but also that most vital first step towards gaining the confidence of the Montagnards who treasure freedom as deeply as the rest of the free world.

It is this freedom the 52nd Battalion is dedicated to preserving. Whether they are dealing staggering blows to the elusive enemy in the mountainous regions extending



*Flying Dragons patrol from the South China Sea to the Cambodian Border.*

westward from Pleiku and near the Cambodian and Laotian borders, or help brighten the face of a Montagnard child, the "Flying Dragons" of the 52nd Combat Aviation Battalion, 17th Combat Aviation Group, are proving that they are one of the most effective aviation battalions in the world.

*The 52nd has organized and sponsored the only all Montagnard Boy Scout troop in RVN.*



# ABOUT VIETNAM

## THE PEOPLE

Approximately 85% of the 16.1 million inhabitants of Vietnam are ethnically Vietnamese. The Vietnamese are ethnically one people, and are a distinct people from their neighbors the Cambodians and Laotians. The origin of the Vietnamese people is shrouded in the mists of antiquity and as a consequence it is difficult to definitely establish either their ethnic or geographic beginnings. As nearly as can be determined, they are a meld of several civilizations, the first of which existed nearly 5,000 years ago in Southern China around the Yangste River Valley from whence they slowly migrated into what is now Vietnam. In route they fought, defeated and assimilated remnants of the Cham and Khmer Empires.

Amongst the remainder of the population, the largest minorities are the Chinese and the various highland groups collectively known as *montagnards*. In addition, there are smaller numbers of Khmers and Chams, both of whom figure prominently in the population of neighboring Cambodia, as well as Indians, Pakistanis, Eurasians and French.

A large preponderance of the population inhabit the fertile Delta of the Mekong and the narrow strip of coastline to the north bordering the South China Sea. Only very small concentrations are found in the highlands. Generally speaking, the Vietnamese dislike the highlands and demonstrate little desire to live away from the rich, rice-producing lowland villages. The highlands are occupied by the *montagnards* who live out of direct contact with the bulk of the population and even in partial isolation

from each other. Few *montagnards* have a sense of identification with either South Vietnam or with their ethnic relatives in North Vietnam, Cambodia and Laos.

Vietnamese is the language of daily communication and the mother tongue of the ethnic majority. The non-Vietnamese minorities, constitute the largest homogeneous group, use their own languages among themselves. The Chinese, numbering perhaps 1 million, speak mainly the Cantonese dialect, but those born in country are also usually fluent in Vietnamese. Very few of the 350,000-400,000 Khmer speaking Cambodians or the smaller number of Chams, Indians, Pakistanis and Europeans speak the national tongue.

There are some 20 distinct *montagnard* dialects, little known among the Vietnamese population. The spread of Vietnamese among the *montagnards* has been slight due to physical isolation and cultural conservatism.

In the cities of Vietnam, though French is the traditional second language, English is rapidly replacing it among the younger generation. In Vietnam, one may find the unique situation in which two of the indigent inhabitants may communicate in a blend of three languages in one single sentence: Vietnamese, French, and English.

The typical Vietnamese is short, slim and of slight body build. He is characterized by straight black hair, a round head, broad face, high cheek bones, dark eyes with a Mongolian single fold of the eyelid, and skin which varies in shade from light olive to deep brown. The average height is 61-62 inches for

males, and 58-59 inches for females, and the average weight is about 120 pounds. The country peasantry are well muscled and robust. Obesity is extremely rare.

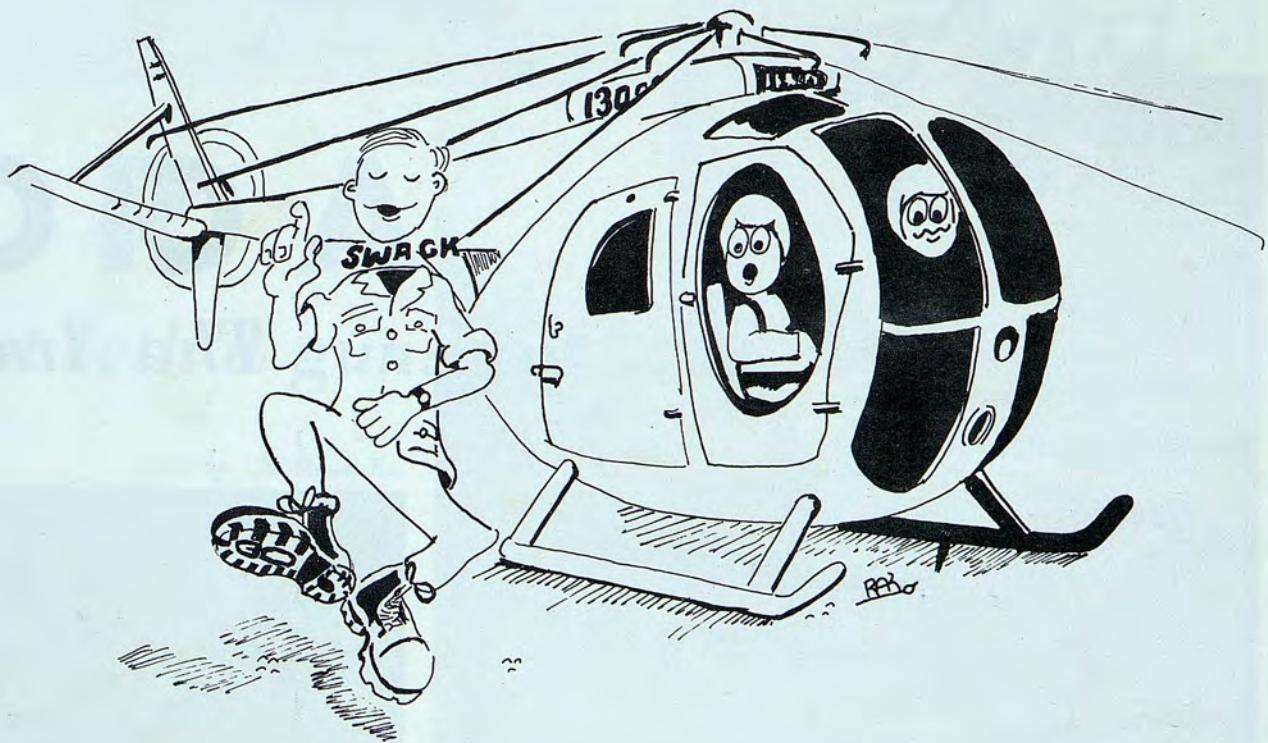
The largest single minority in Vietnam are the Chinese. As is true elsewhere in the world, they are extremely industrious and active throughout the local economy. Wherever they are, the Chinese live in relative peace and harmony with their hosts. However, they have preferred to retain a distinct separate community and decline to accept responsibility as Vietnamese citizens.

The Cambodians remain concentrated in a small area in the northwestern area of the Delta. They are readily distinguishable from the Vietnamese being slightly taller, darker of skin, rounder of eye, with flatter nose, and wavier hair than their hosts.

The Chams are remnants of the Champa Empire, a Malayan-Polynesian people who once ruled the Indo-Chinese Peninsula. Though the people themselves have been almost entirely assimilated, many of their customs and much of their dress have been adopted by local Vietnamese in the area just south of Nha Trang. Their language in contrast to Vietnamese is polysyllabic.

The casual visitor is prone all too conclude that the people are not ethnically an individual people but more or less Chinese. As has been shown this is not true. While there are Chinese elements, as well as other nationalities, there is definitely a distinct VIETNAMESE who is different from all his surrounding neighbors.

# “DON’T LOSE YOUR HEAD!”



Sketch by Sp4 Ray Kazura

There is a basic law in physics that states that "Two bodies cannot occupy the same position in space at the same point in time." When two objects contend for the same place, one must go. In the case of a rotor blade and a human appendage, it isn't difficult to guess which will give first. The greatest virtue of the OH-6A "Cayuse" is its small compact size, but this is also its greatest danger. All personnel must exercise extreme caution when approaching and leaving the craft. With the controls centered, the tip of the blade is just seven feet above the ground surface. The slightest touch to the controls—a canted blade and a low ceiling. Operations on uneven terrain can remove even this slight margin

of safety.

In order to minimize the hazards, personnel should approach and depart rotor disc area in a crouched body position. That blade can be every bit as deadly as any grazing enemy fire. Standing erect might prove to be hazardous to health.

A word of caution—don't try to stand up on the passenger or crew compartment floor and stick your head or arm outside the door—it is a very low abrupt ceiling.

Remember, it is the responsibility of the crew to insure that ground troops are warned of the inherent danger of the helicopter's rotor blades. It may be your passenger's first trip—don't make it his last.

*Starve a Huey, Make it Mean,  
and you have the*



# COBRA

*The Army's most lethal gunship*

*Photo by 53rd Signal Bn.*



# SURVIVE:

by *CPT James Betts*

You belong to an aviation unit. You are fighting this war from the air. Of what concern are ground survival techniques to you? But if your aircraft is downed, then what? Suddenly you are ejected from your aircraft onto unfamiliar soil. What would you do? The most important thing to do is control and use your mind: to plan, to think, to remember, to imagine, to invent and to direct your efforts.

Let's begin with some words on concealment. Avoid any clothing that contrasts with the environment in which you are operating. Khakis and fatigues have been designed to blend in with most natural terrains, however following good principles of camouflage, branches can be placed on the body to help break up your all too distinctive outline. If you find yourself under observation, FREEZE! Take care not to silhouette yourself against open sky. If you have time, drop flat on the ground and keep your head down. Remember, a moving person is seen much easier than a stationary one.

If you are grounded far from base camp, you will no doubt need a source of water. Rain, dew, streams and lakes are all good sources. There are also many plants which have water in them. One of these is the bamboo plant which has a small quantity of water at each notch. If at all possible, boil all water for at least five minutes. If this is impractical, use two or three Halazone tablets for approximately each quart of water. You will find these tablets in your survival kit. Engaging in little exercise, an average man can survive on two quarts of water a day. The greater the exertion, the more water needed.

Here are a few guidelines to help you ration water: drink four to

eight equal quantities per day—don't try to stretch a small quantity over a number of days—drink what you have and look for new supply. Eat sparingly, digestive processes require water. Conserve perspiration by avoiding excessive exposure to sun and by exerting minimum energy possible.

Next to water, food will be your greatest problem. Here are some tips that may save your life. First, eat nothing that tastes bitter, unless you are sure that it is edible. Second, avoid all plants with milky sap, and those which resemble parsnips. You can eat anything that you see a monkey eat, but this does not apply to other animals. Never eat raw produce from the fields. Human manure is used for fertilizer and disease is often passed along to the plants by it. All bird's eggs may be eaten raw. Always cook all fresh water fish and all shell fish, but salt water fish may be eaten raw. Remember, you must have water to eat. Eating without water hastens dehydration.

The best way to determine if a plant is edible is to test it as follows. Try  $\frac{1}{2}$  teaspoon and wait three to four hours. If nothing happens, eat a teaspoonful and wait another three to four hours. Finally try a handful and an eight hour wait. If after all these samples there are no harmful effects, you may consider the plant to be a safe foodstuff.

When nightfall comes and you have decided to stop and sleep, avoid sleeping on the ground. There are many ticks, leeches, scorpions, centipedes and spiders in the jungle. These pests can become a real danger as carriers of disease and venom. Check your body and clothing frequently for these pests and rid yourself of any that you find. Tuck the bottom

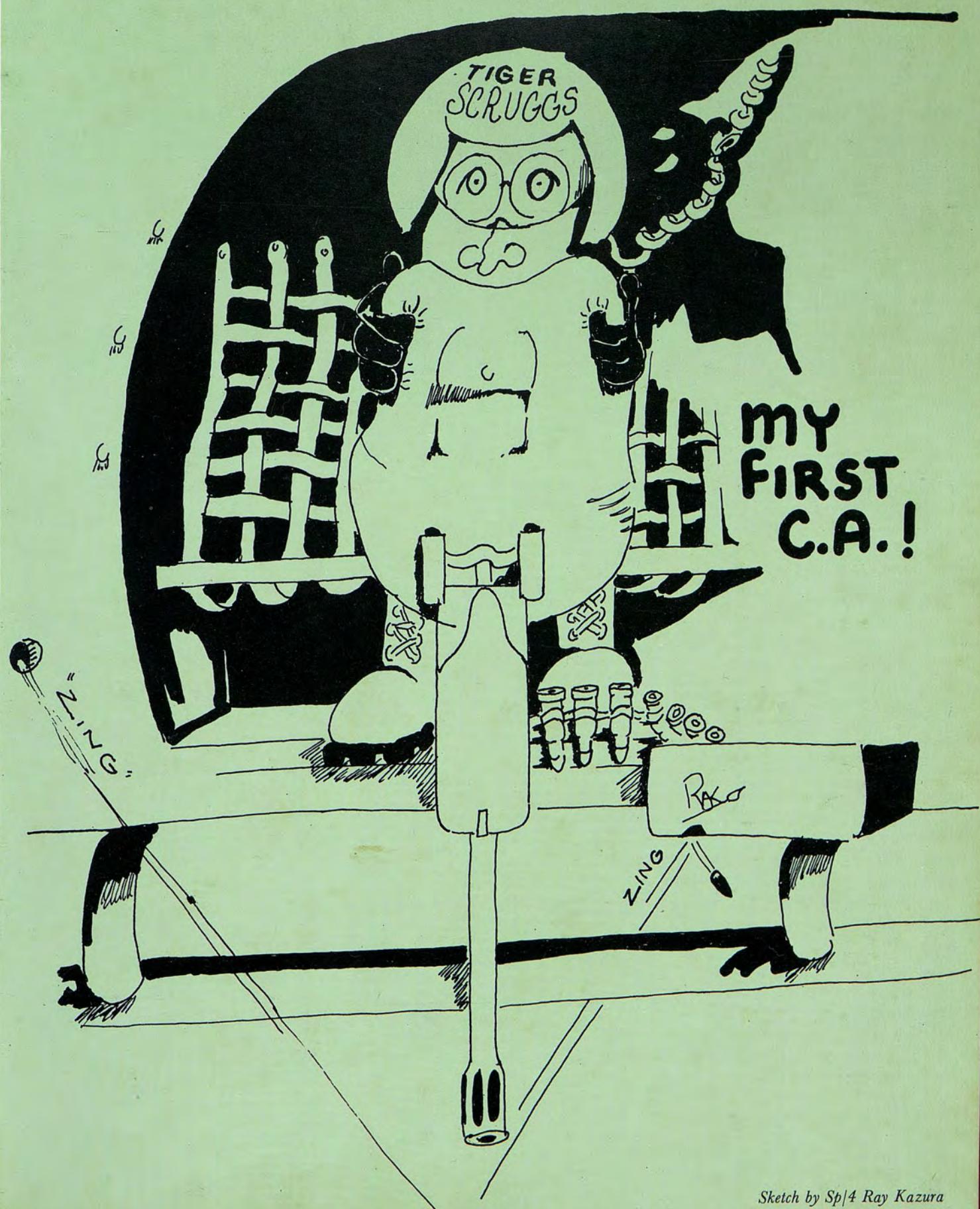
cuffs of your fatigues or flight suit into your boots. Wear gloves and keep your sleeves rolled down and buttoned for maximum protection. The slightest bite or scratch can cause serious infection within hours. Treat all scratches with bacitracin ointment found in your survival kit.

Equipment is all important. Take too much rather than too little from what is available. Excess can always be discarded later. When traveling, select an objective that will provide you with good concealment and once you reach it safely select another and keep going.

If you do not have a compass to determine direction, put a branch at least three feet long into the ground. Mark the tip of the shadow, then ten minutes later mark the tip of the second shadow. A line drawn between these two marks indicates the east-west axis, and the second point will determine east. Facing east, your left hand is north and your right hand always south.

Patience and determination are your chief allies. Three to five miles a day is fine progress. Avoid trails as they may be booby-trapped. Take the course of least resistance, but remember that the easiest route is not the best for concealment. Avoid all local populace if possible, make contact only as a last resort. But if you do enter a friendly camp, obey the customs. Always enter in daylight by the main gate. If necessary, barter items for aid, but hang on to your blood chit as long as possible.

Above all: MAINTAIN THE WILL TO SURVIVE! Every effort will be being made to find you.



Sketch by Sp/4 Ray Kazura

