

HAWK

JULY 1968



JULY 1968

VOLUME 1

NUMBER 11



1ST AVIATION BRIGADE

HAWK

THIS MONTH



214 CAB...p. 4



Cayuse ...p. 8



Air Cav ...p. 14

Front Cover: A circling gunship rakes an enemy position with machine gun fire. Photo by Sgt. Jim Scott.
Back Cover: The OH-6A "Cayuse".

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DEPUTY BRIGADE COMMANDER FOR ADMINISTRATION COL. Herb D. Prather
COMMANDER 12th COMBAT AVIATION GROUP COL. Robert O. Lambert
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COMMANDER 16th COMBAT AVIATION GROUP COL. Daniel Gust
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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:

OUR HERITAGE

It was just 192 years ago this month that a group of men from very different backgrounds, acting as representatives of thirteen very different colonies, who titled themselves as the Second Continental Congress, while sitting in a small hot room in Philadelphia, took one of the earth shaking steps that changed the course of world history.

These men, brought together solely out of necessity for united action in the face of the loss of their common liberties, overcame their petty differences to proclaim their belief in the undeniable rights of man and to declare their independence from the motherland—Great Britain.

So began the great tradition of freedom that has become the hallmark of the "American Way". These were the mere seeds of the future developments of liberty which were to become fundamental to all American thought. Seeds that germinated and grew and strengthened through the Constitution, the Bill of Rights, the Amendments, and the evolving system of American government, tried and tested by crises and even civil war.

In these trying days of the mid-twentieth century it is more than ever necessary to remember and cherish our heritage and to defend it. We must stand up for what we believe and defend the principles that have made America great. We here in Vietnam know this and can but be proud that we are doing our part to guarantee the continuation of those ideals put forth at Independence Hall in 1776.



CHAPLAIN'S CORNER

Chaplain (CPT) Eugene Peterson

"Out of sorts? Tired? Rundown? Need a new heart? Check your doctor. If he agrees, recommend he replace it with *Brand X*." Sounds like a wierd TV commercial doesn't it? But one that could very well be possible in the future. The recent developments of heart transplants from one person to another shows the progress being made by science in prolonging life. With future advances, "good" and "new" hearts will replace "bad" ones. You may one day receive a *Brand X* heart yourself.

A new concept in the realm of physical existence? Yes, but it has been possible in the spiritual realm for ages. Ezekial, speaking for God, said, "A new heart I will give you, and a new spirit will I put within you; and I will take out of your flesh the heart of stone... And I will put my spirit within you..."

Without God's spirit in us, our hearts are "bad," God desires a new heart for every man. This gift from God is not the "used" heart of some person now dead, which in time will also die, but rather, a "new creation." It makes a completely new man—a man created with God's abiding spirit.

Many aspiring religious people are unaware of the real depth, glory and eternal nature of the new heart given by God. But God provides the knowledge along with the first—just for the asking. If you are out of sorts, tired of life or rundown, check with God, for a new heart.

HAWK

from the

CAREER COUNSELOR

Would you believe... many soldiers having up to seven years of service think that reenlisting is just giving the Army more of their life. While this is one possibility, a soldier can help himself by taking another tour of duty.

Each man must weigh his own situation. Does he have a skill or trade to pursue upon release from active service? What about his old job? Will it still fit his present needs? Does he want to do that type of work now?

With this in mind, remember that an individual who meets the prerequisites can reenlist for one of a multitude of school trained positions. In attending a service school, the individual also obtains necessary experience needed to be able to compete for civilian job positions in the field of his choice.

Getting down to facts—who gets the better of the deal—the U.S. Army or you, the individual? When you really get down to it, it's a draw. The Army has your services as a school trained soldier and you have your schooling and experience to aid you upon separation from active duty.

Now we know that not everyone wants specific schooling, so the Army offers options such as: area and station of choice, overseas or CONUS, duty as varied as intelligence work, Army bands, or computer repair.

If you have any questions, don't hesitate to see your Career Counselor. Remember, it doesn't cost a thing to ask!

NEWSLETTER



"THEY ARE HEROES TO THE DISTRICT chiefs, and they are heroes to the province chiefs. And they are heroes to soldiers of every nation that fights here". This is how General Creighton W. Abrams, then Deputy Commander, U.S. Military Assistance Command, Vietnam, described the "Golden Hawks" at Brigade headquarters during Organizational Day activities on the Brigade's second anniversary, May 25.

Present were Major General Robert R. Williams, Brigade Commanding General, and his honored guests General Cao Van Vien, Chairman of the Joint General Staff, RVN, Lieutenant General Bruce Palmer, then Deputy Commanding General, USARV.

During the ceremony, the Brigade was presented its second Vietnamese Cross of Gallantry by General Vien for outstanding aerial support of such operations as Junction City, Jeb Stuart, and the recent Tet counter-offensive.

No greater tribute could have been paid to the officers and men of the Brigade on their second anniversary than that given them by General Abrams: "The aviators and men of this Brigade have been taken into the brotherhood of the combat arms. Not by regulation, not by politics, but they have been voted in by the infantry, who are the charter members of that select club—the combat arms."

NEW DEPOSIT AND WITHDRAWAL RULES in effect for Uniformed Services Savings Deposit Program permit troops Stateside on leave between overseas assignments to continue deposits, earning 10% interest. Also permitted are emergency withdrawals while in the States. (ARMY TIMES)

IN A RECENT CEREMONY AT SOC TRANG, Major Raymond R. Rau of the 221st RAC was awarded the nation's second highest award for valor, the Distinguished Service Cross, presented by General William C. Westmoreland.

Major Rau received the coveted medal for his extraordinary heroism and actions on June 21, 1967 while a "Birdog" pilot for the 221st "Shotguns." Flying his O-1 in support of a Special Forces team in Vinh Binh Province, Major Rau (then a Captain) called for gunship support when a large VC force attacked. While awaiting help, Major Rau began dive runs on the enemy. Although his plane was raked with shrapnel, he continued making passes at the VC with his rockets and then his M-16 to keep Charlie at bay. Even darkness did stop his lonely vigil as he continued to harass the enemy and direct fire. His gallant actions saved many fellow soldiers from certain death.

Addressing the men of the 221st RAC after the ceremony, General Westmoreland said that Major Rau was truly "...a great soldier.... It is men like him who have added so much to the success of our mission in Vietnam."

SOLDIERS ARE NO LONGER ABLE TO take as much leave enroute to their next duty station as they have been under a new Army policy effective May 1, 1968.

The man leaving for the states or a duty assignment on an inter-theater transfer is now authorized a maximum of 30 days leave. Amount of authorized leave for other soldiers will vary.

1. For transfers within the same overseas command or inside CONUS a soldier will no longer be authorized leave on his orders. Instead, the unit commander of his original unit will control the amount of leave.

2. Emergency leave, ordinary leave for compassionate reasons or enlistment leave is now limited to a maximum of 30 days.

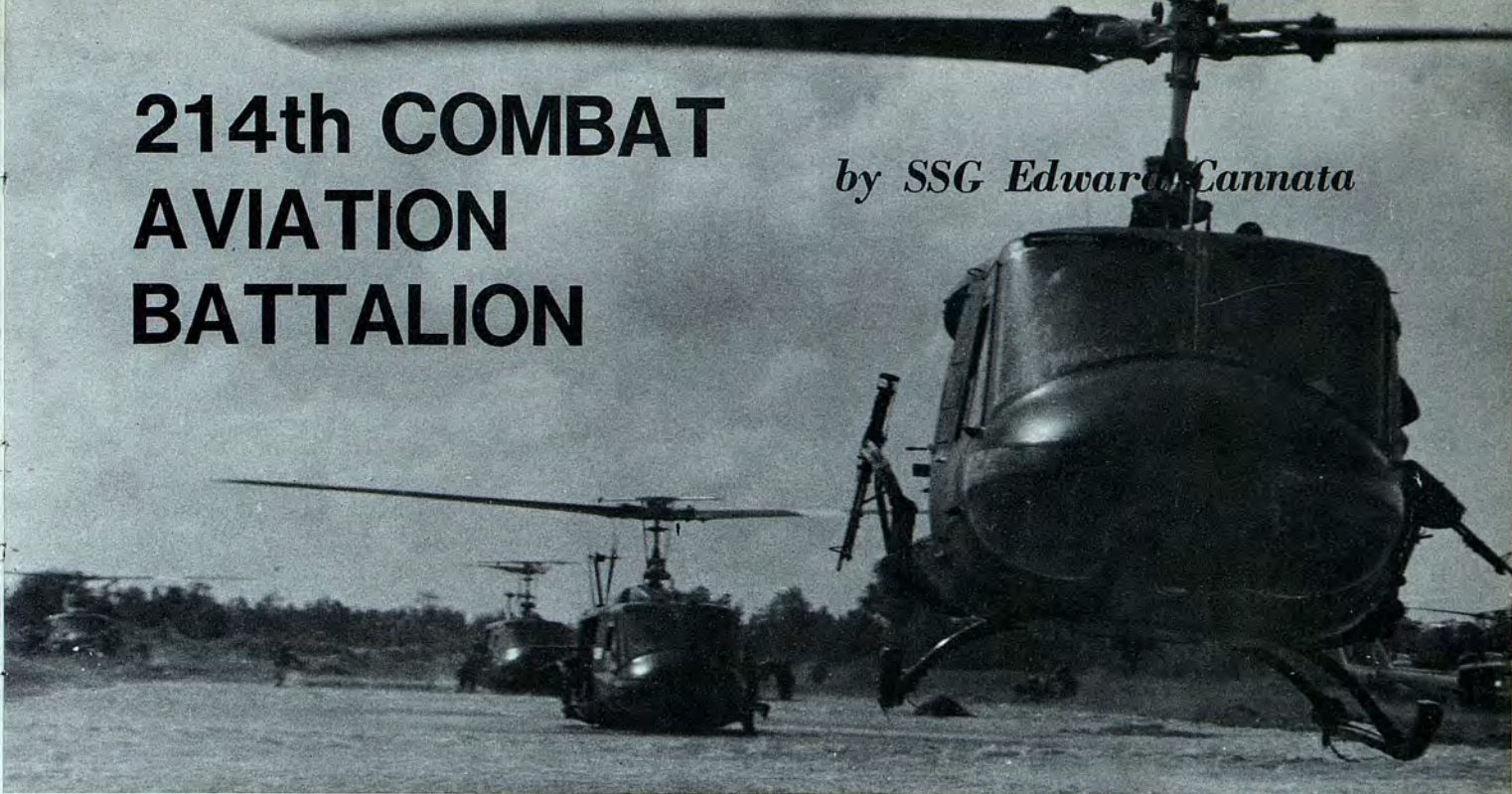
If you need an extension to your leave, regardless of the limitation, the commander of the unit you are leaving may authorize you *more* leave if circumstances warrant it.

Unit commanders have been instructed to insure that all Army personnel are given the opportunity to take the maximum amount of leave they are authorized during a tour with a unit and not while enroute to a new unit on PCS orders.

HAWK

214th COMBAT AVIATION BATTALION

by SSG Edward Cannata



(Photo by 9th Sig. Bn.)

From the Mekong Delta to the northern limits of the III Corps area, the enemy does not confuse the "Cougars" of the 214th Combat Aviation Battalion with "Paper Tigers."

Headquartered 35 miles east of Saigon at Bear Cat, this mobile, hard-hitting aviation element seeks, stalks and destroys the enemy with the practiced skill of its namesake, the North American Cougar.

Under the command of Lieutenant Colonel Paul F. Anderson, the diversified duty performance of more than 1,000 men are concentrated on providing ground commanders with sustained mobility, firepower, aerial reconnaissance, tactical combat assaults, medevacs and logistic support.

The 214th Combat Aviation Battalion, with its four assault helicopter companies, is representative of 1st Aviation Brigade units whose high degree of aerial fire support responsiveness allows the ground commander to deploy, employ and redevelop his units with the resulting strategy of keeping pressure on the enemy, maintaining contact in fluid situations,

cutting off withdrawal and completing the destruction or capture of his forces.

The 117th, 191st, 195th, and 240th Assault Helicopter Companies are only as far from the ground commander as the handset on his radio.

The period from January 1, 1968 through May 18 demonstrates the Battalion's swift assault effectiveness. There were 387 confirmed enemy "kills", 333 enemy structures destroyed, 154 supply sampans sunk and 141,997 combat troops helilifted in combat assaults, the equivalent of more than eight infantry divisions.

On the first day of the February Tet offensive, the 214th pilots and crews began many long hours of transporting troops and ammunition to Saigon and many other cities throughout the III and IV Corps. During the entire offensive, the Battalion's slicks and gunships were always on call and supported many infantry units in the area.

During a recent mission in support of a 9th Infantry Division element, Captain Franklin J. Hiner and his crew from the 240th

"Greyhounds" provided the commander with a mobile command post from where he controlled his ground units in the lightning moves of airmobile warfare.

The "Command and Control" ship's aerial efforts enabled the commander to detect ground threats, to deny the enemy their element of surprise, and to integrate aerial fire support with the scheme of maneuver and with plans for other supporting fires.

To Specialist Four Patrick A. Dunn, the crew chief on the C and C ship, the 214th Combat Aviation Battalion's motto of "Up Tight" is a constant effort to maintain the highest level of proficiency and professionalism.

"This mission clocked my 1,200th flying hour within the past seven months," Specialist Dunn said. "During those 1,200 hours, the ground commander and his troops got the best 'Up Tight' reliability possible whenever there was a 'tight' situation. The men's faces and ship's numbers have changed during the past seven months, but the skill and pride of the Battalion remains the same—to support the



A 9th Inf. Div. soldier signals a resupply chopper from the 191st AHC.

The "Up Tight" spirit of the Battalion is reflected in the recent missions of the Battalion. During one day, its gunship crews registered 21 VC "kills" during combat unit support operations in the III Corps Tactical Zone. The next day, while flying close overhead fire support for units of the 101st Airborne Division, "Sidewinder" gunners from the 117th Assault Helicopter Company scored 14 VC "kills" and the sinking of one supply sampan.

During widely scattered enemy contacts that same day, near Lai Khe and Phu Loi, the crews of the 195th "Skychiefs" and the 240th "Greyhounds" accounted for seven NVA "kills."

The aviators and crew members of the "Cougars" have not gone unrewarded for their outstanding contributions to the war effort in the III Corps area. Recently, Lieutenant General Fred C. Weyand, Commanding General, II Field Force, presented four Silver Star Medals and two Distinguished Flying Cross Medals to members

of the 240th for their heroic support of U.S. Special Forces and indigenous troops who were encircled for two days north of Dou Tieng by numerically superior enemy forces.

Despite concentrated .30 and .50 caliber automatic weapons fire, the "Greyhounds" hovered at tree top level and lowered ammunition, food and water to the friendly forces as other ships from the unit provided protective cover until the enemy was routed.

The 214th Combat Aviation Battalion was organized February, 1967 at Ft. Campbell, Kentucky. Prior to this, in January, 1967, the Buffalo Combat Aviation Battalion (Provisional) was formed "in country" from resources at Bear Cat.

This provisional unit, under the control of the 12th Combat Aviation Group, was commanded by Lieutenant Colonel James M. Leslie. He dubbed the unit "Cougar" after the cunning and ferocious animal that roams the mountains in his home state of

A door gunner from the 191st AHC gives cover fire to men from the 9th Division near Tan An. (Photo by 9th Sig. Bn.)



Montana.

In April, 1967, the 214th from Ft. Campbell merged with the provisional unit and was designated permanently as the 214th Combat Aviation Battalion.

Although the 214th is slightly more than a year old, one of its units, the 117th Assault Helicopter Company, has a history as old as Army Aviation in Vietnam. The 117th, then designated the 8th Transportation Light Helicopter Company, was one of two Aviation companies that arrived at Tan Son Nhut in mid-December 1961. Equipped with H-21 "Flying Banana" helicopters, the unit rapidly became operational and flew its first support mission within two weeks after arriving in Vietnam.

The 117th "Warlords" are presently stationed at Long Binh with the 195th "Skychiefs" and their gunship platoon "The Thunderchickens." Working out of Bear Cat are the two other companies that make up the 214th Battalion, the 191st "Boomerangs" and their "Bounty Hunter" gun platoon and the 240th "Greyhounds" and gun platoon "Mad Dogs."

The 214th daily fulfills its role in the mission of the 1st Aviation Brigade by providing the infantry-

Rounds are loaded into a 214th gunship's minigun.



HAWK



"Cougar" Battalion slicks head home after supporting ground forces in the III and IV Corps area.

man with the mobility that permits him to outmaneuver the enemy and fight him, secure with the knowledge that overhead there is a constant, flexible airmobile supply system of men and weaponry.

Assault helicopter companies have given substance to the dreams of ground commanders throughout the centuries. The capability to place a unit on or near the objective tactically organized for assault and unhampered by adverse weather or terrain, has given the ground commander that "extra something," that "combatant edge."

117th AHC "Warlords" pick up 9th Division troops near Dong Tam.

(Photo by 9th Sig. Bn.)



A 9th Infantry Division squad leader noted during a recent search and destroy mission that infantrymen may not fully understand what makes a helicopter fly or hover, but they do understand the essentially infantry weapons that are mounted on the helicopters, such as the rocket launchers, grenade launchers and machine guns.

"When my men see those gunships from the 214th giving sustained firepower and dropping supplies to units even in remote areas, they know they're really not alone with the enemy."

A slick from the 240th "Greyhounds" lands in a pick up zone.

(Photo by 9th Sig. Bn.)



For versatility...

VIKING SURPRISE



There are hundreds of UH-1D Huey "slicks" stationed throughout Vietnam. But the 121st Assault Helicopter Company's "Viking Surprise" is no ordinary slick. There are now also several smoke ships patrolling the skies of Vietnam, Surprise is no ordinary smokeship either. Viking Surprise is one of a kind—it is the ace in the hole of the "Vikings"—the 121st AHC's armed platoon.

Number three in a proud series of "Surprises," the present UH-1D belonging to the 121st "Soc Trang Tigers" boasts an aircooled .50 caliber machine gun, a Honeywell 40mm automatic grenade launcher, and two free M-60 machine guns for armament (with a 7.62mm mini-gun currently being installed in the right cargo door). However, this extensive armament is mainly a means of protection for the ship while it performs its missions of providing cover and "surprise" for the sister ships of the company. Surprise is rigged with a 55 gallon bladder which pumps oil through jets in the tail pipe creating a very white dense smoke screen. Surprise is also fitted with C-130 landing lights from time to time to assist in canal interdiction ("Fire Fly" missions). An airborne loud-speaker system has proved itself extremely effective for psychological operations.

A truly versatile craft, ready to fulfill missions as diverse as smoke coverage for "hot" insertions, night "firefly" missions, extra firepower to compliment the gunships, and harassment at Charlie's deepest haunts. Surprise continues to evolve as new innovations arise. What's next for Viking Surprise?

C-130 landing lights and a .50 calibre machine gun give Charlie a "surprise."



Tiger Ships are Works of Art

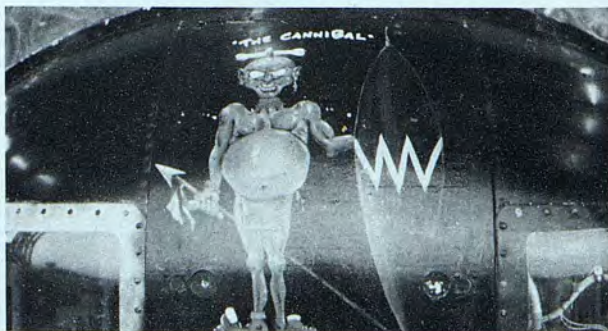


The Soc Trang Tigers of the 13th Combat Aviation (Guardian) Battalion, have a certain distinction from their sister units of the Delta Group. Although each aircraft of the 121st Assault Helicopter Company bears the Tiger's head on the pilot and co-pilot doors, as the other units also display their emblems, the Tiger aircraft have individual character designs painted on the avionic nose cone covers. The illustrations, standing 24" in height, reveal many peculiarities about each aircraft and crew.

Here are a few examples. First there is Tiger 098, pride and joy of WO-1 Beaver, bearing a life size representation of the infamous face of Alfred E. Newman. Then Tiger 078 with its "Cannibal" chosen by the A/C 1LT Urquhart whose oft held role as Tiger lead requires a bit of the native. And then "Andy Cap" on Tiger 852 brightens up WO-1 Smith's ship. Others are "Beaky Buzzard," "Tiger Surprise," "Harvey," "Mad Tom," "Buy US Bonds," and "Beer, Bullets, and Blood."

It is Tiger 842 that carries the hopes and pride of the 121st however. The command and control ship, flown by the commanding officer, Major Carl H. McNair, Jr. is emblazoned with the "Tiger" with a big number six under it.

The individuality permitted by use of these distinctive nose cones has been a great morale booster to the crews and had helped knit the Tigers into a highly spirited and proud team.



HAWK

HAWK HONEY



Joycelyn Lane

Bruno Bernard Ent.



The OH-6A, the new observation chopper.

CAYUSE

Can you imagine the result if someone took a Volkswagen and replaced the small power plant with a 300 horsepower engine which would keep the machine rolling at a speed of more than 170 miles per hour for more than 2,000 miles on one tank of gas?

Strange as it might seem, such a machine has been made: not an automobile, but a helicopter. Instead of tires there are two rotor blades, and the body is shaped more like an egg than a beetle. The name of this little mite—"Cayuse."

The OH-6A "Cayuse," the Army's new light observation helicopter, in spite of its strange egg-like appearance, incorporates many new technical advancements and is considered to be one of the most advanced rotary wing aircraft in production today.

One of the Cayuse's most interesting features is its engine. Weighing only 136 pounds, the engine has a shaft horsepower output of 317 horsepower with a continuous cruising maximum of 270 horsepower. Composed of only four major assemblies which can be changed independently, it can be repaired quickly with little difficulty.

The power is transmitted from the engine to the four rotor blades through a new transmission system that is a significant improvement over the gear boxes of the OH-13

and OH-23. In the OH-6A, the power train goes through two gear meshes, compared to approximately 24 in the older observation craft.

Perhaps the most impressive feature of the Cayuse is its small size. The rotor diameter on the Cayuse is 26 feet, 4 inches, as compared to 48 feet on the UH-1D. Four OH-6A's, completely assembled, can be carried in a C-130 cargo aircraft, and seven can be carried with only minor disassembly.

Simplicity is always one of the main features desired in all Army equipment and for this reason the Cayuse is a crew chief's dream. The uncomplicated design of the helicopter is demonstrated by the

fact that it has no hydraulic system and so stabilization augmentation system.

Although the Cayuse weighs only 1,158 pounds empty, it has armor protection for the crew and vital engine components. In addition to the armor, the Cayuse carries the MX-27 Gun Kit (a minigun mounted on the left cargo door) which offers easy operation and maintenance, plus an adjustable rate of fire from 2,000 to 4,000 rounds per minute. This weapons system gives the ship a lot of punch for its small size.

In the 1st Aviation Brigade, the Cayuse is being successfully employed by the three Air Cavalry

Armed with a minigun and 2,000 rounds, the Cayuse packs a punch for its small size.



HAWK



Waiting for the word to pull pitch, the small, fast and maneuverable OH-6As are ready to search for the enemy.

Squadrons, the 7/1st at Vinh Long, the 3/17th at Tay Ninh, and the 3/17th at Dragon Mountain, and it has been well received.

With the Air Cav Squadrons, the OH-6As are used for reconnaissance purposes. With a crew of three, the pilot, observer and crew chief, the Cayuse scouts a preselected area. Flying at near tree-top level, the OH-6A looks for signs of enemy activity. When the observers spot any suspicious activity, they call for the Huey-Cobras also assigned to the Squadron. During the time that it takes for the Cobras to arrive on the scene, the Cayuse, if necessary, can use its minigun to contain enemy action. The great speed and maneuverability of the scout craft have made it indispensable for searching out enemy positions.

The Cayuse is also often called upon to coordinate ground troop movements, adjust artillery, and serve as a radio relay between two ground elements or between the ground forces and the aircraft in the area.

A versatile little craft, the "flying egg" has not only added a new craft to the Army Aviation arsenal in Vietnam, but also has enabled a change in Army Aviation tactics.

The Cayuse is the Backbone of Air Cavalry Reconnaissance

Its agility and speed make the Cayuse an ideal reconnaissance craft.

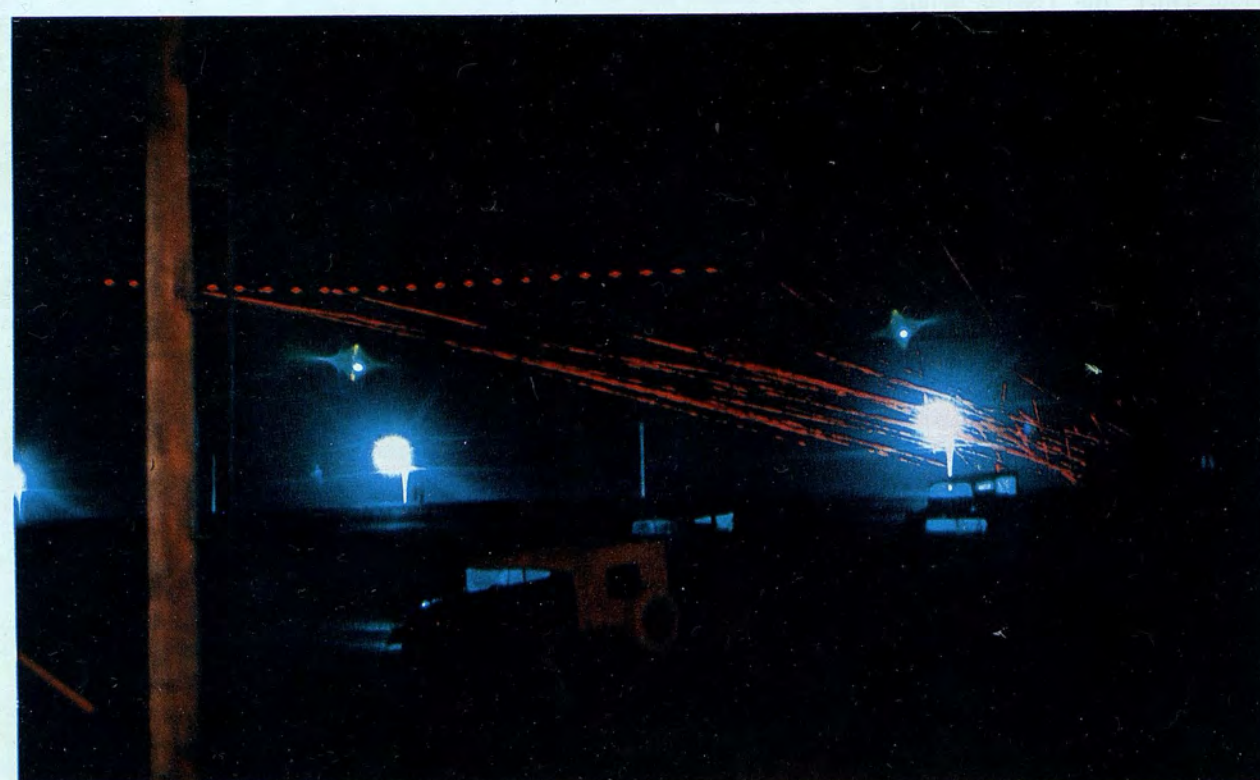


HAWK

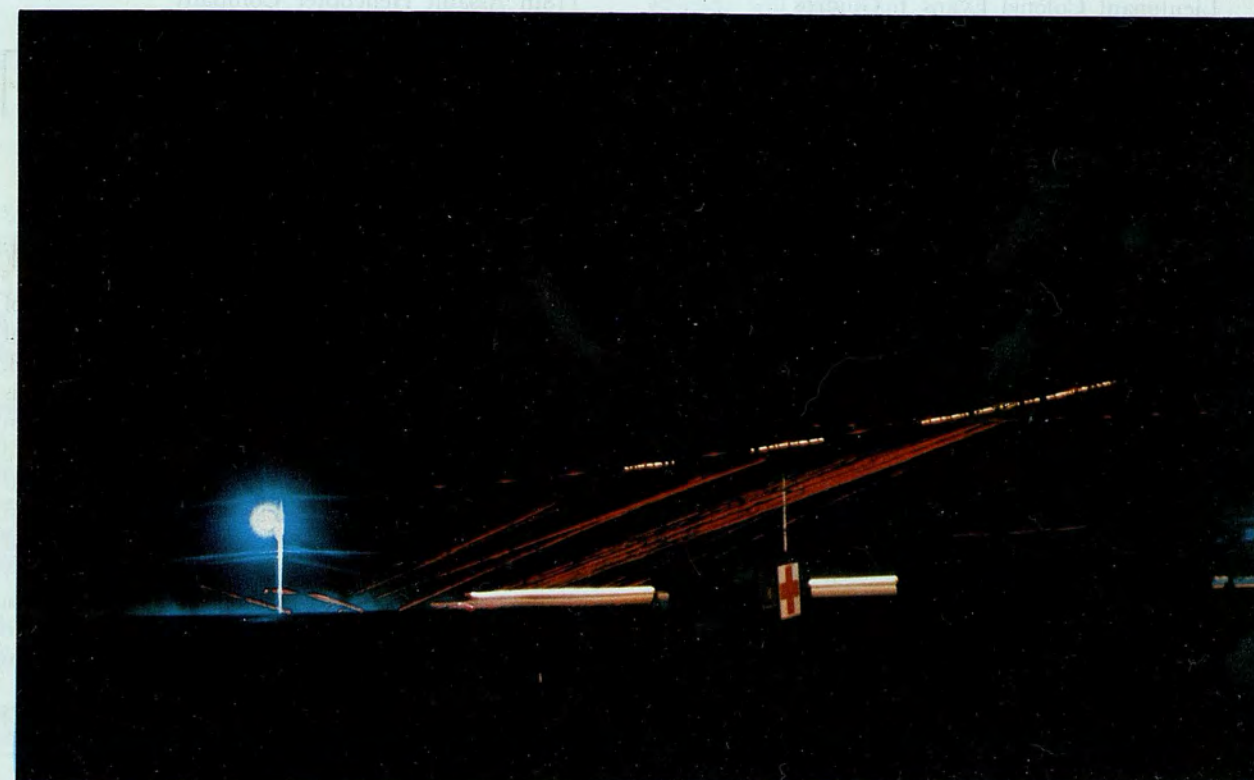


NIGHT ATTACK:

1st Aviation Brigade gunships give the enemy little rest during night as well as day. The tracer rounds fired by gunships on enemy positions makes an awesome but striking spectacle. Photos by Sergeant Jim Scott, HHC 1st Avn Bde.



HAWK



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HIGH FLIERS

Awards of SILVER STAR and above awarded 1-18 May 1968 listed in order by date awarded.

SILVER STAR

Specialist Five Larry W. Mack (Posthumous)
 Chief Warrant Officer James V. Hardbeck
 Captain Paul C. Hollowell
 Captain Anthony X. Hoyer
 Chief Warrant Officer Richard D. Inskip
 Warrant Officer John A. Kimmell
 Specialist Four Loren D. Kinney
 Captain Barry T. Oxford
 Private First Class William J. Schwartz
 Chief Warrant Officer Stanley C. Strumsky
 Captain Ronald L. Tolbert
 Captain Stanley D. Arnold
 Major Ronald E. Grey
 Major Walter Urbach, Jr.
 Lieutenant Colonel Joseph Masterson (1st O.L.C.)
 Chief Warrant Officer William D. Durham
 Warrant Officer David H. Baker
 Specialist Four Alvin W. Doty
 Captain Henry J. St. Germain
 Specialist Four Bernard A. Tighe
 Specialist Five Michael R. Baucom
 Captain Larry E. Lattimer
 Lieutenant Colonel Evans J. Guidros

71st Assault Helicopter Company
 175th Assault Helicopter Company
 336th Assault Helicopter Company
 D Troop, 7th Squadron, 17th Cavalry
 191st Assault Helicopter Company
 336th Assault Helicopter Company
 114th Assault Helicopter Company
 B Troop, 7th Squadron, 17th Cavalry
 544th Transportation Detachment
 78th Field Artillery Detachment
 114th Assault Helicopter Company
 175th Assault Helicopter Company
 334th Assault Helicopter Company
 155th Assault Helicopter Company
 197th Armed Helicopter Company
 170th Assault Helicopter Company
 190th Assault Helicopter Company
 199th Reconnaissance Airplane Company
 221st Reconnaissance Airplane Company
 B Troop, 3rd Squadron, 17th Cavalry
 155th Assault Helicopter Company
 B Troop, 3rd Squadron, 17th Cavalry
 118th Assault Helicopter Company

E&E TIP Equipment



PERSONAL SURVIVAL RADIOS
 HAVE PROVEN TO BE THE
 MOST IMPORTANT ITEM IN
 THE RECOVERY OF DOWNED
 CREW MEMBERS.
 BE SURE YOU KNOW HOW TO
 OPERATE THEM WITHOUT
 QUESTION!!!

IN THE EVENT YOUR VOICE RADIO (URT-10) FAILS, KNOW HOW TO
 UTILIZE THE URT-21 "BEACON" TO EFFECT A RECOVERY.
 THEY ARE VERY IMPORTANT PIECES OF EQUIPMENT!!! THE LIFE THEY
 CAN SAVE MAY BE YOUR OWN....

GOING ON R&R?

Going overseas for PCS, Leave, TDY or R & R? You will need a considerable sum of cash no doubt: But, remember, a Commander's or Supervisor's certificate is now required whenever a conversion of more than \$200 of MPC is desired, regardless of circumstances for conversion. (See paragraph 38, MAVC Directive 37-6, dated 17 April, 1968). This control is not intended to prevent individuals from converting MPC which was legitimately acquired to U.S. currency when personal requirements exist, but rather to curb unnecessary excessive expenditures and illegal money transactions. It is the job of the unit personnel sections and outprocessing centers to query departing personnel as to their need for conversion certificates, but is the individual's responsibility to insure he has one in his possession for it is he who will suffer any consequences.

THIS DIRECTIVE IS BEING ENFORCED NOW! Don't miss your flight for home or R & R. Have a certificate ready.

HAWK

The Brigade Bids Farewell To...

COLONEL DANIEL GUST

Having previously served as Deputy Brigade Commander of the 1st Aviation Brigade, and presently Commanding Officer of the 16th Combat Aviation Group, Colonel Daniel G. Gust is due to leave Vietnam this month.

Colonel Gust arrived in Vietnam in July 1967. After his tenure as Deputy Brigade Commander, he undertook the organization of the new 16th Group in I Corps, and then took command at activation ceremonies in February 1968. Through Colonel Gust's leadership, the 16th Group has provided continuous support to Free World Forces in the I Corps area of Vietnam whenever called upon.

Personally active during many joint operations with both Marine and Army units, and particularly during the crucial days of the Tet offensive, Colonel Gust inspired his men with his courage and quiet determination. This is only one of many reasons why the men of the 16th CAG and the 1st Aviation Brigade will miss him.



COLONEL ROBERT L. McDANIEL

Colonel Robert L. McDaniel, Commanding Officer of the 164th Combat Aviation Group, will depart Vietnam this month for a position with the Department of Defense at the Pentagon.

Colonel McDaniel, arriving in Vietnam in July 1967, took command of the 13th (Delta) Combat Aviation Battalion. He then assumed command of the newly formed 164th Group upon its activation in February 1968. He guided the Group through its initial difficult days to its present efficient condition.

Not content to sit behind a desk, Colonel McDaniel personally observed most operations that the Group units participated in within Delta.

Always looking to the future, this Senior Aviator initiated his own training on the AH-1G HueyCobra prior to departing the country.

Both the 164th and Brigade will lose an important leader when Colonel McDaniel departs.



HAWK

on the ground...
in the air...

**AIR
CAV**

of the 1st Aviation Brigade
7/1, 3/17, 7/17



(Photo by Sp/4 John Stidham)



(Photo by Sp/4 John Stidham)



HAWK



HAWK

(Photo by Sp/4 John Stidham)

ABOUT VIETNAM

The Many Religions of Vietnam

There is no state religion in Vietnam. Most people consider Buddhism as the predominate religion of this small nation—but such a sweeping assumption can be easily misleading. While about 80% of the Vietnamese people are listed as Buddhists, only about 20% are active participants in rituals and ceremonies. In reality, the vast majority of the Vietnamese population belong to no organized religion—but rather incorporate certain rituals and traditions from the different ones into their own private worship systems. These family rituals are often dominated by animistic beliefs and ancestor veneration.

There are many vestiges of various great religions to be found in the Republic of Vietnam: Buddhism, Confucianism, Taoism, and Christianity. To these the Vietnamese have added their own particular forms of Cao Dai and Hoa Hao. Few Vietnamese are devout followers of any single one of the great religions. One may find Roman Catholics practicing ancestor worship and Buddhists performing intricate rituals to ward off demons.

Both animism and ancestor worship hold highly significant places in the everyday religion of the majority of the people. Animism is a belief in spirits, both of dead persons, and those of some inanimate objects such as stones, rivers, mountains and trees. Inherent in this belief is the concept that each person has a spirit, which continues to exist even after death has claimed its possessor.

Because the spirit continues an independent existence, it must be

cared for properly and provided with its needs and desires or it may become angry or vengeful and seek to re-enter earthly life, creating great havoc. The Animist spends much of his time and effort in trying to live in good health since a person's individual spirit protects him from both sickness and death. To influence the spirits, the believer will perform elaborate ceremonies, offer sacrifices, carry charms, and practice fetishes and taboos.

The widespread use of "wizards" by the Vietnamese arises from these animistic beliefs. Sickness, being caused by evil spirits, is driven out by the "wizards." The Vietnamese soldier's great concern over recovering the bodies of his companions on the field of battle also stems from animistic rather than patriotic beliefs.

Animism is non-ethical in approach. That is to say, the belief in spirits has little to do with how one man acts toward another. Ethics are for men to worry about, spirits are concerned with Fate and other higher things. The animist must therefore for the sake of his own protection, try to please or deceive the spirits in every possible way.

Vietnamese ancestor veneration stems from Confucianism which was introduced into Vietnam during Chinese rule. Confucius, who lived 2,500 years ago, never intended to found a new religion. He introduced no new religious ideas and never professed to be original. His greatest contribution was to the realm of ethics. For him, man was the measure of all things—the existence of dieties was

of no concern to him one way or the other.

As already noted, the teaching of Confucius most prevalent in Vietnam is ancestor worship. Oddly enough, Confucius seldom stressed this particular point. His statement had been simply "Let there be a careful attempt to perform the funeral rites to parents when dead; and let them be followed when long gone with the ceremony of sacrifice, then the virtue of the people will resume its proper excellence." The dead are always considered as an integral part of the family life, and their memory is kept alive by ancestral practices. The living individual is merely the link between those who have gone before and those yet unborn. Hence the family becomes paramount. It is from this concept that ancestral veneration becomes the center of family life, and respect for the aged takes such strong hold.

Another of the strong undercurrents that one finds throughout Vietnamese beliefs in addition to ancestor worship and animism, is the search for the right way or Tao. Like Confucianism, Taoism (pronounced dawism) was introduced through Chinese cultural influence and occupation. Tao is "the Law of Life" or the "Road" by which a man may obtain harmony with nature as well as with the mystical currents of the spiritual world. It demands that a man lead a simple life and accept nature as supreme. The early origins of the religion can be traced back as far as 600 B.C. to Lao Tse, a great teacher, though no doubt early forms went back to even earlier scholars.

HAWK

Most Taoist worship, rituals, and ceremonies are attempts to assist man to attune himself to the universe.

Although to the Western mind, it would appear the Taoist dabbles extensively in magic, witchcraft, fortune-telling, and astrology in their worship, to the Taoist his religious activities have deep religious significance. Taoists are not really spirit worshippers, though there is often an animistic flavor to Vietnamese Taoism. Taoists believe that God's spirit can animate inanimate objects, while animists believe that objects have spirits of their own. The Taoist believes in a balanced universe divided between the forces of good and evil. For every positive factor in the universe there is an opposing negative factor, with the single sole exception that there is only one almighty supreme being—the Jade Emperor. Although there is only limited formal Taoist organization in Vietnam today, many of the fundamental concepts of Taoism are in evidence in the everyday life of the average Vietnamese.

Among the more visibly established religions in Vietnam, Buddhism is probably the largest. It entered Vietnam from both India, Buddha's birthplace, and China. Tradition teaches that Gautama Buddha, the first of a long chain of "Enlightened Ones," was born about 560 B.C. in northern India. After his "Enlightenment" under the Bodhi tree, Buddha entered into a state of peace, achieving the goal of possession of perfect wisdom and supernatural insight. While still alive, he entered into the state of Nirvana. What happened to Buddha was to color all subsequent history of the Oriental world.

The central teaching of Buddha's philosophy was the way to salvation, the "Middle Path" out of the torturing endless wheel of Karma (the cyclic movement of

an individual from one incarnation to the next reincarnation). Vietnamese Buddhists have come to interpret Buddha's teaching as stating that the sum total of a person's actions, both good and bad, determines his specific destiny in the next rebirth. Of the two major branches of Buddhism, Hinayana (which teaches that only a select few gain entrance to Nirvana) and Mahayana or Theravada (Nirvana is open to all people), Mahayana is the more popular for obvious reasons amongst the Vietnamese people. More than 200 Buddhist sects (the majority being Mahayana) exist in Vietnam today.

Christianity claims some 11% of the population of Vietnam as belonging to its churches. Of this, all but a handful are of the Roman Catholic faith, centered primarily in the larger cities. Roman Catholicism dates back to 1550 A.D. with the arrival of the first Jesuit priests. After centuries of persecution, Catholicism finally became an important and influential religion in the early twentieth century. Even today, Vietnam's Catholic minority holds a significant position among the nation's leaders.

Among the newer religions to take hold in Vietnam are two native forms—Cao Dai and Hoa Hao. Cao Dai is a national religion, originating in South Vietnam at the beginning of this century. It is an attempt to amalgamate the basic principles of Buddhism, Confucianism, Taoism, and Christianity. Cao Daists worship the Absolute and Supreme God who is eternal without beginning or end, who is the creator of all including angels, buddhas and saints. They believe that the human soul may go up or down the ladder of existence and each man determines his direction by his own actions. Cao Daism recognizes a pantheon of saints that includes Joan of Arc, Sun Yet Sen and

Victor Hugo. Divine revelations which in the past were made by prophets such as Moses, Jesus, and Buddha are now made to the Cao Dai priesthood via a Ouija board type device called a *corbelle a bec*.

The organization of the Cao Dai church is an episcopal one in structure, with a pope, cardinals, archbishops, bishops, monks, nuns and laity. Within the hierarchy there are three orders of priesthood—the Confucians, who wear red robes, the Buddhists who wear yellow robes, and the Taoists who wear blue robes on special occasions (normally white robes are worn). The center of the Cao Dai faith is found at the holy city of Tay Ninh. Their symbol is the all seeing eye in a triangle. The eye symbolizes God's constant surveillance of the entire world. The religion claims to have 2 million in South Vietnam, centered primarily to the south and west of Saigon.

The other native religion of Vietnam to gain consequence of late is the Hoa Hao, essentially a variant of Theravada Buddhism. The religion was founded in 1939 by Huynh Rhu So. So stressed the importance of internal faith and the insignificance of external experience. The Hoa Hao approves only of prayers and offerings to Buddha, ancestors and national heroes. They disapprove of elaborate ceremonies. With the murder of Huynh Rhu So by the Viet Minh in 1947, his followers began to quarrel and the movement lost momentum.

Central to all Vietnamese religious beliefs, one finds three themes—ancestor worship, spiritualism and a sense of striving for a better reincarnation. All three find their focal place in one structure—the family. Each individual is but a link between yesterday and tomorrow. The family is all. The family is in fact the center of religious life rather than any major faith.

MOS Spotlight:

AIRCRAFT CONTROL SPECIALIST

by SP4 Alex Trapp

The Chinook's steady whine became louder. As the ship approached, the heavy sling load began to swing from side to side. The Air Traffic Controller already had the Chinook and its load on the ground in his mind's eye.

Speaking in the aviator's precise jargon, he began to guide the big helicopter into his traffic pattern. "Black Cat 074 Long Binh, enter left traffic...runway 27. Altimeter 29.92, wind north west at eight knots, report left base."

The Chinook set its burden down, ending a sequence which is at once the Air Traffic Controller's simplest routine and best affirmation of his professional ability.

Air traffic control operations are categorized according to equipment and capabilities. The basic and most prevalent type in use in Vietnam is the VFR or Visual Flight Rules tower. A VFR tower handles traffic entirely through visual and radio contact. VFR equipment includes FM, UHF and VHF radios, basic weather monitoring equipment, binoculars and a powerful light gun for sending color coded messages to aircraft without radios.

The Air Traffic Controller, or "ATC," MOS 93B20, is the "man on the ground" to countless pilots each day. Officially, it is his job to insure the safe, orderly and expeditious flow of air traffic.

The job is demanding. The ATC must be thoroughly familiar with

the often changing geography of his area and the physical plant of his airfield. He must have a vast amount of technical knowledge and skill, and the alertness and speed of response requisite to every phase of aviation. He must be confident and competent; it is a business in which errors can be fatal.

Air Traffic Controllers are trained at the U.S. Air Force's ATC school at Keesler Air Force Base in Biloxi, Mississippi. It is a thorough 18 week course including weather observation and phenomenon, technical regulations, airport layout and equipment, navigational aids and flight from the pilot's point's of view. The latter part of the multiphase course includes countless dry runs and practise situations with the school's simulated tower and airfield.

"Every move, every action and each word of technical jargon must be routine," explained Specialist Four Greg Mercier, of the 125th ATC Company. "There can be no misunderstandings between the controller and the pilot," he added.

The most difficult emergency must be handled with the speed and precision of the routine. Among his diverse tasks, the ATC must clear the traffic pattern, alert the crash trucks to foam the runway when necessary, relay information to the pilot concerning the external condition of the aircraft, find out how many people are on board and how much fuel is being

carried. "The ATC must do anything and everything in a matter of seconds to aid a safe landing," Specialist Mercier said.

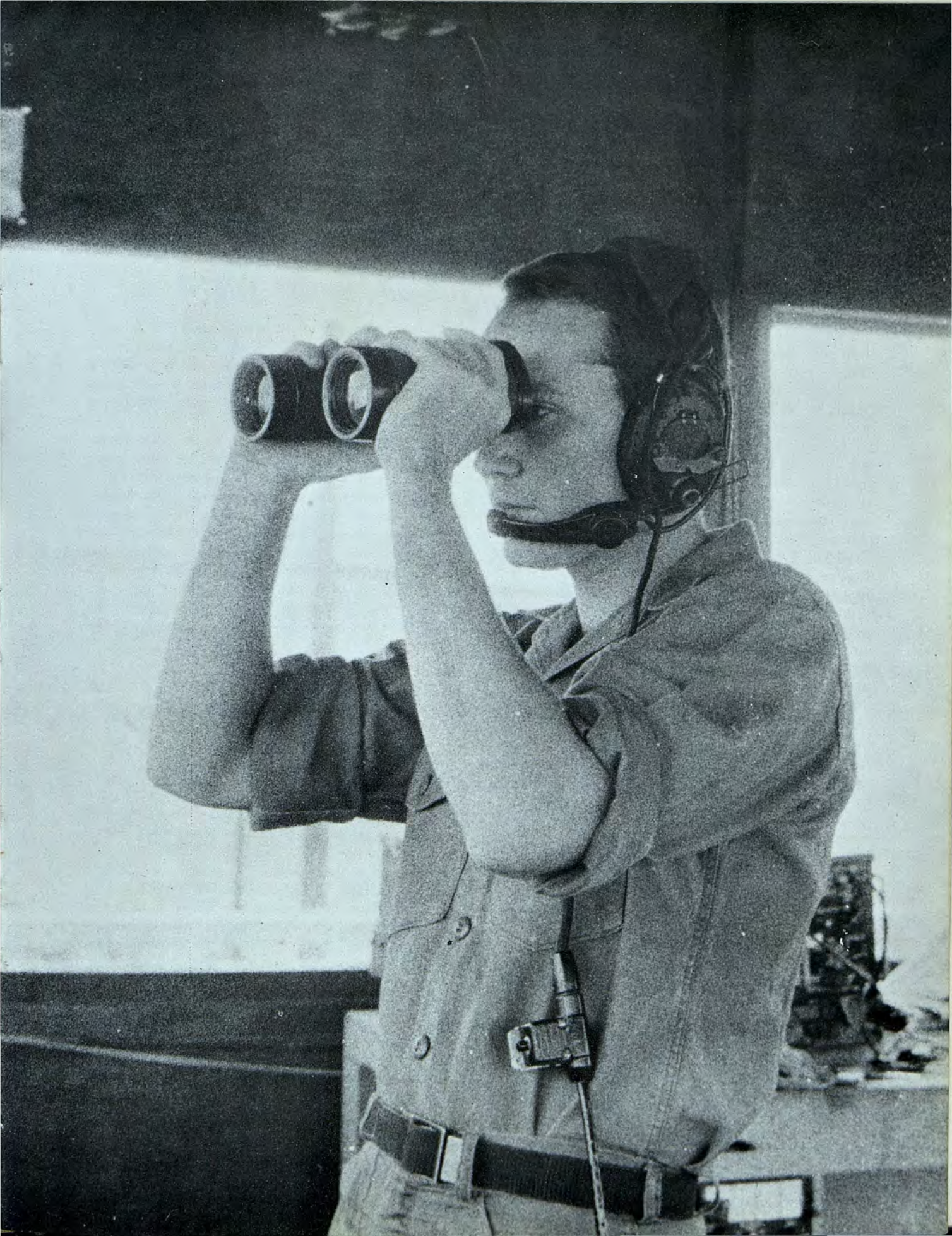
Heavy traffic is routine. Large inbound and outbound formations are handled with the same finesse as are single ships. The traffic pattern is a fast, fluid situation, and its management requires instant reaction. The tower operator must constantly pit his knowledge and abilities against time.

The Air Traffic Controller in Vietnam operates in situations ranging from well equipped, air-conditioned towers to small mobile vans on the edge of remote jungle airfields. His hours may be irregular and his living conditions range from the safe and comfortable to the improvisations and hazards of the field. Occasionally, he is called upon to go into insecure areas with portable equipment to direct air traffic in and out of forward staging areas.

Most Army Air Traffic Controllers stationed in Vietnam are attached to the 58th Aviation Battalion and stationed with aviation units from Can Tho in the Mekong Delta, to Pleiku in the Central Highlands.

To every aviator, the Air Traffic Controller is the link to the security of land. The ATC's knowledge and professional ability deserves the faith every pilot has in "the man on the ground" each time he takes off or lands.

HAWK



SAFETY:

The very virtues of the Cayuse may become liabilities

by LTC Peavey

Brigade Safety Office

Recently we have found ourselves involved in more and more operations with the "Timex Tornado," "The Egg," "The Mattel Messerschmitt," "The Cayuse," or whatever you choose to call the OH-6A. Regardless of the handle you choose, it all amounts to the same thing—a fine flying machine.

The OH-6A in Vietnam has introduced many new concepts into our tactical way of life and it has paid tremendous dividends. Along with these benefits, however, we note that a few undesirable tendencies have insidiously crept into the picture. This aircraft possesses tremendous agility and speed. It is extremely maneuverable and well suited to its role, but these very virtues tend to cause some of our less mature pilots to go astray while flying the ole Cayuse.

We find evidence of a tendency to "cowboy" this machine. Regardless of its virtues, the OH-6A is still just that—a machine. It has very specific design limitations as do all machines. The Huey has often been called the Cadillac of the fleet and the OH-6A is fast gaining reputation as the Mustang, by way of comparison. This is all very fine as long as a hot rod tendency does not accompany the title.

Most of our aircraft in the past did not possess the degree of response enjoyed by the OH-6A and as a result, the pilot found he had more time to make his decisions, or to change them in the unhappy event that things did not go exactly according to plan. Along with the degree of response gained we find an equal decrease in margin of error when operating at altitudes and speeds involved in our tactical operations. In short, we must moderate our actions to compensate for the rapid reaction of the machine and the reduced time to correct an error in judgement or technique.

We do not say that you have to become a Grandpa Pettibone and fly the Cayuse as though it were a Crane. Not at all, but we do say that you have to fly it and not allow it to fly you. We must constantly keep well ahead of the bird and not allow ourselves to be placed on the "back side of the power curve."

We see more accident reports that refer to pilots having plowed through some object as a result of attention being diverted to the outside while the

ole Cayuse gallops along at a brisk pace.

Regardless of its many virtues, the Cayuse is not invincible. It bends like any other aircraft, and if things are allowed to get out of hand it can crash as well. It just might be a check rein is needed—not for the Cayuse, but the pilot.

The most important factor involved with operation of this aircraft and the one we see most often violated, is a lack of knowledge of capabilities and limitations. We all know this is war, but that doesn't alter the design specs of the aircraft and doesn't give it a single additional turn to the rotor. The best way to avoid that sudden, rather violent stop or the patter of rotor blade fragments falling softly to mother earth, is to read the book—the "dash" 10. Its all in there and all you have to do to keep the ole Cayuse from becoming a bucking bronco is read and heed.

SAFETY RECORDS

Two of the 1st Aviation Brigade's assault helicopter companies set an aviation record recently when they flew a total of 41,118 accident-free hours during the past 9 months in the Republic of Vietnam.

The 71st Assault Helicopter Company of the 16th Combat Aviation Group recorded 21,059 hours in support of the counterinsurgency effort in I Corps with no accidents, while the 190th Assault Helicopter Company of the 12th Combat Aviation group, flew 20,059 hours.

Within the past 14 months, the 131st Surveillance Airplane Company also made a record of note, flying 14,372 accident free hours for 16th Combat Aviation Group in I Corps.

The records attained by each of these companies are to be applauded. But until every unit can match these records, the men of the 1st Aviation Brigade must be continually on the alert to avoid mistakes and resultant accidents.

HAWK

Intelligence Briefing Board



"Near as we
can figure.
ITS a TOP
Secret
operational
map. SIR"



RK

