

# ***HAWK***

SEPTEMBER 1967







## 1ST AVIATION BRIGADE

# HAWK

SEPTEMBER 1967

VOLUME 1

NUMBER 1

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# NEWSLETTER



*The first known tactical lift of a 155mm howitzer by a CH-47 "Chinook" in Vietnam was performed by the 147th Assault Support Helicopter Company. The 147th was Supporting elements of the 9th Infantry Division.*

**ARMY TESTS NEW ROTOR BLADE---**A new concept of helicopter rotor blades is being studied under a research contract from the U.S. Army Aviation Materiel Laboratories. Kaman Corp., Bloomfield, Conn., will analyse a "controllable twist rotor." which the firm invented. The Kaman study will determine what performance gains can be achieved by the controlled twist and during what flight conditions it will be most useful. The controllable twist rotor is operated by two independent control systems, which determine both blade pitch and blade twist when operated simultaneously. (ANF)

**NEW LONG-RANGE SIGHT FOR HELICOPTERS--**The Army will evaluate a new lightweight sight designed to help helicopter crews acquire and track targets at significantly greater ranges than now possible. Developed by Dynasciences Corp., the sight will be tested in various types of Army helicopters in Southeast Asia. In tests at Aberdeen Proving Ground, Md., the sight enabled observers to identify specific targets from ranges of 2,200 to 3,500 meters, compared to 400 to 800 meters without the device. (ANF)

**WIVES OF SERVICEMEN** stationed in Vietnam may now fly to Hawaii at reduced fare to meet husbands on R&R, the Department of the Army has announced. Airlines offering the new 25% reduction in rates are Northwest, Pan American, and United Air Lines.

The special round-trip economy class ticket, available only to wives of soldiers in Vietnam, is \$165 plus tax. The previous economy fare was \$200 plus tax.

The new reduced fare is applicable only to air travel from the west coast to Honolulu and return. All travel must be completed within 15 days after the date of departure.

To be eligible to buy a ticket wives must present a copy of the MACV R&R leave form and a modified DD Form 1580. The DD Form 1580 must show the husband's leave will be in Hawaii.

Tickets may be purchased from any airline office, Joint Air Military Ticket Office, or by the sponsor from an airline agent in Vietnam.



*The XH-51A compound (winged) helicopter has set a new world's speed record for rotorcraft. The Lockheed-developed rigid rotor aircraft reached a top speed of 302 miles an hour in tests for the U.S. Army Aviation Materiel Laboratories. The four-blade XH-51A is 32 feet long, 9 feet high, and has a rotor diameter of 35 feet. Wing span is 17 feet. The 5000-pound vehicle is powered by a turbine engine and an auxiliary jet engine (seen on left wing).*



# BRIGADE PERSPECTIVE

For more than a year, the 1st Aviation Brigade has demonstrated the versatility and dependability of Army aviation in Vietnam. Brigade companies fly in support of all U.S., Army of Vietnam (ARVN), and Free World Military Assistance Forces (FWMAF) in the four corps areas.

The mission of the 1st Aviation Brigade is to provide command, staff planning, and administrative supervision of assigned aviation groups and battalions. Headquartered at Long Binh, the brigade is the Army's largest operational aviation command.

Organized on March 1, 1966, as the U.S. Army Aviation Brigade (Provisional), the brigade joined the ranks of the Army's official force structure May 23, 1966. Lieutenant General Jean E. Engler, then Deputy Commanding General, U.S. Army Vietnam (USARV), formally presented the 1st Aviation Brigade colors to then Brigadier General George P. Seneff Jr., brigade commanding general.

More than 50 combat aviation companies make up the brigade and are assigned throughout Vietnam, from the Demilitarized Zone (DMZ) to deep in the Mekong Delta. The brigade is composed of two combat aviation groups and two separate combat aviation

battalions.

The 12th Combat Aviation Group is headquartered at Long Binh and provides aviation support to II Field Force.

Headquartered at Nha Trang, the 17th Combat Aviation Group supports I Field Force.

The 13th Combat Aviation Battalion provides direct aviation support to the ARVN IV Corps in the Mekong Delta.

The 210th Combat Aviation Battalion supports the Capital Military District as well as Military Assistance Command Vietnam (MACV) and U.S. Army Vietnam (USARV) headquarters.

The 1st Aviation Brigade has more than 16,000 men to fly and maintain its more than 1,300 helicopters and fixed-wing aircraft. Most of the non-divisional aviation units in Vietnam wear the brigade's distinctive "Golden Hawk" shoulder patch.

In the skies over Vietnam 24 hours a day, brigade aircraft provide direct fire support, aerial troop and artillery lift capability, surveillance, reconnaissance, administrative and liaison aviation support for the ground forces.

A look at a recent month's operational statistics of brigade units gives an insight to Army air's many tasks. In that month brigade aircraft flew 83,288 hours, trans-

ported 393,556 passengers in 218,408 sorties, and moved 35,775 tons of cargo.

Brigade aircraft participate in nearly every major combat operation in Vietnam. In the same month, brigade aircraft accounted for 704 Viet Cong killed, 710 structures destroyed or damaged, and 584 sampans sunk or damaged.

Army aviation's involvement in Vietnam began in mid-December 1961 with the arrival of the 57th Transportation Light Helicopter Company at Tan Son Nhut. The unit's H-21 "Flying Banana" helicopters were placed in direct support of the ARVN III Corps.

By June 1962, the famed UH-1 "Hueys" had replaced the H-21s. Today the turbine-powered Huey symbolizes the U.S. effort in Vietnam more than any other single piece of equipment.

Before 1965, the U.S. endeavor in Vietnam was primarily an advisory and assistance function. Since then, with the massive infusion of U.S. and FWMAF men and equipment, Army aviation has expanded to meet the demands. The 1st Aviation Brigade will be in the forefront developing the necessary tactics and doctrine to effectively operate and maintain the new types of equipment and materiel being developed for Army aviation in Vietnam.





Major General George P. Seneff Jr. is the USARV Aviation Officers as well as the 1st Aviation Brigade commanding general. He has supervised the growth of the brigade from its provisional status to where it is now the largest aviation command in the Army.



One of the most common sights throughout Vietnam, UH-1D pull pitch after depositing troops into an LZ. The Huey is the primary aircraft used in Vietnam for combat assaults. It also serves in logistic support, liaison, medical evacuation, and command roles.

The OV-1 "Mohawk" is the most sophisticated aircraft in the Army aviation inventory. A reconnaissance airplane, it has visual, photographic, infrared, and side-looking airborne radar (SLAR) capabilities.



A CH-47 "Chinook" lifts a downed 'Hook'. The CH-47's primary roles in Vietnam are resupply, artillery movement, and aircraft recovery. In Vietnam, Chinooks carry up to 8,000 pounds internally or externally.



## Editorial:

# "WE THE PEOPLE"

"We, the people..." Every American is familiar with these words from one of the most famous documents in history. These words are a proud proclamation of the God given right of each man to have a say in how he is governed. They state a basic principle of democracy.

In two world wars and several smaller wars during our history, Americans have fought to uphold democracy and the precious freedoms it affords. Americans and members of other Free Nations are here in Vietnam fighting to help a nation retain its right to say, "We, the people". And each serviceman has gone home at the end of his tour with a better understanding and a greater pride in what America stands for.

Democracy, by strict definition, means "rule by the people". But democracy, like the individual rights it offers, is subject to individual definition. To the business minded, it means free enterprise. To the religious, it means freedom of religion. To those interested in world and domestic affairs, it means they can stand up and freely voice their opinions, even though they may disagree with the leaders of the nation.

Democracy is all these things and more. There are as many definitions as there are people. But in the final analysis, democracy is people. People who, by virtue of their freedom, can be individuals, yet at election time can join at the polls and as a majority say, "We, the people".

This is the miracle of democracy. In any country, at any time, it's worth fighting for.



Chaplain (LTC)  
Francis A. Knight

## Chaplain's Corner

Someone suggested that in order to have a better society, we should resurrect the dead and bury the living. Most of us will recognize this as the thoughts of a pessimist who disallows any progress and is convinced that the next generation is "going to the dogs".

Progressive people are convinced that real progress is being made. We admire the spirit of a grave marker: "Sacred to the honor of Jonathon Thompson, a pious Christian and affectionate husband. His surviving widow continues his grocery business at the enlarged store on Main Street with the best prices in town."

Sometimes we need to evaluate ourselves as individuals. Too often, people complain that they are in a rut and that life has become a dull routine. Maybe we need fewer tranquilizers and more energizers. We need to see new horizons and set new goals. Bigger and better things are being done, day after day. If we want to stay in step, we can "get with the program". We can be a part of the bigger and better things.

## COUNSELOR'S CORNER

It is a great pleasure to have the "Counselor's Corner" appear in the first issue of HAWK. We would like to take the opportunity to express our best wishes to the Information Office of the 1st Aviation Brigade for this fine achievement in the publication of HAWK.

In future issues we are in hopes of keeping you, the men of the 1st Aviation Brigade, posted on up-to-date developments concerning your career in the U. S. Army.

Reenlistment in today's Army means many things to many people. Technical advancements, in and out of the service, are opening new horizons requiring more specialized skills and abilities. Yet with all this technical paraphernalia, many men seek only simple skills, travel or adventure.

Regardless of what your goal may be, plan ahead. The only cost to you for inquiring into your future is time.

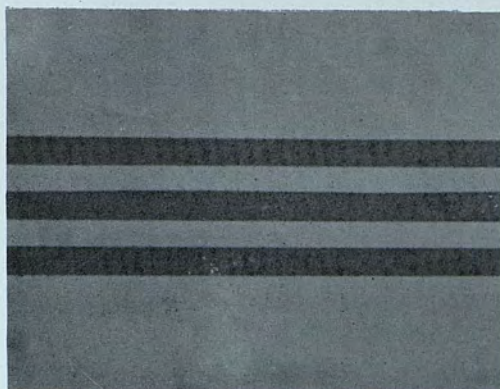
Remember, a career counselor is no master of "black magic". He uses no gimmicks to rope you in and he doesn't twist your arm. Talk costs you nothing, but *not* talking could cost you a lot...be seeing you around!





# About Vietnam..

## FLAG



The yellow in the flag is the color of the Emperor of Vietnam. The three red stripes represent the empires of old Vietnam—Tonkin, Annam, and Cochin China. During the French domination of

Indochina, the flag of Annam was used. It was yellow with a single large red horizontal stripe running through it. The present flag was adopted in 1948.

## COAT OF ARMS



Flexible bamboo symbolizing consistency, faithfulness, and vitality dominate the coat of arms. The bamboo is flanked by a writing brush, symbol of culture, representing strength and determina-

tion. Bamboo is typical of the countryside and is associated with the countryside. Bamboo also typifies a gentleman because of its flexibility and modest appearance.





# NON-STOP PARADROP

Civic affairs actions take on many forms in Vietnam, and recently an Army "Birdog" pilot came up with a colorful new twist for making friends with children in III Corps.

"I had put in many hours flying convoy cover for various units over here," said Captain Earl R.

Kelton, an O-1 pilot with the 11th Battalion's 184th "Non-Stop" Reconnaissance Airplane Company, "and always noticed the boys and girls who came out to wave at the troopers as they moved past. I thought it was time to say 'hello' to them."

Saying "Hello" took a novel

twist when the 11th Battalion O-1 pilot decided to paradrop his greetings to the children. Staff Sergeant Joe Holloway, a platoon sergeant, obtained an old flare chute from surplus stocks. The chute was cut into small hexagons, each about a foot and a half across. The nylon shrouds from



the original chute were cut down to accomodate the smaller canopy. Then, the payload was added.

Two crewchiefs, Specialist Five William King and Specialist Four Larry Guyot, provided the cargo. Rolls of candy and packs of gum were taped together two at a time and attached to the shroud lines.

Of the first drop, Kelton says, "I had an afternoon convoy cover along Highway 1 and took two parachutes along for the first test. I made two drops, one south and one east of Xuan Loc."

"Non-Stop Paradrop," as Kelton calls his creation, was an immediate success. "It was beautiful," the Birdog pilot relates. "At first the kids were apprehensive, then astounded, and finally

downright excited about the whole thing."

"The technique is to first test the wind, then drop flaps and go in low and slow and drop the chutes from 50 or 100 feet. The little chutes deploy just like the big ones if all goes well."

So far, all has gone well for the program. Non-Stop Paradrop has made more than a dozen drops through the eastern half of III Corps, and all were successful. "The obvious joy that lights up the faces of the children makes all the work more than worthwhile," Kelton states.

Improvements continue as the program goes on. Various sizes and shapes of canopies and different lengths of shroud lines have been tried. But the original

formula works best. Food coloring is being used to dye the chutes.

There has been an added development that Kelton is proud of. The program has caught on in the company and crewmen donate their extra stocks of chewing gum and candy sent from home. They're an enthusiastic part of the project now. "I have to give them a status report on all drops as soon as I'm back on the ground."



*Boy in village waves roll of candy and smiles approval.*

*Villagers in War Zone D watch paradrop*





# COMBAT ASSAULT

Story and Photos by Sp 4 Bill Guffey



Kneeling ROK soldier keeps a watchful eye for trouble while others board a 129th slick in an insecure PZ.

It is still dark, but the airfield is alive with activity. Crews making last minute checks of aircraft, guns, ammunition. Pilots walking across the pad toward their waiting aircraft, carrying flight helmets and talking animatedly. Men and machines preparing for action.

While waiting for the "go" signal, a pilot jokes with his crew chief. "Now, I'll tell you just where 'ol Charlie's gonna be. The last time we went into an LZ in that area, he was just ahead and to the left of us, at about 11 o'clock. Keep your eye out for him there, and when he pops his head up, blast him."

"But don't kill him!" interrupts the aircraft commander in mock

seriousness. "That Charlie is a lousy shot, and if you kill him, they might replace him with somebody who can shoot!"

The time for takeoff arrives, and the pilot and aircraft commander take their places in the aircraft.

"Clear?"

"Clear, sir!"

"Comin' through!"

Moments later, they pull pitch and are airborne, one of many-going on a combat assault mission.

The above scene, with variations, takes place many times daily in units of the 1st Aviation Brigade throughout Vietnam. These ships are performing one of the most important roles played by the helicopter in Vietnam: taking the ground troops to where the

action is.

Sometimes the combat assault lasts for only a few lifts, sometimes all day. On a recent operation in the highlands, the 48th, 129th, and 188th Assault Helicopter Companies teamed up with the 196th and 180th Assault Support Helicopter Companies for a CA that lasted 12 hours. The assault, jointly commanded by Majors Robert L. Young, commander of the 48th, and Bobbie B. Fernander, commander of the 129th, lifted elements of the Korean Capitol and White Horse Divisions—nearly 6,000 men—into several LZ's.

Only moments before dropping in the troops, the LZ's are pounded with artillery and ordnance. The "prepping" is designed to

run Charlie out of the area, giving the ground forces the opportunity to unload safely and organize for the search and destroy operation. But Charlie doesn't always cooperate. On the same CA, on the initial assault into one LZ, four VC were killed and two enemy weapons captured.

As the combat assault progresses, the operation falls into a well-coordinated pattern: pick up the troops in the PZ, take them to the LZ and drop them off, take them back to the PZ for more, until all lifts are completed. Then the helicopter crews can relax and head back to base camp for some chow, a good cold drink, and to swap stories about another successful combat assault.



ROK soldier watches as a 48th Assault Helicopter Company slick brings more troops into the LZ.

In the pale light before dawn, Korean soldiers board the 48th slick that will take them to the search and destroy area.



129th Assault Helicopter Company chopper flies over the LZ, which is still smoking from artillery and Air Force ordnance prepping only moments before.



As a chopper from the 48th brings the Korean troops into the LZ, it encounters tall elephant grass, which obscures the ground and makes landing difficult. In such a case, the soldiers jump into the LZ while the ship hovers a few feet off the ground.





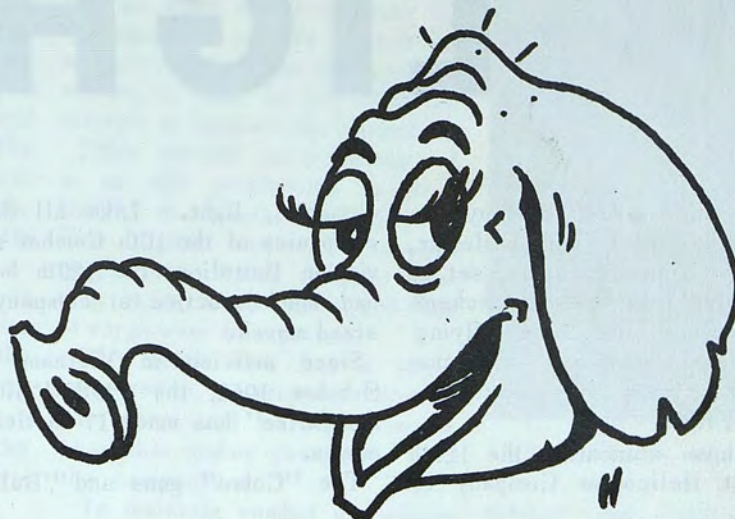
CORINNA TSOPEI  
A 20th Century-Fox Player

HAWK  
HONEY





# ELEPHANTS HE SAID



The Intelligence Officer (S2) wouldn't believe it, so the observation pilot had to produce proof that elephants were making the scene.

Captain David L. Woods was an O-1E "Birdog" pilot with the 183d Reconnaissance Airplane Company, 223d Combat Aviation Battalion, in Ninh Thuan Province. He flew over the area hundreds of times and reported numerous sightings to the intelligence people.

For two months he reported

sightings of elephants in the province. The sector S2 ignored the pilot's reports because elephants had rarely been reported in the province. Viet Cong often use elephants to move supplies and the "Sea Horse" aviator was determined to prove their presence.

While flying in support of a Special Forces camp one day, Captain Woods saw an opportunity when he landed. While coordinating with the camp commander, the discussion turned to ele-

phants. Captain Woods explained his problem and the two devised a plan to convince the S2 that elephants were in the area.

Later that day, Captain Woods walked into the sector S2 office and requested to see the doubting intelligence officer. When admitted to the office, he said that he had proof of elephants in the Phan Rang area. He opened the large parcel he had brought in and gave the S2 a calling card from an elephant.

The S2 believes elephants are in the area.



# AIRMOBILE LIGHT

When an aviation company can dismantle, pack and palletize, move to a new location, set up everything from tents to kitchens to showers, and begin flying operational missions from the time it arrives, it's called airmobile, light.

By those standards, the 129th Assault Helicopter Company is

airmobile, light. Like all the companies of the 10th Combat Aviation Battalion, the 129th has had much practice at company-sized moves.

Since arriving in Vietnam in October 1965, the 129th "Bite and Strike" has made 17 tactical moves.

The "Cobra" guns and "Bull-

dog" slicks of the 129th have flown in support of most U.S., Vietnamese, and Free World Military Forces in II Corps. Now based at Lane Army Airfield, west of Qui Nhon, the 129th is providing aviation support to the Korean Army's (ROK) Capital Division.

Now commanded by Major Bobbie

*Within minutes of arriving at a new location, 129th "slicks" and "guns" begin flying operational missions. Usually the company is emplaced in the afternoon of the move.*





B. Fernander, the 129th has systemitized their moves so that within minutes of receiving the alert from battalion, every man in the company moves to his assigned area and begins packing. Everything is packed aboard rolling stock or standard 6'x8' pallets and loaded on C-130. The equipment is taken to the airfield nearest the new location.

Where necessary, the equipment is moved overland from the airfield to the company's location. The 129th has a standardized layout for the company area and the tents are raised according to the plan.

The "Bite and Strike" aircraft begin flying operational missions from the time they arrive at the company's location. Generally the guns and slicks depart an area immediately upon receiving the movement order from 10th Battalion.

Only mission-essential equipment goes with the company on a move. Major Fernander says, "We carry only what we need."

At full strength with attachments, the company has more than 300 men assigned to it. The 394th Transportation Detachment and the 433d Medical Detachment provide medical and maintenance support.

Major Edward S. Rebholz' 394th provides the 129th's third echelon maintenance capability.

The detachment performs the periodic inspections for the 129th aircraft. If the movement order comes while an aircraft is in PE, the helicopter is reassembled for one flight if the company is to depart an area to be left insecure. If the area is to remain secure, a team is left with the aircraft to complete the inspection.

129th aircraft were maintained at an 89% availability in May. During the month, the company flew 12,908 sorties, accumulating 2,411 flying hours. More than 19,000 troops and 2,179 tons of cargo were transported.

The 394th also has a sheet metal shop, a prop and rotor repair shop, and an engine repair shop that makes every move with the company.

To maintain combat proficiency the 129th stages a monthly practice night combat assault without illumination. At sunset, pathfinders are put into an unsecured LZ. Later, during darkness, the pathfinders guide the CA lift into the LZ. The Cobra guns provide escort and cover as during a normal CA. After the practice lift has been made, aircraft return to the LZ and



394th shops go on all company moves.

extract the pathfinders under illumination.

The pilots and crewmen are impressed with the efficiency and "hustle" of the Korean soldiers they're supporting. In one day, a UH-1D "Bulldog" hauled 33 tons of cargo in 145 sorties. The helicopter was in the air 10 hours and 45 minutes. The pilot said, "We were on the ground only for minutes at a time."

*Everything in the company is completely air-transportable. Materiel not loaded onto rolling stock is packed and put on pallets. Only*



*equipment needed to perform a mission moves with the 129th.*





## MOS Spotlight:

# THE CREWCHIEF

"I'm sort of a flying service station attendant."

That's how one helicopter crew chief described his job. He's right, but he's also modest. The crew chief is that, and much more. He's a mechanic, a gunner, a general handyman.

He has to have his ship ready to fly on five minutes' notice in case of emergency. He often has to work late hours, checking, rechecking, and performing maintenance to keep his chopper in the best possible flying condition. He has to be thoroughly familiar with the M-60 machine gun, and use it when necessary.

His job is an important one. With more than 50 companies spread throughout the country, the 1st Aviation Brigade carries

the bulk of the Army aviation load in the Republic of Vietnam. These units are comprised of more than 1,300 aircraft, supporting Free World ground forces in various capacities as gunships, troop carriers, resupply and reconnaissance aircraft. Each ship has a crew chief responsible for keeping it flyable.

Training for this big job starts at one of the Army's aircraft maintenance schools, located at Ft. Rucker, Ala., and Ft. Eustis, Va. Many prospective crew chiefs come to these schools with an interest and aptitude in mechanics derived from working on automobiles prior to entering the Army. At one or both of these schools, the crew chief receives an intensive course of instruction in the

function and principles of rotary and/or fixed wing aircraft.

But the "training" does not end at school. Specialist Four Dennis Gardner, a Chinook crew chief with the 147th Assault Support Helicopter Company at Vung Tau, says, "School gives you a good background to work with, but the real learning comes after you get on the job. You meet a new situation and learn something new every day."

All of the crew chief's time is not spent on the ground, however. He flies with his ship, and when he's in the air, he sits behind an M-60 machine gun. This aspect of his job can often lead to excitement and the unexpected.

Specialist Four Larry W. Mackey, of the 187th Assault Heli-

*Cleaning and working on the "bird" are part of the crew chief's job.*







*The crew chief's work is never finished.*



*Sp4 Larry Mackey found flying part of his job.*

copter Company at Tay Ninh, found he had some unexpected "on the job training" during a recent combat assault. Mackey's Huey "slick" was taking troops into a hot LZ during the operation. "There was heavy small arms and grenade fire from the ground," he said, "and on the fourth lift into the LZ, both the pilot and aircraft commander were wounded."

Mackey and the gunner, Specialist Four John W. Burke, pulled the aircraft commander out of the left seat and Mackey took his place at the controls. While Burke gave first aid to the aircraft commander, Mackey flew the ship and gave first aid to the pilot. With instructions from the wounded pilot and the pilot of a ship flying

nearby, Sp4 Mackey flew the ship back to base camp.

Asked if he was scared, Mackey grinned and said, "There just wasn't timeto be scared."

Another "slick" crew chief, Sp4 John S. Hawley, with the 176th Assault Helicopter Company at Duc Pho, gives further evidence that the crew chief's job can be anything but dull.

Sp4 Hawley's ship was hit by a VC mortar round while evacuating wounded troops on an operation with the 101st Airborne. With their ship down, the crew had to stay in the LZ while the infantry was receiving fire. "Then those beautiful gunships came in and laid down protective fire so we could be picked up," he said.

In spite of the danger involved, Hawley's enthusiasm for his job is not dampened in the least. "I love to fly," he says.

And most crew chiefs agree with him. Sp4 Timothy License, a Huey crew chief with the 161st Assault Helicopter Company at Chu Lai, who goes home in three months, says, "I can't honestly say I'm going to miss Vietnam that much, but I'm sure going to miss flying."

But whether it's because of an interest in mechanics, desire for excitement, or just plain love of flying, all crew chiefs have one thing in common—they enjoy their work, and they do a tremendous job of keeping the ships in the air.



# "Sweet Thing" Joins Brigade

Her name is "Sweet Thing". At first glance, however, she seems anything but sweet. Her huge profile is ungainly, and her stance has the faintly menacing quality of a preying mantis about to spring on its victim. But those who know "Sweet Thing" swear by her.

"Sweet Thing" is a CH-54A "Skycrane", one of two which have recently been added to the 1st Aviation Brigade's inventory of Army aircraft. And the two big ships are welcome additions at their new home, the 147th Assault Support Helicopter Company "Hillclimbers" at Vung Tau.

According to Major John F. Moran, Jr., commanding officer of the 147th, the new Skycranes will increase the resupply capabilities of the Hillclimbers tremendously. Because they can carry a heavier load than the company's CH-47 Chinooks, heavy-lift operations can be performed in less time and with more efficiency than before.

Major Felix J. Bessler, one of four Hillclimber pilots qualified to fly the big ships, makes further comparisons between the Skycrane and Chinook. "The '54 is a little more maneuverable while carrying a heavy load than the '47," he said. "It can carry 18,000 pounds with special planning (normal load is 14-16,000), as compared with 8,000 for the Chinook. And with the special module attached, 67 troops can be carried." The Chinook's troop capacity is 44.

The Skycrane's crew consists of a pilot, co-pilot, flight engineer and crew chief. The flight engineer and crew chief operate the hoist from the plexi-glass enclosed aft cockpit. There are also controls in this cockpit with which a third pilot can fly the aircraft when necessary.

Pilots and crew members receive a special course of instruction in the operation and maintenance of the Skycrane at the Sikorsky factory in Stratford, Conn., before taking charge of their ship. This training is supplemented by a 30-day school at Nha Trang when the crew arrives

in Vietnam.

The Skycrane in operation is impressive. Carrying a 2½-ton truck, a Huey, or even her little sister, the Chinook, she loses all traces of awkwardness. She becomes an efficient, mobile machine, capable of pulling a heavy load with ease.

With several outlying infantry and artillery units almost completely dependent upon the helicopters of the 147th for supplies, "Sweet Thing" and her sister ship will perform an important job. They will give added meaning to the Hillclimber motto, "No Hill for a Climber."

*"Sweet Thing" lifts heavy objects with ease.*







SARGE, HE WAS SAYIN' SOMETHING ABOUT  
JOHN WAYNE NEVER USED A MONKEY BELT...  
WHY SHOULD I?

FILE





This is the first of many issues of HAWK to come your way. It is in part a representation of your activities as well as an outlet for command information. It's your magazine. We ask that you contribute by writing for it. You don't have to a professional journalist to accomplish this. Any experience or topic having to do with an activity in your unit which you think would captivate the interest of others, in and out of the brigade, is the kind of story we are looking for. If you have a story to tell, don't hesitate to send it to us. If it needs alteration, let us do it. We'll by-line you, anyway. Use HAWK as a means to relate your story. Send your material in raw form, if necessary, to: HAWK, Information Office. 1st Aviation Brigade. We'll be looking for it.

Ed.