

# HAWK

March 1968





## 1ST AVIATION BRIGADE

# HAWK

MARCH 1968

VOLUME 1

NUMBER 7

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COVER: 282nd Assault Helicopter Company "Black Cat" slicks delivering elements of the 1st ARVN Division during Combat Assaults west of Da Nang. Painting by Captain Philip J. Hickok, S-1, 212th Combat Aviation Battalion, Marble Mountain, Da Nang.

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HAWK, an authorized Army publication, is published monthly by the Information Office, 1st Aviation Brigade. Opinions expressed in this magazine are not necessarily those of the Department of the Army. HAWK uses the facilities of Armed Forces News Bureau (AFNB), Army News Features (ANF), and others where credited. Contributions are welcome and should be submitted to: Editor, HAWK Magazine, Information Office, Headquarters, 1st Aviation Brigade, APO San Francisco 96384. HAWK is printed at Tiger Printing Service, Okinawa.

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# NEWSLETTER



MAJOR GENERAL ROBERT R. WILLIAMS was presented the Distinguished Service Medal by Lieutenant General Bruce Palmer for his exceptional service while Director of Army Aviation.

The citation commended General Williams for his extraordinary "foresight and judgment in using aviation units to maintain a balanced, powerful, modern Army."

While the Army's top aviator, from April, 1966, to September, 1967, General Williams led in the developing and adoption of the highly effective air-mobile concept to the increasing Army role in Vietnam.

As Director of Army Aviation, General Williams was often called to explain the importance of Army Aviation to congressional investigations, and leaders in and out of government.

THE LENGTH OF SERVICE REQUIRED FOR PROMOTION from Warrant Officer, W1, to Chief Warrant Officer, CW2, is being reduced.

The Army began reducing the 18 months required for promotion with the DA Message 8363777, dated Oct. 17.

By April 1, eligibility for temporary promotion will be based on the completion of 12 months of active duty as a warrant officer.

THE AH-56A "CHEYENNE" WINGED HELICOPTER will have a unique interchangeable weapons capability.

Its weapons system will consist of a 7.62mm minigun or a 40mm automatic grenade launcher mounted in the aircraft's nose turret.

The wings will accommodate either 2.75 inch rockets, or tube launched, wire guided missiles, or a combination of both. (Army Digest)

THE NATION'S SECOND AND THIRD HIGHEST AWARDS for valor were recently awarded to a door gunner and a crew chief of the 173rd Assault Helicopter Company.

Private First Class Gary G. Wetzel was awarded the Distinguished Service Cross, and the Silver Star was won by Specialist 4 Lanny B. Jarvis. The men were decorated for their actions when their Huey "slick" was forced down into an insecure LZ by intense enemy small arms and rocket fire.

When an enemy rocket hit the Huey, both men left their positions to help their critically injured aircraft commander and pilot.

Before they could aid the AC and the pilot, two more rockets exploded near the chopper, severely wounding both crewmen.

Specialist Jarvis, the crew chief, dragged the AC out of the enemy's line of fire and administered first aid while PFC Wetzel, the door gunner, made his way back to his machine gun.

Although in clear view of the enemy, PFC Wetzel remained behind his machine gun until he silenced the most deadly enemy emplacement.

Crawling through the rice paddy, he found Specialist Jarvis, and together they dragged their AC to the shelter of a dike until help arrived.

Specialist Jarvis and PFC Wetzel were decorated by General Dwight W. Beach in a ceremony at the 93rd Evacuation Hospital.



THE ARMY AVIATION MATERIEL COMMAND has announced it has awarded a \$17.4 million contract for 30 more CH-54A heavy lift "Flying Crane" helicopters. The "Flying Cranes" are manufactured by the Sikorsky Aircraft Division, United Aircraft Corporation. (Commander's digest)

## Editorial:

# BEWARE THE "CON-MEN"

According to the USARV Provost Marshal's Office, American soldiers often are the targets of professional swindling operations.

Confidence men usually offer cheap bargains or offer to make arrangements for illegal merchandise or services. These "Con-men" use varied methods in their swindling operations. They sometimes pose as collectors for organizations, as salesmen, or as offended persons. Some swindlers operate on a door-to-door basis, while others operate in the downtown areas where troops congregate.

The Vietnamese police periodically caution the public about striking up friendships over a drink. Criminals often urge drinks on unwary patrons of public places in order to swindle or rob them.

It is suggested that patrons of bars and other public places should:

1. Beware of striking up acquaintances with strangers over a drink.
2. Not discuss or display money in their possession.
3. Not seek out questionable adventures and be particularly wary of them.
4. Beware of strangers approaching you with a "cheap buy."
5. Report any known swindle attempts to the nearest military authorities.



## CHAPLAIN'S CORNER

*Chaplin (Maj) Alfred T. Forrest*

A high-wire walker had his wire stretched across the very brink of Niagara Falls. A large crowd was watching him perform breathtaking acrobatics on the almost invisible strand.

The performer turned on his platform and asked the audience, "Do you believe that I can push a man across the river in a wheelbarrow?" A murmur of assent came from the throng. "Which of you may I wheel across?" he asked. There was a long silence. Finally a man stepped forward. He sat down in the wheelbarrow and the performer pushed him across the river on the thin wire. That man had faith, and acted on it.

In St. Matthew we read that Peter bade Christ to let him walk on the water, and the Lord gave him a gracious invitation saying, "Come." The door was open for Peter to prove his faith. Peter was invited to walk where none but the feet of faith dared to go. "And when Peter was come down out of the ship, he walked on the water, to go to Jesus."

The seemingly impossible can be accomplished through simple faith in the Word of Christ. There was a momentary failure on the part of Peter, when he saw the wind boisterous. He was afraid, and beginning to sink cried, "Lord, save me!". I am sure that Peter realized that apart from the Lord's continual help he could do nothing but tremble and sink, for "immediately Jesus stretched forth his hand and caught him."

Peter had trusted and acted on his faith, and God upheld him. He will do the same for you when you walk with the Lord.

## From the

### CAREER

### COUNSELOR

To an Army pilot, the instrument panel of his aircraft is of extreme importance. It enables him to communicate with the ground and to the other members of his crew.

Beneath the buttons, switches and flashing lights is a very complicated system of electronic devices that the pilot never sees.

The responsibility of keeping these communication and navigation systems in top working order belongs to the avionics mechanic.

The avionics mechanic earns his MOS (35K30) at the U. S. Army Southeastern Signal School, Fort Gordon, Ga. There, the student learns to detect what part of an aircraft's electrical system is not working. He learns to recognize bad equipment, take it from the aircraft, repair, replace and then test it while in flight.

During the first part of the 18 week course, the student learns basic electric fundamentals and the use of testing equipment. In the final 10 weeks, he works with the more sophisticated types of communications and navigation systems that are found in such craft as the O-1 Birddog, the Huey and the Mohawk.

Graduates of this course have attained a skill vitally needed in Army Aviation. In addition, what they have learned will pave the way to good jobs in civilian life.

For more information about the Avionics Mechanic Course, see your career counselor.

# ABOUT VIETNAM

## PATTERNS OF LIVING

According to legend, several thousand years ago a dragon mated a goddess, and the union produced the hundred venerable ancestors of all Vietnamese. This legend is still a source of pride for the Vietnamese. Even today, the dragon is an important symbol, and each Vietnamese proudly refers to the story of his origins.

The legend also illustrates the importance of the family in the Vietnamese pattern of living.

Life is almost totally centered around the family, and the social, political and religious activities of the individual member are to a large degree dictated by family custom. Great reverence is held for ancestors, and a dominant role is played by the elders in the home.

In the family pattern, the men play the dominant role, serving as judge and jury in all matters pertaining to family affairs. Traditional Vietnamese law went to great lengths to preserve the family as an institution and avoid interfering with affairs of the family, preferring to leave family disputes to the individual judgement of the elders of the home. The family takes care of its members, caring for them in sickness, protecting them from the insecurity of old age, and sharing with the other members the good fortunes of

the individuals.

The ideal house consists of a man and his wife, their married sons and their wives, and the grandchildren. Each member of the family works as an integral part of the group toward the common wealth of the family, not the individual.

Marriage is aimed at perpetuating the family name and continuing the traditions of the ancestors. Therefore, parents make it their duty to choose a proper girl for their son, and marry their daughter properly. Once the choice is made, the parents inform the son or daughter, and in most cases either will obey.

Traditionally, after the parents have selected a mate, an intermediary will be sent to the parents of the one who has been chosen. If agreement is reached between the two families, horoscopes are cast to determine if the two people are destined to live happily.

Family life is closely integrated with religion in Vietnam. One of the Five Relationships stressed by Confucious is the concept of filial piety—maintaining a close relationship with the family. A person who never fails to observe filial piety retains the good graces of his family and the respect of his relatives and friends.

However, a man who fails in his duty towards his family is considered unreliable, and does not deserve the respect of those who are responsible to him in position and relationship.

The influence of the family pattern is also seen in political affairs. If the President of the Republic of Vietnam shows love and respect for his parents his subjects would not dare be disrespectful toward their parents.

The affairs of the family are closely related to the affairs of almost every aspect of life for the Vietnamese. A man's social and business standing and the respect of his peers is determined by his attitude toward his family. If a businessman works hard and industriously, he will be able to perform the important function of maintaining the tombs of his ancestors. If the farmer adapts his tillage properly to the ways of nature, he will be able to feed his aged parents. The Vietnamese lives principally for his family. All his efforts are directed toward the goal of providing for his elders and ancestors the respect their station in life demands.

If his actions are governed by the principle of filial piety, then life will be harmonious and all will be well.

**Perspective;**

# **GOLDEN HAWK**

## **HIGHLIGHT-1967**

Unique among Army aviation units as the first of its kind, yet little more than a year and a half old, the 1st Aviation Brigade has established an amazing record of achievement in the skies over Vietnam.

The brigade, commanded by Major General Robert R. Williams, consists of nearly all non-divisional Army

aviation units in Vietnam with more than half of the total aircraft assets in country.

The mainstay of Army aviation in Vietnam, the brigade's more than 2,000 fixed and rotary wing aircraft have flown all types of missions, ranging from tactical combat assaults, direct fire support, aerial reconnaissance and surveillance,

medevacs and troops lifts, to cargo haul.

Results of the brigade's countless hours in the sky were nothing short of phenomenal. More than five million troops—the equivalent of 313 infantry divisions—were lifted in more than 2.9 million sorties, totaling nearly 1.2 million hours. The vast majority of these troops were combat infantry, inserted into tactical landing zones in the three southern corps areas. Helicopter gunships and the troop carrying "slick" door gunners providing direct fire support during these insertions, subsequent extractions and a myriad of other special missions accounted for 10,556 Viet Cong killed, nearly 10,000 supply sampans sunk and more than 10,400 enemy structures and fortifications destroyed.

Participating in all but a very few of the major operations in the II, III and IV Corps areas, to include such well known operations as Junction City, Malheur, Wheeler, Coronado and Hawthorne and providing sizeable aviation support in the U.S. Marine Corps zone in I Corps area, brigade resupply aircraft managed to airlift a staggering 564,929 tons of cargo. These loads ranged from artillery pieces and ammunition to pigs and

*CH-47 "Chinooks" flew resupply missions in almost every operation.*





Sketch by CPT Philip J. Hickock, 212th CAB.

rice for displaced Vietnamese refugees.

The year 1967 was also a year of growth. The brigade kicked off the new year with 39 companies, 10 battalions and two groups with a personnel strength of 14,000 officers and men. By the year's end there were 73 companies, 15 battalions, four groups, two air cavalry squadrons and 24,000 officers and men. The acquisition of the two air cavalry squadrons, one with each of the two field forces, gives the field force commander the same flexibility of influencing the battle as that possessed by the 1st Cavalry Division (Airmobile).

During the year the brigade added to its inventory newer, better, faster and more powerful aircraft. The AH-1G "Cobra" designed solely as an assault helicopter, the OH-6A "Cayuse" scout aircraft, CH-54 "Skycrane" and the U-21 "Ute" command aircraft.

As an outgrowth of the inquisitiveness and interest in doing more than "just a job", the brigade's ingenious aviators and crew men designed, tested and used many improvised items of equipment and weapons in efforts to further enhance their effectiveness. Many of them

have been refined and are now, or soon will be, standard equipment.

As an example, a standardized smoke-producing device was attached to the exhaust system of the UH-1. This improvement has resulted in the tactical employment and delivery of helicopter-borne forces.

Following the creed of "You Ask-We Deliver," brigade units have

developed and perfected techniques for night combat assaults which have proven very successful in the central highlands of Vietnam. Living up to the same creed, brigade units have demonstrated complete airmobility to include organizational and support maintenance, thereby providing a firm and realistic basis for modification to existing tables of organization and

O-1 "Birddogs" continuously searched for Charlie.





*The AH-1G "HUEYCOBRA" gives the Brigade more firepower...*



*...the U-21 "Ute", a better utility aircraft...*



*...the CH-54A "Flying Crane" provides more muscle...*



*...and two observation choppers are replaced by the OH-6A "Cayuse".*

equipment as newer type units are planned.

Through close and constant liaison with such agencies as ACTIV (Army Concept Team In Vietnam), Natick Laboratories and AMC (Army Material Command), lead time on development of new items of equipment was significantly reduced by combining research, troop testing and evaluation of experimental items under brigade auspices. Such actions have lead to the adoption of the NOMEX fire-retardant flight suits, individual and built-in protective armor for aviators and crew men, a new ballistic helmet, new and improved navigational aids, avionics gear and airfield control equipment, to mention just a few.

Brigade interest in development and testing of survival equipment, survival-escape, and evasion training is aimed at establishing a single-manager Life Support System at Department of the Army level to monitor and coordinate all aspects of this important phase of combat aviation.

The results of these innovations and improvements in techniques and equipment are not enjoyed solely by brigade units. Nearly all of them have and will have tremendous impact on future planning for all of Army aviation.

Although Revolutionary Development is largely a ground unit mission, brigade aircraft have significantly assisted all ground units in this very vital assignment. In addition, brigade aviators have assisted in developing tactics for pacification missions which have increased the effectiveness of essential tactics.

Brigade activities in Civic Action projects have been more significant. Due to the dispersal of brigade units, from the DMZ to the Delta, centralized control of civic action is not feasible. However, brigade units operating under the control of field force commanders have moved the entire population of many Vietnamese villages with all their belongings, from enemy infested areas to secure resettlement camps in support of pacification programs.

Through the Medical Civic Action Program (MEDCAP), hundreds of villagers have been given medical and dental aid, and instructions in proper sanitation procedures by industrious flight medicine personnel. All of the brigade's companies have engaged in supplying food, clothing, medical and school supplies and building materials to orphanages, schools, and individual families in their areas.

The impressive development of the 1st Aviation Brigade suggests the growth of aviation in the Army. The need for close aviation support for the expanding U.S. and ARVN ground forces prompted this growth.

In a war fought in swamps, rice paddies, canopied jungles and mountains, and in a climate unfamiliar to most ground units, the wide variety of the brigade's aircraft have provided the ground commander with the mobility he direly needs in order to effectively take the war to the enemy in his most obscure entrenchments.

Small wonder that the 1st Aviation Brigade was chosen in 1967 as the Army Aviation Association of America's Aviation Unit of the Year.

HAWK HONEY



*Dyan Cannon*

Ashley Famous Agency

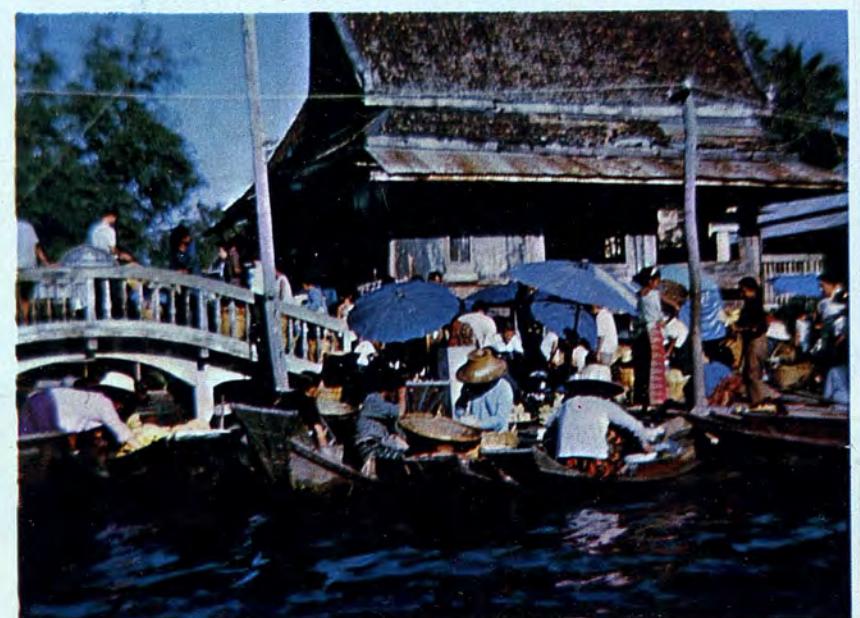
*Temples, Treasures and Tradition*

# R&R IN BANGKOK

*photos by Capt. George E. McClintock*



Thai girl does traditional dance.



Merchants display their wares at the floating market.



One of the beautiful temples.

He can also tour the floating market, where the merchants set up shop and display their wares in boats along the canals.

For a taste of the new, he can eat at one of the fine restaurants, which offer almost every conceivable type of international cuisine. The hotels are modern and well located, with facilities that compare favorably with those in the States.

If he's interested in shopping, there are shops galore, with everything from Thai handicrafts to tailored clothing to electronic and photographic equipment--all reasonably priced.

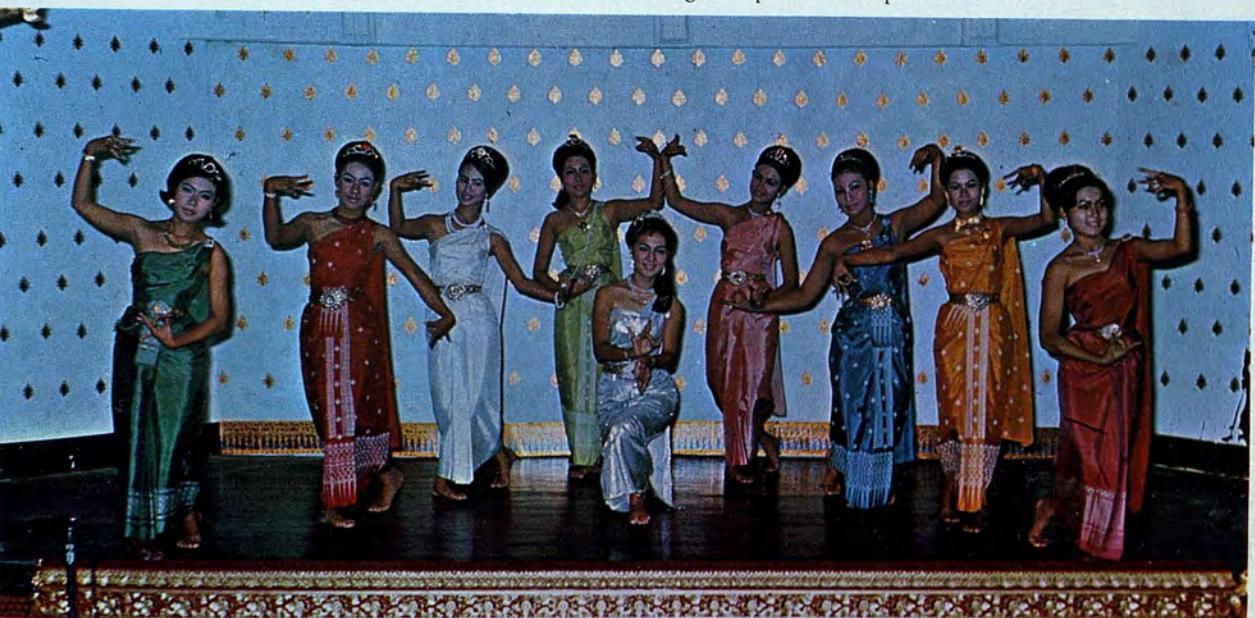
The friendly people go out of their way to make the soldier's stay a pleasant one. They speak good English and are eager to help, giving directions and suggestions of places to see and things to do.

So no matter what he likes--traditional or modern--the soldier on R&R is likely to find it in Bangkok.



The 20-ton solid gold Buddha.

*The Princess Ring Dance, in which each girl represents a precious stone.*



HAWK



# MOS

## Spotlight:

# DOOR GUNNER

Remember your drill sergeant in basic training? One of his favorite themes went something like this: "That weapon is your sweetheart, wife, and lover. TAKE CARE OF IT!!! You treat it right, and someday it might return the favor by saving your life."

At the time the lecture probably didn't have much effect. But many troops serving in Vietnam today have just cause to thank that drill sergeant for his words of advice. And one of the most outstanding of these is the helicopter door gunner. Because he works with his weapon every day, he knows the importance of keeping it in top operating condition.

The gunner's role on an aircraft is an important one. He is responsible for protecting his ship on a mission. If trouble should occur and the ship is forced down, he is responsible for setting up a defense and guarding it until help arrives.

His primary job centers around his M-60 machine gun: cleaning, maintaining, repairing, and sometimes shooting it. But the gunner's job, like many jobs in Army aviation, is an overlapping one. In addition to maintaining the ship's weapons, he also helps the crew chief maintain the helicopter, often working late hours to keep it in flying condition.

As any gunner will readily admit, the most enjoyable part of

his job involves flying. As one door gunner puts it: "That's where everything's happening!" And his experiences while flying are always interesting, often exciting, and sometimes dangerous.

Specialist 4 Larry Gibson, a gunner with the 128th Assault Helicopter Company at Phu Loi, had one of the dangerous kind while on a mission in the central highlands recently.

The 128th was flying elements of the 173d Airborne Brigade into a hot landing zone in War Zone C. As Gibson's ship began to lift out of the LZ, heavy enemy small arms and automatic weapons fire raked the chopper, scoring 13 hits.

The pilot was cut about the face and hands as VC bullets shattered the plexiglass windshield. Gibson was knocked back against the firewall of the ship from a heavy blow to the head. "I thought it was shrapnel from a nearby exploding grenade, but didn't have time to think about it, or get scared," he said. "I just grabbed my machine gun and started firing back with everything I had."

On examining his flight helmet when he got back to base camp, Specialist Gibson discovered a large hole gouged through the right side by what appeared to have been a bullet. The entrance

hole went almost through the helmet, but neither the projectile nor an exit hole could be found. The object apparently spent itself on impact with the helmet and dropped out, leaving Gibson unmarked.

On seeing his helmet Gibson said, "I really started shaking then. I guess I'm about the luckiest guy around."

All of the gunner's contact is not made with the enemy, however. Specialist 4 Terry Garner of the 170th Assault Helicopter Company at Pleiku is gaining quite a reputation as a "big game hunter."

Garner's first trophy came when his ship set down in a clearing in the highlands and a deer wandered near. His second trophy came when three tigers ventured too close to his ship. He opened up on them with his M-60 and got one of the big cats.

The 170th now has a beautiful tiger rug added to the decorations in its operations building. When asked about future "safaris", Garner grins and says, "Would you believe an elephant?"

But whether he's shooting VC, tigers, or just performing maintenance on his guns and ship, it's generally agreed that the gunner is an indispensable member of the Army aviation team.

# THE EARS OF VIETNAM

There's a tongue-in-cheek sign hanging on the wall of an office in the airfield tower at Can Tho that states: *we have done so much for so many for so long with so little that now we can do everything for everybody with nothing.*

The office is the base of operations for the platoon of men who run "Delta Center", the coordinating center for almost all flight following service in the Delta. The sign is an expression of tremendous pride in belonging to one of the most unique units in Vietnam—the 125th Air Traffic Company.

Never heard of it? If you're an aviator, you probably have, and don't know it. Every time you get behind the controls of an aircraft, you're in touch with the

125th Air Traffic Company.

This company, consisting of slightly more than 400 men, provides the majority of air traffic control in the Republic of Vietnam. Headquartered at Bien Hoa and commanded by Lieutenant Colonel Theodore S. Ferry, the 125th has four Flight Regulating Platoons, scattered from Can Tho in the Delta to Pleiku in the central highlands.

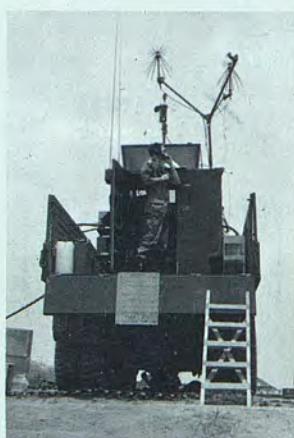
Men of these platoons are on duty 24 hours a day, constantly keeping and "ear" on the ships flying in their areas, ready to react immediately in case of emergency.

Specialist 5 Jim Hill, Air Traffic Control Supervisor at the 4th Platoon's Delta Center, describes the air traffic controller's job thusly: "We keep in contact with

the aircraft at all times so we can relay messages to them, direct them away any from artillery or air strikes occurring along their line of flight, and, should one go down, we can have help on the way within minutes.

The men of the 125th perform these functions in a variety of places and circumstances. Some follow and direct air traffic from an airfield tower, as at Vinh Long. Others work out of the big vans of electronic equipment located at one of the flight coordinating centers, such as the ones at Can Tho, Tan Son Nhut and Pleiku. Still others work in small vans in more remote places such as Long Xuyen, Gia Mia, and Dong Tam, a site so remote that personnel are normally rotated every 30 days.

*The aircraft controller works in anything from an air tower to a remotely located van.*





*The aircraft controller is constantly keeping tabs on aircraft operating in his area.*

The terrain found in Vietnam is some of the most diverse in the world. This can be a hazard in operations involving landings of more than one aircraft. This opens another facet of the air traffic controller's job—mobility. He must be as mobile as the aircraft he services. When an airmobile operation is planned in an area where there are no airfield facilities, he takes the airfield facilities, to the operation. Carrying a portable radio, he goes into the often insecure area, sets up the staging field, and directs the air traffic in and out of the forward area during the operation.

These aspects of the air traffic controller's job require a special kind of dedication. The hours are often long and irregular, and he is sometimes located in a remote area, far removed from many of the conveniences available to most of the troops in Vietnam. His work is sometimes dangerous, sometimes busy, sometimes quiet, but it is never boring.

The men of the 125th Air Traffic Company enjoy their work, and are proud of the job they're doing,

because they know it's one of the most important jobs in aviation.

And to the man who flies, it's a good feeling to know that if he should be forced down, either

through mechanical failure or hostile fire, there will be help on the way within a matter of minutes. Because the 125th Air Traffic Company is there.

*An air conditioned van serves as flight coordinating center in the Mekong Delta.*



# PAPPY'S STILL FLYING

Most men who fly will readily admit that once flying gets in the blood, it's there to stay. There's something about sitting at the controls of an aircraft on a beautiful day and looking down at the multi-colored ground below that puts a man right with the world. Once experienced, that feeling is never forgotten.

And none knows that feeling better than Chief Warrant Officer Gerald P. "Pappy" Devine, a Bird Dog pilot with the 145th Combat Aviation Battalion's 74th

Reconnaissance Airplane Company at Xuan Loc. "Pappy" Devine has logged over 7,000 hours of military flight time in three wars. As he puts it, "I just can't stay out of the air; somehow I've always managed to fly where the excitement is, getting the 'hot' missions."

Pappy remembers that "from my earliest years I wanted to fly." He used to be fascinated watching airplanes fly overhead, and he knew that flying had to be his lifelong occupation. As he grew

older, he found that his childhood fascination for flying wasn't just a boyish whim.

His father found that out too, for when Pappy went to Ottawa Ontario Tech in 1940, the 16-year old was only there for one short quarter before he joined the Royal Canadian Air Force. Pappy spent one year with the RCAF, where he remembers "first learning to fly by the seat of my pants."

In 1942 he joined the United States Army Air Corps. "The war was in full pitch by then," he recalls, "and I wanted to get into it on the American side."

A year later he graduated from flight school and went to Europe where he was assigned to the 56th and 353rd Fighter Group. Pappy was soon given the nickname of the "Mad Irishman", for he was the first American Ace to have five aircraft shot from under him before he had shot down five himself. "I took an awful lot of kidding because of that, and I suppose I just had a lot of bad luck, but almost all of us were shot down quite a few times."

One such occasion that Pappy remembers quite vividly was when he was shot down over Nijmaegen, Holland in 1944. He was one in a flight of five P-47's who took on more than fifty FW 190's.

"We downed eighteen of those Nazi fighters before they finally got us," Pappy recalls. "Actually, we had the jump on them.

"Pappy" during World War II, with one of his fighters...



# "I just can't stay out of the air..."

It was one of those beautiful flying days when the air is as smooth as silk and you can see for miles. We saw them first, and we got set up for them. But of course we were heavily outnumbered, and they finally got us. Three of our pilots were shot down and killed; one pilot didn't even take a hit, and flew back to the base like nothing ever happened. I was shot down, of course, but I bailed out over Nijmaegen and walked back to the base."

During the Normandy invasion, Pappy was shot down three times in a ten day period. Then flying the new P-51, he mentioned to a friend that it was a much more maneuverable aircraft than the P-47, "then I went out and had 113 holes shot in it, but I managed to crash land."

Pappy was instrumental in forming the first Air-Sea Rescue Squadron. After attending the British Air-Sea Rescue School in England, he and his small select group were able to go to work. They picked up 187 downed pilots in a 60-day period. Finding it necessary to work both quickly and efficiently, they pioneered many of the modern concepts of air-sea rescue.

After flying over 90 missions in Europe, Pappy returned to the United States. Still clamoring for more excitement, he volunteered for assignment to the Southwest Pacific. Assigned to the 507th Fighter Group, he soon chalked up another first as he flew a 74N long range fighter from Hawaii to Okinawa, with only one refueling stop.

It was while in the Southwest Pacific that Pappy flew some of his most interesting missions,

including the time that he strafed his own Phu Loi Air Strip—where his own 74th Reconnaissance Airplane company is now based. "The Japanese owned it then, and everything else around here," he says. "Our mission was to harass them as well as do some material damage. We strafed it pretty well."

But perhaps his biggest day was when he escorted the Enola Gay B-29 bomber on its Nagasaki Atomic Bomb run. "I don't think any of us imagined how powerful that thing was."

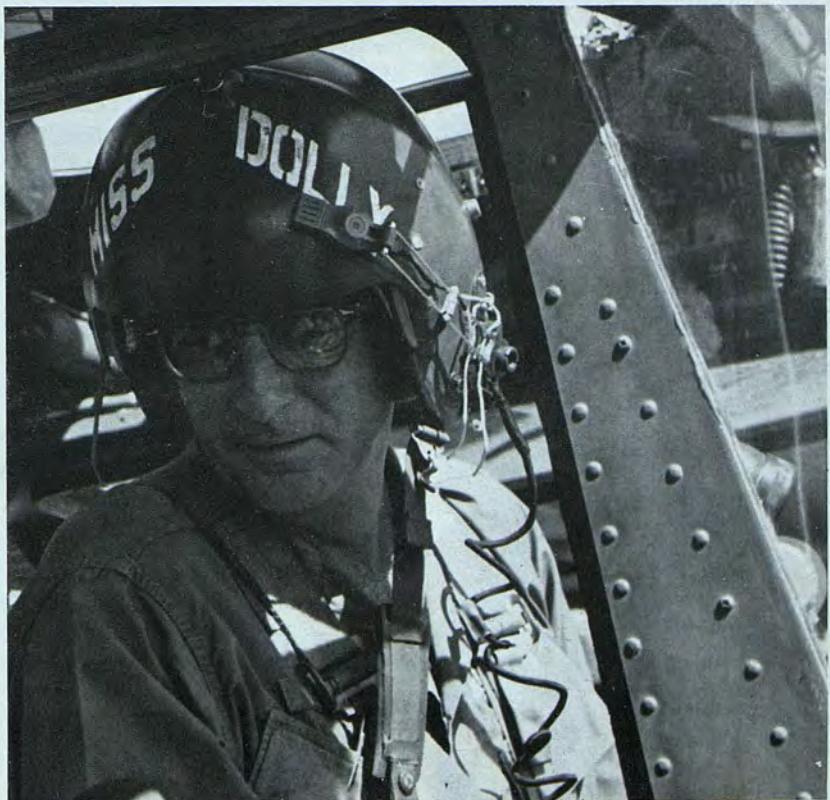
And now CWO Pappy Devine

is in the air again, flying his O-1 Bird Dog, Miss Dolly, in support of the 18th ARVN Division at Xuan Loc.

How much longer will Pappy keep flying? "The more I fly, the more I want to fly," he says. "But I'm getting older now, and maybe I should let the younger lads take over some of the missions. But I still like it up there, and I guess I always will. It's just that when flying gets to you it stays with you. I suppose it always will."

Knowing Pappy Devine, it always will.

*...and now, at the controls of "Miss Dolly."*



# CALL HOME VIA MARS

"AB8AD this is AB8AN," is a phrase quite familiar to personnel in the communication section of the 13th Combat Aviation Battalion.

AB8AN is the Military Affiliate Radio System station of the 13th Battalion, located in the Mekong Delta.

A member of the U. S. Army Vietnam MARS system, the station is one of the busiest in Vietnam. During the month of November, more than 500 calls were placed by Americans serving in Vietnam to their families at home. Of those placed, 378 calls were completed. Negative calls and person-to-person calls in which the party was not present caused the cancellation of the remainder of the calls placed.

Centrally located in the Mekong Delta, the station provides service to all members of the

*Tense waiting....*



U. S. forces stationed throughout the 12,000 square mile Delta area. Calls are even frequently placed through Saigon, approximately 70 miles to the north.

Especially appreciative of the MARS facilities are the many U. S. advisors stationed in the small villages and hamlets throughout the Delta that have no telephone service. When these advisors make one of their infrequent visits to the 13th, every effort is made to give them special consideration.

The procedure for placing a call is kept as simple as possible in order to serve the greatest number of people and, at the same time, give equal consideration to the priority of the calls. When an individual requests a call be made, a card is filled out and placed on the bottom of the pile of call requests. When the card reaches the top of the pile, the call is made.

A two to three week waiting period is normal for routine calls. Emergency calls, however, are given top priority and normally completed within a few hours after being requested.

When an individual's request for a call comes to the top of the list, he is notified that his call is being placed and to stand by on the telephone until contact is made. The call is normally limited to approximately five minutes to enable as many calls as possible to be transmitted.

A typical operation begins about 10 p.m., when preparations are begun for another night's work. The network, a group of

stations with one station acting as central control, usually opens about 11 p.m. When a "stateside" station with an acceptable signal is contacted, a round-robin type operation begins.

AB8AN is always ready when the time comes to place its allotted two calls per round. "We know how much it means to be able to speak to someone from home," said Specialist 4 Roy Robinson, one of the MARS operators at the 13th Battalion.

Many mornings and even late in the afternoon, the night operators can be found still trying to place a few more calls before closing the station to rest up for the coming night's operations. When the night operators are not on the air, other personnel can always be found trying to place a few more calls home.

*...as the call goes through.*





AVBA

DEPARTMENT OF THE ARMY  
HEADQUARTERS 1ST AVIATION BRIGADE  
APO SAN FRANCISCO 96384  
"NGUY HIEM"

1 March, 1968

SUBJECT: Reemphasis on Safety

TO: The Officers and Men of the 1st Aviation Brigade

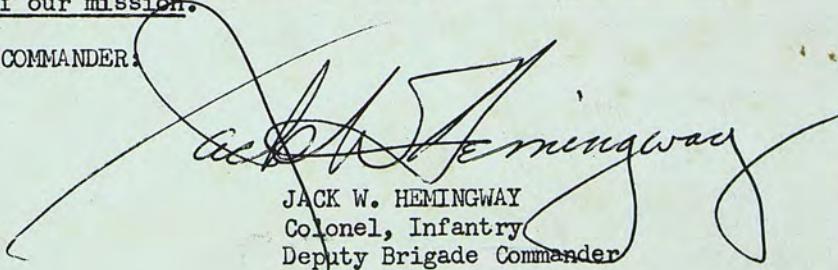
1. A review of 1967 reveals that despite the outstanding success enjoyed by the 1st Aviation Brigade in combat operations, our performance was somewhat less impressive in the area of non-aviation safety.

2. During the past twelve months, Brigade vehicles have been involved in ten traffic accidents which have killed. A recent Military Police survey showed that 50% of all fatal accidents could have been prevented by using normal defensive driving techniques. Good driving habits, common sense and highway courtesy can reduce, if not eliminate, the needless loss of life and property on the road. Careful driver selection, training, and command supervision of vehicle usage to reduce our exposure to accidents will achieve the desired reduction in accidents in 1968.

3. The accidental discharge of weapons in the last 90 days has placed two pilots in the hospital. These shootings both resulted from carelessness. Commanders will insure that individuals are armed only with the weapon authorized their positions, that each man is properly trained in the use of this weapon and that all war trophy weapons are secured in unit arms rooms.

4. Related to accident prevention is the attitude of our personnel toward the Vietnamese people. The pocket card, "Nine Rules", which is to be carried by all U.S. military personnel in RVN, clearly presents the responsibility which each of us bears. A positive attitude promotes positive actions and will contribute immeasurably to the accident-free accomplishment of our mission.

FOR THE COMMANDER:

  
JACK W. HEMINGWAY  
Colonel, Infantry  
Deputy Brigade Commander

