



HAWK TALK

7TH ARMORED SQUADRON 1ST AIR CAVALRY BLACKHAWKS



The official publication of
HawkTalk Newsletter.

The Blackhawk association is a non-profit, non-political, fraternal organization. The principal objective is to preserve our history, to bring old friends together, to make new friends and to remember those fellow Blackhawks who made the ultimate sacrifice.

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**Official Blackhawk
Website
www.blackhawk6.com**

SPRING / SUMMER EDITION 2006

**PHOTO BY
E.H. BAEZA
CARROLLTON, TX.**



**This Years BLACKHAWK REUNION Is September 21th - 22nd - 23rd - 24th- 2006
FORT RUCKER, ALABAMA**

Fort Rucker is a U.S. Army base located mostly in Dale County, Alabama. It was named for Confederate General Edmund Rucker. The base is the primary flight training base for Army Aviation and is home to the United States Army Aviation Museum. Portions of the base also lie in Coffee, Geneva, and Houston counties. It is treated by the United States Census as a census-designated place, and so specific demographic information is compiled on the base's residents. The Army is pursuing the most comprehensive transformation of its forces since the early years of World War II.



The Army Campaign Plan provides direction for detailed planning, preparation and execution of the full range of task necessary to provide relevant and ready landpower to the Nation while maintaining the quality of the all-volunteer force and undertaking this transformation.



**From the Desk
of the Director
Edward W. Thomas**

I hope this letter finds everyone making plans for the Blackhawk reunion. This is shaping up to be a great weekend. If you haven't sent in your reservation yet, you need to get on it. I would like to give a special acknowledgement to Tim Nekich for the long, hard and thankless job he did as the Hawk Talk editor. Tim, I know that you will continue to be a vital part of the organization and make many more contributions in the future. Thanks for a job well done. As this will be my last letter, I want to make one last effort in asking for your help with the "Taps" section of our newsletter. If you know of a Blackhawk who has passed away, and has not been reported in our newsletter, please let us know about him. Enclose as much info as you can, i.e. when he served, cause of death, and family info. Our Newsletter is the "Life-Line" of this organization, and we need to continue to provide input to it. Send in your stories, addresses of lost members, and anything else that might be of interest to the organization. In closing, I want to say that it has (been an

honor serving as the Director for the past two years and thanks to all of you have helped make the 7th of the 1st Air Cav Association a great one. Keep up the good work.

**Edward W. Thomas
Director**



**From the Desk
of the Membership
Director
James Preston**

Well this will be our last newsletter prior to the reunion at Ft Rucker. Hope to see ALL of you there. I would like to start out this time with some overdue thanks to some of the men who have made all of this possible. First we all owe a debt of thanks to Paul Hanson. Without his effort to locate some of his buddies this association would probably have never got started. My understanding is that it started with just a few guys wanting to get together and have a few drinks and grew to where we are today. Thanks Paul. We need to also thank Michael O'Reilly who kept the ball rolling for several years. Thanks Mike. Also many thanks to our Webmaster,

Lou Sanders who set up the Blackhawk web site and maintained it since its inception. Thanks Sandy. Let's not forget the years of hard work that Richie Kloefer and Wayne Packard have given to this association. Thanks Richie and Wayne. Thanks also to Tim Nekich who took our newsletter to a new level, that we sorely needed at the time. We also should not fail to thank all of the men who have stepped up to the plate in the past and served the association as

bership director comes to a close. I want to thank also the men who helped me make a lot of phone calls, in different parts of the country. Each call was a great help in our membership efforts.

- Jim Fowle - NH**
- Glen Jasper - KY**
- Robert Stephens - FL**
- Michael Smith - CA**
- Ken Upton - TX**
- Joe Resnick - VA**
- Gary Joyner - IL**

Association	Membership Status
249	Lost Members
278	Current Members
80	Life Members
23	Honorary Members
9	Associate Members
14	On Hold
815	No Longer Current
86	Known Deceased Blackhawks
	After Vietnam
1554	Names

Leaders and board members. I'm afraid that anytime you start thanking people in public for the things that they have done, you run the risk of leaving someone out. If this has happened here you can be assured that it was unintentional and you all have my greatest gratitude. Now it is time for some new blood to step forward and take this association on to even higher levels. I know that there are members out there who can do this. With the coming elections at the reunion this Sept. my term as the mem-

It has been interesting and I have made a lot of contacts with several men who I hadn't talked too in many years. I would urge each of you in the coming year to invite at least two men to join the Blackhawk's in the coming year. Most of us know a few people that we served with that are not currently members. If only 50% were to join, the association would double. This association will only succeed if we the members work at it.

Continued Next Page

Continued from page 2

Each of us needs to assume some responsibility to ensure that the Blackhawk Association continues to grow. Have a great summer and I hope to see you all at the reunion at Ft Rucker in Sept.

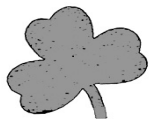
James Preston

Editor's Note

Please be advised the HawkTalk newsletter can be downloaded in full color, with enhanced features such as sound and video or B/W from our website at www.blackhawk6.com You have 3 to choose from.

Blackhawk Email addresses are also available now. Send a message requesting one to, webmaster@blackhawk6.com

USED CARS - LAND - WHISKEY - MANURE - NAILS
FLY SWATTERS - RACING FORMS - BONGOS



Thomas D. Joyce
O
C

WARS FOUGHT
REVOLUTIONS STARTED
ASSASSINATIONS PLOTTED
GOVERNMENTS RUN
UPRISINGS QUELLED

(719) 520-0363

TIGERS TAMED
BARS EMPTIED
VIRGINS CONVERTED
MEXICAN GOLD
ORGIES ORGANIZED

ALSO PREACH AND LEAD SINGING FOR REVIVAL MEETINGS

**Financial Report
Richard Kloepfer
Treasurer**

This report covers the period:
8/19/05 to 5/31/06



Message From The Treasurer

I hope this Newsletter finds all of you well. I just want to let you all know that we already have a good turn out for the reunion this year. If you have any thoughts at all about coming, please sign up today. As time goes on we just don't know if there will be a chance for another reunion. If you've been to any you know how much everyone enjoys them and if you haven't, then you really need to join us and see for yourselves.

Please keep in mind that we do have a raffle at every Banquet Dinner so if you have something you would like to donate please put it on the side so you don't forget to bring it. Anything that you have to donate would be greatly appreciated.

One thing that I can't say enough times is that if you are moving or do not want to receive our Newsletters PLEASE let me know. It is very draining on our finances to have to send and resend Newsletters unnecessarily. Since we only have 79 Life members and 156 up to date on their dues it would be most considerate to us all. Thank you and hope to see you all at Ft. Rucker.

Richie Kloepfer
Treasurer

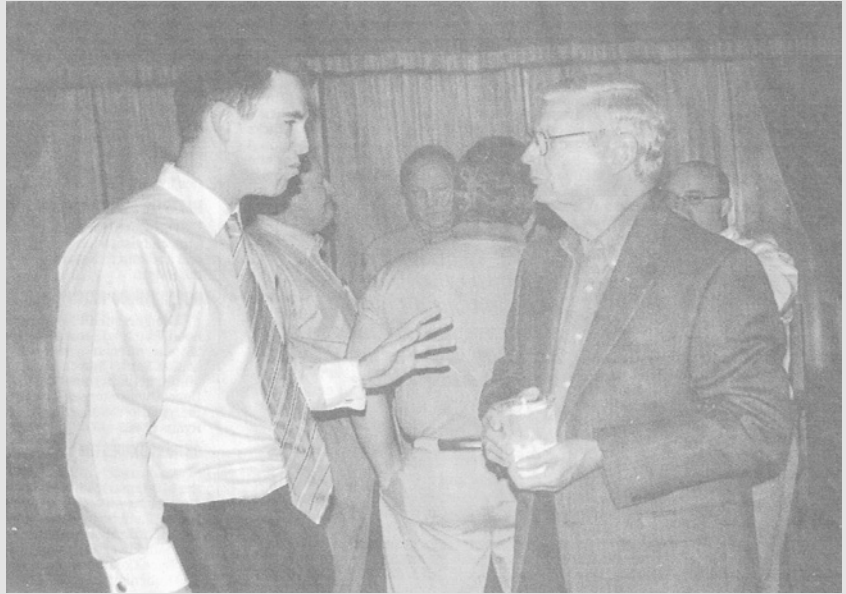
Balance	08/19/05	22,541.83
Deposits:		
Membership Dues	4,000.00	
Merchandise	4,346.50	
Reunion (2005)	2,700.00	
Reunion (2006)	2,215.00	
Donations	128.00	
Special Donations	482.00	
Total Deposits	13,871.50	13,871.50
		36,413.33
Expenditures:		
Merchandise	<2,347.67>	
Merchandise Postage	<289.60>	
Newsletters & Postage	<4,440.03>	
Searches	<240.00>	
Reunion (2005)	<4,029.86>	
Roster & Postage	<494.43>	
Refunds	<147.50>	
Special Donation	<300.00>	
Returned Cks. & fees	<454.00>	
Total	<12,743.09>	<12,743.09>
Balance	05/31/06	23,670.24

Commander
Bill Beaty Submits

My fellow Blackhawk Aviators, Soldiers and most of all HEROES. I used the word hero because today everyone serving in Iraq and Afghanistan returning home are referred to as heroes. There is nothing wrong with that, so, if you haven't heard it in awhile you were all super Blackhawk Heroes. I recently attended a fundraiser for the Boy Scouts of America. The guest speaker was CWO Ron Young Jr. Mr. Young was an Eagle Scout as was I. You might recall the name; he made the national news as one of the first prisoners of war taken during Operation Iraqi Freedom, March 23, 2003. This was four days into the war. I thought some of you would enjoy reading something good for a change, so I received permission from The Moultrie Observer to print this article. I was an innocent by-stander when this photo was taken and I was drinking lemonade at the time!! Hope to see you all at Fort Rucker in September.

Bill Beaty

A POW in Iraq



John Oxford/The Moultrie Observer

THE NEXT GENERATION: Ron Young, at left, speaks with Bill Beaty Thursday at a fundraiser for area Boy Scouts. Young served as an Apache helicopter pilot during Operation Iraqi Freedom but was shot down and taken as a prisoner of war for two weeks. Beaty, a retired colonel, served as a helicopter pilot during the Vietnam War.

Helicopter pilot speaks at Boy Scout event

MOULTRIE - One of the first American prisoners of war taken during Operation Iraqi Freedom shared about his experience during those 14 days to a group of about 25 people Thursday evening. He was the keynote speaker at a fundraiser held at the Ashburn Hill Plantation by the Boy Scouts of America Suwanee Paver Area Council.

Ron Young Jr., a chief warrant officer in the U.S. Army during Operation Iraqi Freedom, said he had been stationed in Iraq for about three months when the war began. On the night of March 23, 2003 - four days into the war - he was part of squadron of 18 Apache helicopters that flew a mission to Karbala to take out a school being held by the Medina.

The helicopters experienced heavy unexpected fire from Iraqis on the ground during the mission, Young said. He saw several streaks of white light going by his Apache as well as

"It hits home how fragile life is to see guys die right in front of you."

**Ron Young
Pilot and POW during Iraq war**

in between the other helicopters in his fighter unit, which scared him." I went through a religious experience," Young said. "I saw tracers coming up between Apaches, and I was scared. It was total chaos in the air."

Young said, he was able to spot on of the Iraqi shooters on the ground, but the weapons malfunctioned as he attempted to return fire. The helicopter lost one of its engines and smoke began to fill the cockpit - then Young's co-pilot, David Williams, got shot in the foot.

The Apache came down to the ground after flying for 20 to 25 min-

utes, and Young said he immediately jumped out of the cockpit. He got Williams out of the cockpit, and both took off running for cover as Iraqis shot at them

The two are able to run for about an hour-and-a-half, ducking into a tractor rut and swimming in a pond, avoiding the Iraqis, Young said. While on the run, American jets dropped bombs close to where they were hiding, and they saw another helicopter shot down and explode.

"It hits home how fragile life is," Young said, "to see guys die right in front of you."

Young said, he and Williams were eventually surrounded by a group of Iraqis and surrendered. Both were tied up, and Young was hit in the back of the head with one of the Iraqi's rifles.

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Rolling Thunder

By David Lemieux

Usually it's about the ride. Rolling Thunder this year for me was about the destination. Having decided to stand on the parade route and greet the riders as they pass in review instead of riding in the parade was a fateful decision. I'd known about but hadn't really thought about the Gold Star Mothers that lead the parade every year in remembrance of the service men and women that have given their lives in service to their country. As they passed my position this time emotion welled up as I saw many women crying as we waved to them. It reminded me of my friends that didn't make it back and the loss that their family's must have felt. I feel a renewed connection with my fellow veterans every time I go to Washington for Rolling Thunder but especially this time.

History of Gold Star Mothers

When the United States entered World War I in 1917, George Vaughn Seibold, 23, volunteered, requesting assignment in aviation. He was sent to Canada where he learned to fly British planes since the United States had neither an air force nor planes. Deployed to England, he was assigned to the British Royal Flying Corps, 148th Aero Squadron. With his squadron, he left for combat duty

in France. He corresponded with his family regularly. His mother, Grace Darling Seibold, began to do community service by visiting returning servicemen in the hospitals. The mail from George stopped. Since all aviators were under British control and authority, the United States could not help the Seibold family with any information about their son. Christmas Eve, 1918, the postman delivered a package to the Washington, DC residence of George and Grace Seibold. The package was marked, "Effects of Deceased Officer, First Lieutenant George Vaughn Seibold, Attached to the 148th Squadron, BRFC." No other information was provided. Grace continued to visit hospitalized veterans in the Washington area, clinging to the hope that her son might have been injured and returned to the United States without any identification. While working through her sorrow, she helped ease the pain of the many servicemen who returned so war-damaged that they were incapable of ever reaching normalcy.

Grace Darling Seibold

After months of inquiry, the family received official notice. "George was killed in aerial combat during the heaviest fighting over Baupaupe, France, August 26, 1918." His body was never recovered. Grace, realizing that self-contained grief is self-destructive, devoted her time and

efforts to not only working in the hospital but extending the hand of friendship to other mothers whose sons had lost their lives in military service. She organized a group consisting solely of these special mothers, with the purpose of not only comforting each other, but giving loving care to hospitalized veterans confined in government hospitals far from home.

The organization was named after the Gold Star that families hung in their windows in honor of the deceased veteran. After years of planning, June 4, 1928, twenty-five mothers met in Washington, DC to establish the national organization, American Gold Star Mothers, Inc. The success of our organization continues because of the bond of mutual love, sympathy, and support of the many loyal, capable, and patriotic mothers who while sharing their grief and their pride, have channeled their time, efforts and gifts to lessening the pain of others. We stand tall and proud by honoring our children, assisting our veterans, supporting our nation, and healing with each other.

On May 28, 1918, President Wilson approved a suggestion made by the Women's Committee of the Council of National Defenses that, instead of wearing conventional mourning for relatives who have died in the service of their country, American women should wear a black band on the left arm with a gilt star on the band for each member of the family who has given his life for the nation.

"The Service Flag displayed from homes, places of business, churches, schools, etc., to indicate the number of members of the family or organizations who are serving in the Armed Forces or who have died from such service. Service flags have a deep Blue Star for each living member in the service and a Gold Star for each member who has died." Thus, the gold Star and the term Gold Star Mother, as applied to mothers whose sons or daughters died in the World Wars, has been accepted.

Spot B-Trp 68-69

“You Don't SPEAK for Me”

American Hispanic Voices Speaking Out Against Illegal Immigration

You Don't Speak for Me! Applauds House Leadership's Decision to Allow Americans to Speak for Themselves on Immigration

Washington, DC (June 21, 2006)-You Don't Speak for Me!, a national coalition of American Hispanics, congratulated the decision of leadership of the House of Representatives to hold field hearings around the country about the pending immigration legislation. In a political atmosphere in which the opinions of ordinary American citizens often take a backseat to the desires of special interests, Speaker Dennis Hastert's decision to delay a conference committee on immigration until legislators have had a chance to "hear from the American people," is refreshing change.

The House, last December, passed a bill that focuses exclusively on enforcing America's long neglected immigration laws - an approach favored by the overwhelming majority of the American public. The Senate, with the backing of the Bush Administration, took a vastly different approach last month when it approved a bill that would effectively grant amnesty to more than 10 million illegal aliens and create large new flows of guest workers who would ultimately remain permanently in the U.S. as well.

"As American Hispanics, we came

together to form an organization because our views were so often misrepresented by politicians and special interests that have been promoting amnesty for illegal aliens and what amounts to open borders," commented Retired Colonel **Al Rodriguez**, chairman of You Don't Speak for Me! .

"The same can be said for much of the rest of the American population. We hear the president and the political pundits claim popular support for policies that would reward millions of illegal aliens with amnesty, even though no one has ever given them the opportunity to have their voices heard.

"Americans of all racial and ethnic backgrounds know what they want and are quite capable of speaking for themselves, and we commend the House leadership for making sure that they get the chance," said Rodriguez.

The decision to hold field hearings on immigration around the country will give lawmakers a chance to hear directly from citizens about the impact that mass illegal immigration has on their daily lives. It is also a reflection of the volume of phone calls, emails and other communications members of Congress have been receiving from constituents back home.

"As American Hispanic citizens, we hope to join with other Americans in letting members of Congress know that the failure to control our immigra-

tion policies is wreaking havoc on our jobs and our communities," continued Rodriguez. "The American people stand firmly behind the House approach of regaining control of our immigration policies, and reject an amnesty that would reward people who broke our laws and phony guest worker programs that will undermine hard-working Americans. As members of Congress travel around the country to listen to the voices of the people, Americans will finally have a chance to speak for themselves."

For more information please call Ira Mehlman at 310.821.4283

Continued from page 4 A POW In Iraq

When he came back to,

Young said he saw another Iraqi holding a knife to Williams' throat. The two were taken into Karbala and beaten by townspeople before being taken to Baghdad for interrogation.

Young called what he went through those first few hours after being captured an "out-of-body experience." He and Williams were put into an isolated cell with tin roofs.

"I started praying like I never had before," Young said. "I wanted to live through this, but I also prayed that I would have a swift death if I died. Each day in the cell got more surreal."

Young said it was through those prayers that he got a burning in his chest and a sensation like someone was there comforting him through the ordeal: It was then he knew that he was going to live through the situation.

He and the other prisoners were constantly moved through Baghdad as the city fell.

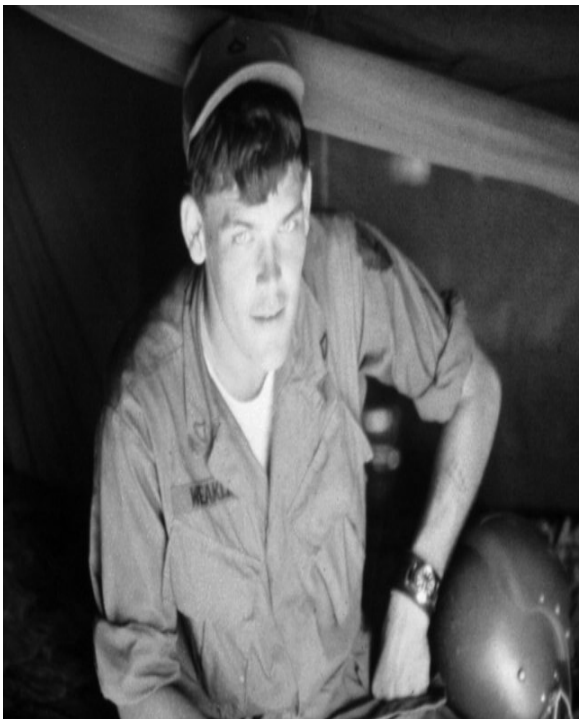
Once Baghdad was overtaken by Coalition forces, Young said he and the other prisoners were taken to Samarra. A group of US. Marines in the area were told the prisoners were in the city, and the Marines kicked down the door of where the prison-

continued on page 12



Deubler. The day he was changing oil in one of the gas powered portable compressors. He had a pan of used oil under the compressor when the blow off valve opened. This was the result.

Captain Jimmy C. Bare. The look on his face, what is going through his mind? We know.



Deubler pioneering the hot tub concept. Dude was way ahead of his time, eh?

I had the camera out tonight. This is PFC Jerry Weakley, from West Virginia. He was a scout for about three weeks and was shot down three times. The last time he was wounded in the legs and sent home. (Got a medal) He was a heck of a nice guy and was worried that he was in for a bad time. He was right. Publish it on the Website please and ask if anyone knows what became of him.

Ron

Entries From The Blackhawk Website Guest Book

Lou Sanders (sandy)
California, Started my tour Feb 1968, ended my tour Feb 1969. I was in DiAn with B-troop 7th Armored Squadron 1st Air Cavalry until Nov 1968 when B-Troop moved to Vinh Long. I was a cobra crew chief, worked in maintenance, flew gun, c-model huey, and crewed slicks.

William Smith (Smitty)
Hi All! Feeling like a total stranger out here after all these years. I'm looking for Norman Gilley from C-Troop 7/1 Air Cav Vinh Long 1969-1970.

Clifton Daniels
Maryland, I was with 7/1st from the first day in Ft. Knox. Ctrp rifle platoon, my tour began in Jan 68 to Jan 69

Jim Preston
Alabama, Hey guys. Just checking in again. I joined C Troop in Ft Knox in July 67 straight out of flight school. Stayed with them until about June of 68 and finished my 1st tour down at Soc Trang.

Jim Fowle
New Hampshire, Transferred into B Trp in Mar 68 from Pleiku (189th AHC) then went to scouts on Apr. Left from Vinh Long in Feb 69. Looking forward to next eastern reunion.

Jim Spencer
Texas, I was a B Troop Scout Observer in the 7/1st Air Cav., Vinh Long for most of 1970. I was shot in the neck and paralyzed Nov. 23th, 1970.

Breese Stevens
Pennsylvania, I came in country 12 Feb '68. I was first assigned to A Trp 3/17th Air cav until Mar. Then I was with the Dutchmasters until I DEROSed 12 Feb '69. C/E Hueys and all around go'fer and screwup.

Terry Swanger
Washington, I was with the unit when it formed up at Ft. Knox in the Spring of '67. Was with D Troop, 3rd Platoon's Scout Section until infused out to the 7/17th at Pleiku November '68. Left country January '69.

Brad Schultz

Texas, C-Troop 68-69 Ft. Knox, Dian, Vinh Long, to Ft. Hood.

Bill Heilman
Texas C Troop Oct 68 - June 69 was Troop Cobra IP

Jim Woods
Pennsylvania, Upon finishing Radioteletype and Crypto School, I was assigned to B Troop 7/1 Commo Section in early June of 1967. With no need for radio at Ft. Knox I helped 1st SGT Allen and

Jim Jacobs in the Orderly Room. After the Squadron boat ride on the USNS Upshur, our commo group kept busy maintaining communications, setting up forward radio posts at staging areas and as always doing jobs as assigned. I left DiAn for home August 31, 1968.

Glen C Jasper
Kentucky, Hi all blackhawks served with the squadron 67 thur 68 3rd plt sgt d troop fine bunch of troopers and proud of every one who served with me

Jose Rivera
Texas, I joined the Blackhawks in 67 Ft Knox. I was the weapons platoon sgt A trp. Took the boat ride to Nam, then Di An and Vinh Long. Departed Vinh Long late 68 for Pleiku 7/17 then home in Jan 69. Join us in the next reunion!!!! It is wonderful.

Tom Tripp
Minnesota, I was with HHT from the squadron's formation at Ft. Knox in 1967 through the period ending in Vinh Long in January 1969. I worked in S3 and spent some of the time as "Blackhawk 30"

Taylor Hawley
Texas, I was in b troop dec.68 to dec.69

Loyd Blalock
Tennessee, Served with B TRP from Dec.68 to Dec. 69. I live in California now.

Dave Lemieux
Connecticut, I was one of the first (if not the first) replacements to the scouts of "B" troop in April of 68.

Russell Stewart
Missouri, I arrived in B Troop May 68

. Spent some time on the P.E. Team then in June became a Cobra Crewchief. The Aircraft I crewed was 67-15464 until May 69 when I rotated back to the States. Was stationed at both Dian and Vinh-Long. I attended My first reunion in 2001 and again in 2002 thought they were great! and will be at the next one.

Mike Deremian
Massachusetts, 70-71 vihn long B trp "DUTCHMASTERS" crew chief slicks #'s 680, 708, and 716 flew Laos in 71 in Lam Son 719. 'NOT DEAD YET'

Richard Kloefer
New York, Was assigned to A Trp. Rifle Plt. Oct.68 and left country Dec.69. Hope to see you at the reunion. Also will be moving permanently to Florida just before the reunion.

Wayne Bulvan
Illinois, C Troop, 7/69 - 7/70

Michael Smith
California, Hi y'all I was in C Troop, Sept 68- 69. I was a Huey crewchief and flew on C&C most of the time. I crewed a Cobra for 6 weeks or so but crewchiefs don't get to fly on those so.... I loved my job and enjoyed my time with C Troop. I wish I could find some of my old buddies!

Dave Davison
Michigan, C Trp. Scouts Gunner/Observer 70/71 Vinh Long / Second Tour 11th CAG Marble Mountain Army Airfield 71/72

EDITOR'S NOTES

Please note that the states in the entries above to not necessarily reflect the current residents of the individual.

REMEMBER!

Come visit the Blackhawk website at www.blackhawk6.com

Music Available
Download at www.blackhawk6.com
"We Just Did What We Were Told"
By
Don Forbes
www.blackhawk6.com

Escorting A KIA Home

Last week, while traveling to Chicago on business, I noticed a Marine sergeant in Dress Blues traveling with a folded flag, but I did not put two and two together. After we'd boarded our flight, I turned to the sergeant, who'd been invited to sit in First Class (and was seated across the aisle from me), and inquired if he was heading home.

"No sir" he responded.

"Heading out?" I asked.

"No. I'm escorting a Marine home."

"Going to pick him up?"

"No. He is with me right now. He was killed in Iraq. I am taking him home to his family."

The realization of what he had been asked to do hit me like a punch to the gut. It was an honor for him. He told me that, although he didn't know the soldier, he had delivered the news of his passing to the soldier's family and felt as if he did know them after so many conversations in so few days.

I turned back to him, extended my hand, and said, "Thank you.

Thank you for doing what you do so my family and I can do what we do."

Upon landing in Chicago, the pilot stopped short of the gate and made the following announcement over the intercom.

"Ladies and gentlemen, I would like to note that we have had the honor of having Sergeant Steeley of the United States Marine Corps join us on this flight. He is escorting a fallen comrade back home to his family. I ask that you please remain in your seats when we open the forward door [so as to] allow Sergeant Steeley to deplane and receive his fellow soldier. We will then turn off the seat belt sign.

" Without a sound, all went as requested. I noticed the sergeant

saluting the casket as it was brought off the plane, and his action made me realize two things: I am proud to be an American, and I will continue to fly on American Airlines because it respects what our soldiers do every day.

So here's a public thank-you to our military for doing what you do so we can live the way we do.

Amusing Naval History, the USS Willie D 1993, by Kit Bonner, Naval Historian and published with his consent

Can you imagine what kind of "Field Day" today's press would have with these kinds of events?

From November 1943, until her demise in June 1945, the American destroyer 'William Porter' was often hailed - whenever she entered port or joined other Naval ships - with the greetings: 'Don't shoot, we're Republicans!' For a half a century, the US Navy kept a lid on the details of the incident that prompted this salutation. A Miami news reporter made the first public disclosure in 1958 after he stumbled upon the truth while covering a reunion of the destroyer's crew. The Pentagon reluctantly and tersely confirmed his story, but only a smattering of newspapers took notice.

Fifty years ago, the Willie D as the Porter was nicknamed, accidentally fired a live torpedo at the battleship Iowa during a practice exercise. As if this weren't bad enough, the Iowa was carrying President Franklin D. Roosevelt at the time, along with Secretary of State, Cordell Hull, and all of the country's W.W.II military brass. They were headed for the Big Three Conference in Tehran, where Roosevelt was to meet Stalin and Churchill. Had the Porter's torpedo struck the Iowa at the aiming point, the last 50 years of world history might have been quite different.

The USS William D Porter (DD-579) was one of hundreds of assembly line destroyers built during the war. They mounted several heavy and light guns, but their main armament consisted of 10 fast-running and accurate torpedoes that carried 500-pound warheads. This destroyer was placed in commission on July 1943 under the command of Wilfred Walker, a man on the Navy's fast career track. In the months before she was detailed to accompany the Iowa across the Atlantic in November 1943, the Porter and her crew learned their trade, experiencing the normal problems that always beset a new ship and a novice crew. The mishaps grew more serious when she became an escort for the pride of the fleet, the big new battleship Iowa.

The night before they left Norfolk, bound for North Africa, the Porter accidentally damaged a nearby sister ship when she backed down along the other ship's side and her anchor tore down her railings, life rafts, ship's boat and various other formerly valuable pieces of equipment. The Willie D merely had a scraped anchor, but her career of mayhem and mishaps had begun.

Just twenty four hours later, the four-ship convoy consisting of Iowa and her secret passengers and two other destroyers was under strict instructions to maintain complete radio silence. As they were going through a known U-boat feeding ground, speed and silence were the best defense. Suddenly, a tremendous explosion rocked the convoy. All of the ships commenced anti-submarine maneuvers. This continued until the Porter sheepishly admitted that one of her depth charges had fallen off her stern and exploded. The 'safety' had not been set as instructed. Captain Walker was watching his fast track career become side-tracked.

Shortly thereafter, a freak wave inundated the ship, stripping away everything that wasn't lashed down. A man

continued next page

was washed overboard and never found. Next, the fire room lost power in one of its boilers. The Captain, by this point, was making reports almost hourly to the Iowa on the Willie D's difficulties. It would have been merciful if the force commander had detached the hard luck ship and sent her back to Norfolk. But, no, she sailed on.

The morning of 14 November 1943 dawned with a moderate sea and pleasant weather. The Iowa and her escorts were just east of Bermuda, and the president and his guests wanted to see how the big ship could defend herself against an air attack. So, Iowa launched a number of weather balloons to use as anti-aircraft targets. It was exciting to see more than 100 guns shooting at the balloons, and the President was proud of his Navy. Just as proud was Admiral Ernest J King, the Chief of Naval Operations; large in size and by demeanor, a true monarch of the sea. Disagreeing with him meant the end of a naval career. Up to this time, no one knew what firing a torpedo at him would mean. Over on the Willie D, Captain Walker watched the fireworks display with admiration and envy. Thinking about career redemption and breaking the hard luck spell, the Captain sent his impatient crew to battle stations. They began to shoot down the balloons the Iowa had missed as they drifted into the Porter's vicinity.

Down on the torpedo mounts, the crew watched, waiting to take some practice shots of their own on the big battleship, which, even though 6,000 yards away, seemed to blot out the horizon. Lawton Dawson and Tony Fazio were among those responsible for the torpedoes. Part of their job involved ensuring that the primers were installed during actual combat and removed during practice. Once a primer was installed, on a command to fire, it would explode shooting the torpedo out of its tube

Dawson, on this particular morning,

unfortunately had forgotten to remove the primer from torpedo tube #3. Up on the bridge, a new torpedo officer, unaware of the danger, ordered a simulated firing. "Fire 1, Fire 2," and finally, "Fire 3" There was no fire 4 as the sequence was interrupted by an unmistakable whooooooshhhing sound made by a successfully launched and armed torpedo. Lt H. Steward Lewis, who witnessed the entire event, later described the next few minutes as what hell would look like if it ever broke loose.

Just after he saw the torpedo hit water on its way to the Iowa and some of the most prominent figures in world history, Lewis innocently asked the Captain, 'Did you give permission to fire a torpedo?' Captain Walker's reply will not ring down through naval history... although words to the effect of Farragut's immortal 'Damn the torpedoes' figured centrally within. Initially there was some reluctance to admit what had happened, or even to warn the Iowa. As the awful reality sunk in, people began racing around, shouting conflicting instructions and attempting to warn the flagship of imminent danger. First, there was a flashing light warning about the torpedo which unfortunately indicated it was headed in another direction. Next, the Porter signaled that it was going reverse at full speed! Finally, they decided to break the strictly enforced radio silence. The radio operator on the destroyer transmitted "Lion (code for the Iowa), Lion, come right." The Iowa operator, more concerned about radio procedure, requested that the offending station identify itself first. Finally, the message was received and the Iowa began turning to avoid the speeding torpedo.

Meanwhile, on the Iowa's bridge, word of the torpedo firing had reached FDR, who asked that his wheelchair be moved to the railing so he could see better what was coming his way. His loyal Secret Service guard immediately drew his pistol as

if he was going to shoot the torpedo. As the Iowa began evasive maneuvers, all of her guns were trained on the William D Porter. There was now some thought that the Porter was part of an assassination plot. Within moments of the warning, there was a tremendous explosion just behind the battleship. The torpedo had been detonated by the wash kicked up by the battleship's increased speed.

The crisis was over and so was Captain Walker's career His final utterance to the Iowa, in response to a question about the origin of the torpedo, was a weak, "We did it." Shortly thereafter, the brand new destroyer, her Captain and the entire crew were placed under arrest and sent to Bermuda for trial. It was the first time that a complete ship's company had been arrested in the history of the US Navy. The ship was surrounded by Marines when it docked in Bermuda, and held there several days as the closed session inquiry attempted to determine what had happened. Torpedoman Dawson eventually confessed to having inadvertently left the primer in the torpedo tube, which caused the launching. Dawson had thrown the used primer over the side to conceal his mistake.

The whole incident was chalked up to an unfortunate set of circumstances and placed under a cloak of secrecy. Someone had to be punished.

Captain Walker and several other Porter officers and sailors eventually found themselves in obscure shore assignments. Dawson was sentenced to 14 years hard labor. President Roosevelt intervened; however, asking that no punishment be meted out for what was clearly an accident. The destroyer was banished to the upper Aleutians. It was probably thought this was as safe a place as any for the ship and anyone who came near her. She remained in the frozen north for almost a year, until late 1944, when she was reassigned to the Western Pacific.

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Before leaving the Aleutians, she accidentally left her calling card in the form of a five-inch shell fired into the front yard of the American base commandant, thus rearranging his flower garden. In December, 1944, she joined the Philippine invasion forces and acquitted herself quite well. She distinguished herself by shooting down a number of attacking Japanese aircraft. Regrettably, after the war, it was reported that she also shot down three American planes. This was a common event on ships, as many gunners, fearful of kamikazes, had nervous trigger fingers.

In April, 1945, the destroyer was assigned to support the invasion of Okinawa. By this time, the greeting "Don't Shoot, We're Republicans" was commonplace and the crew of the Willie D had become used to the ribbing. But the crew of her sister ship, the USS Luce, was not so polite in its salutations after the Porter accidentally riddled her side and superstructure with gunfire.

On 10 June, 1945, the Porter's hard luck finally ran out. She was sunk by a plane which had (unintentionally) attacked underwater. A Japanese bomber made almost entirely of wood and canvas slipped through the Navy's defense. Having little in the way of metal surfaces, the plane didn't register on radar. A fully loaded kamikaze, it was headed for a ship near the Porter, but just at the last moment veered away and crashed along side the unlucky destroyer. There was a sigh of relief as the plane sunk out of sight, but then it blew up underneath the Porter, opening her hull in the worst possible location.

Three hours later, after the last man was off board, the Captain jumped to the safety of a rescue vessel and the ship that almost changed world history slipped astern into 2,400 feet of water. Not a single soul was lost in the sinking. After everything else that happened, it was almost as if the

ship decided to let her crew off at the end.

Submitted by:
Major John H. Pierson, Jr.
USMC (Ret)

The Stetson Cav Hat

The most distinctive uniform item worn by air cavalymen in Vietnam was the Cav hat. This tradition is believed to have been originated in early 1964 by LTC John B. Stockton (Commander of 3/17 Cavalry) at Fort Benning, Georgia. The hat was adopted in an effort to increase esprit de corps in the new air cavalry squadron and was meant to emulate the look of the 1876 pattern campaign hat worn by cavalry troopers long ago. Once units deployed to Vietnam, the custom slowly spread to other air cavalry units, and by the cessation of hostilities, virtually all air cav (and some ground cav) units had adopted the Cav hat. The Cav Hat was a private purchase item that cost a wallet-stretching \$29 in 1972. It was most often supplied by the Stetson Hat Company. Because Stetson supplied most of the hats, the name "Stetson" became interchangeable with Cav hat. Several Asian suppliers provided "knock off" copies, but the quality of workmanship was greatly inferior to that of the Stetson. While unit commanders did not mandate the wearing of the hats, there was considerable peer pressure to conform, and most troopers quickly added the Cav hat to their wardrobes. Just as World War 11 paratroopers were fond of their jump suits, wearing them long after issue had ceased, so too did the Cav hat instill fierce pride and loyalty in the units where it was worn. Most air



cavalry veterans interviewed by the author proudly cherish their Cav hats today. Because the hats were delivered from the manufacturer in the U.S. there was an understandably long turnaround time between ordering and delivery. In some units, members were killed in action or MEDEVACed to the United States before the arrival of their hats. Thus, current unit members sometimes accepted hats meant for departed comrades. Stetsons were constructed of a high grade fur felt with an interior leather sweatband and a silk hat ribbon around the base of the crown.

The manufacturer provided a black leather chin strap, which also held the hat cord in place. The type of hat cord worn varied according to rank, as follows: general officers, all gold braid; officers, gold and black inter-twined braid; warrant officers, silver and black inter-twined braid; enlisted men, yellow wool or nylon.

The cord was a copy of the acorn-ended 1899 pattern, worn on the 1885

pattern campaign hat. Members of B-2/17 Cav further garnished their Cav hats with the addition of a beaded "Indian" hat band and feather, D-3/5 Cav appears to be the only unit that wore gray Cav hats.

When D-3/5 Cav exchanged designations with C-3/17 Cav in 1971, C-3/17 carried on the Light Horse tradition of gray Cav hats. On the Cav hat, most officers and warrant officers wore some combination of officer rank insignia and crossed cavalry sabers. There were instances in which several troops of different squadrons wore the distinctive red and white background trimming—commonly referred to as a jump wing oval—on the front of the cav hat. This oval was authorized for 1/17 Cav, a non-air cavalry squadron of the 82nd Airborne Division, located at Fort Bragg, North

continued next page

Carolina. The Cav hat was remarkably durable and was easily cleaned of dirt and lint by buffing with a shoe brush. In several units, a "wetting down" ceremony was conducted, during which the newbies were accepted as members of the troop.

Before they could wear their hats, however, they were required to "chug-a-lug" a hat full of cold beer. There are several instances in which air cavalymen, after being shot down, raced back into their burning aircraft to save their precious Cav hats.

©Winged Sabers

WHISPERS FROM THE WALL



An air of stillness overshadows, this final resting place, Black granite holds the memories, etched deep upon its face. The names of comrades long ago, we see through eyes of tears, Now Listen! Hush! Hear!

"Whispers from The Wall", through all these years.

How I've yearned to see once more, those smiles of friends so dear.

And once again to feel the joy, their laughter upon my ear

Distant voices of long lost brothers to my heart bring, "Whispers from The Wall", Hush! Hear their spirits sing?

I touch their names with trembling hand, the pain etched deep inside, I trace the lines of memories of friends who for us died.

Where is my name, it should have been, etched too upon this Wall, "Whispers from The Wall" I hear, "You could not save us all!"

"For you we gave our lives dear brother, to live a better day, you

would have done the same for us", I heard these Whispers say. "These burdens of guilt for having lived you've carried through each year, release them to your fallen friends", "Whispers from The Wall" I hear.

"Did we give our lives in vain, why fill your heart with regret?" "That you survived instead of us, and this guilt you can't forget?"

"We laid our young lives down for you, you too would have given all; look in your soul, you'll know the truth,"

come "Whispers from The Wall"

"Carry our memory with you, as if next to you we stand, and salute for us "Old Glory", as she waves free above this land."

"With you we walk, be proud, stand tall, we all have done our part".

"Whispers from the Wall", flowing to this saddened heart.

"And live each day as if for two, as though one of us were there!"

"Don't wallow in self-pitying guilt, or anger and despair!"

"We are the best this country has, live your life as such; if you were here and we stood there, you too would ask as much!"

An air of stillness will always overshadow this resting place, and names of friends remain, etched on its granite face.

But should you stand real quiet there, Spring, Summer. Winter, or Fall, Hush!

Now Listen! Eternal truths.

"WHISPERS FROM THE WALL"

A POW In Iraq Continued from page 6

ers were being held and rescued them on April 13.

"It was like you've just won the lottery of life," Young said. "It was the best day of my life."

Young said he learned more about himself in only one month in captivity than most people would ever learn in their lifetimes. He learned how far he would go for his fellow soldiers.

"I was willing to go to the grave for

the information that I had," Young said. "I can truly feel good about myself with what I learned about myself."

Young returned to the United States and his hometown of Lithia Springs to a hero's welcome, which he said he did not expect. He was interviewed on "The Late Show with David Letterman" and on "60 Minutes," and he worked with CNN as a special war correspondent

Young, an Eagle Scout, said he learned a lot from scouting that made the transition into the military much easier. He believes life and society could be much better for everyone if they were taught the core values from both the Boy Scouts and the military.

"Everyone would see that each person's life around them is just as precious as their own," Young said.

Reading a quote from "Winning Every Day" by former college football coach Lou Holtz, Young said a person's life is measured by the dash on a headstone, not the birth or death dates. He challenged everyone in attendance to make their own dash their life's work, reaching those they impact through scouting. He ended his address by sharing a quote from Jackie Robinson: "A life is not important except for the impact it has on others."

Young is currently a student at the University of Georgia, set to graduate this summer with a degree in political science. He owns a business with his brother Mark and recently joined the National Guard, where he flies Blackhawk helicopters.

Editor's Note

The HawkTalk newsletter will only survive with your contributions, so keep them coming. We need pictures, stories, articles, current and from our past. With the passing of each brother Blackhawk, we lose the great stories and history only he could tell. Standup and be counted!

THE ULTIMATE SACRIFICE, OUR BLACKHAWK KIA LIST

PFC Roy W. Duncan	February 28, 1968	Kingbird	PFC Donnie S Bartlett	March 11, 1970	Powder Valley
WO1 Vernon L Leuning	March 4, 1968	Apache	SP4 John W Luttrell	March 11, 1970	Powder Valley
PFC Richard Allen Rathburn	March 16, 1968	Dutchmaster	PFC Lester P Saba	March 11, 1970	Powder Valley
SP4 Carl L Hill Jr	April 4, 1968	Comanche	SP4 Albert W Haslam	March 15, 1970	Comanche
SP4 John R Hendrix	April 5, 1968	Dutchmaster	SP4 William Joseph Golden	May 10, 1970	Dutchmaster
SP4 Robert E Lea	April 26, 1968	Comanche	SP4 Gary A Turnbull	May 10, 1970	Comanche
SSG Franklin R Du Long	April 28, 1968	Dutchmaster	SP4 John W Merschman	May 10, 1970	Comanche
SP4 Lebron Rodriguez	May 4, 1968	Powder Valley	CPT Eddie Molino Jr	May 10, 1970	Comanche
SP4 Arthur T Krammer	May 4, 1968	Powder Valley	MAJ Allan L Smith	May 10, 1970	Comanche
SP4 Donald E Nipper	May 4, 1968	Dutchmaster	SP4 William J Golden	May 10, 1970	Dutchmaster
CPT William D Nixon	May 8, 1968	Comanche	CW1 Albert B Crouch	May 18, 1970	Dutchmaster
SP4 Carl R Huttula	May 16, 1968	Comanche	WO1 Donald G Lukens	May 25, 1970	Dutchmaster
1LT William C Ahouse	June 8, 1968	Powder Valley	1LT Wiltse L Weber	July 24, 1970	Dutchmaster
SFC Bennie E Hodges	June 27, 1968	Dutchmaster	CPT William J Hodges Sr	September 21, 1970	Dutchmaster
CWO Melvin R White	June 27, 1968	Dutchmaster	CW2 Robert W Grebby	September 21, 1970	Dutchmaster
SGT Michael Allen Beals	July 15, 1968	Dutchmaster	SP5 John Martinez	December 18, 1970	Dutchmaster
CPT Robert H Hering	August 19, 1968	Comanche	CPT Floyd D Solomon	December 18, 1970	Dutchmaster
SGT Robert B Purtell	August 19, 1968	Comanche	CW1 Gary Leslie Bartels	December 18, 1970	Dutchmaster
SP4 James E Marlow	September 17, 1968	Powder Valley	PFC Paul Darby	January 16, 1971	Powder Valley
PV2 Jose J Ortiz-Negron	November 24, 1968	Powder Valley	CPT David N Fox	February 8, 1971	Dutchmaster
WO1 William W Breece	December 5, 1968	Apache	SP4 Joseph W Miley	February 8, 1971	Dutchmaster
SP4 Steven J Perry	December 28, 1968	Kingbird	1LT Babcock Ronald Lester	February 27, 1971	Dutchmaster
SP4 Gary D Falk	January 4, 1969	Dutchmaster	SFC Mooney, Fred	February 27, 1971	Dutchmaster
CPT John P Lyon	April 18, 1969	Dutchmaster	SP5 Thomas H Ratliff	March 29, 1971	Apache
WO2 Keith Dobson Allen JR	April 13, 1969	Apache	SP4 Joseph L Armstrong	April 7, 1971	Comanche
WO1 Wilfred F Schmidt JR	April 13, 1969	Apache	CW2 Billie J Wilson	April 7, 1971	Comanche
CPT Robert G Boucher	April 20, 1969	Apache	CPT Philip D Sharp	May 23, 1971	Dutchmaster
SP4 Mark J Hansen	April 26, 1969	Apache	SP4 Henry D Adkins	May 23, 1971	Dutchmaster
SP4 Duane C Bowen	May 28, 1969	Powder Valley	WO1 Allan J Dyer	July 17, 1971	Apache
WO1 Stokkerman Jon William	November 2, 1969	Dutchmaster	SP4 Allen E Noble	July 17, 1971	Apache
SP4 Saunders Keith Frank	November 2, 1969	Dutchmaster	SP4 John H Lopochonsky	July 17, 1971	Apache
PFV Williams Johnny	November 2, 1969	Dutchmaster	SP4 Nelson Curtis Lee	August 28, 1971	Dutchmaster
SP4 Ranson John Norment	December 22, 1969	Dutchmaster	1LT Rueppel Ronald Benton	September 27, 1971	Dutchmaster
SP4 Nathaniel Thomas	January 24, 1970	Apache	CPT Bruce Alton Cannon	September 7, 1971	Dutchmaster
SGT Michael D Puetz	February 11, 1970	Dutchmaster	1LT Welch Michael John	January 25, 1972	Dutchmaster
WO1 Fred E Carrington	February 11, 1970	Dutchmaster	CW0 Hummel John Floyd	November 13, 1978	Dutchmaster
PFC Lopez Jose Santos	March 11, 1970	Powder Valley	CW0 Milliner William Patrick	December 6, 1978	Dutchmaster

There's a time we must run and a time we must stay, A time to just think and a time that's for play. A time to stand firm and a time we should sway, knowing when to do which is called wisdom.

WISDOM

There 's a road to avoid and a road we should take, There's drifting to do or decisions to make. We try to be up being down's a mistake. Knowing how to do which is called wisdom.

There's a way to bring joy and a way to bring tears, We can make our way smooth or crunch through the gears. There's a way to stay bright no matter the years, and getting it right is called wisdom.

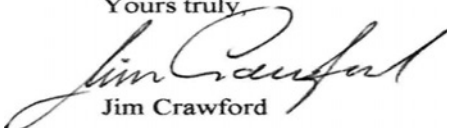
Blackhawk Association Webmaster
14735 Wyrick Ave.
San Jose, CA 95124

James F Crawford
105 Victoria Drive
Enterprise, AL 36330

Dear Webmaster:

May 5, 2006

I am writing to correct the information on the KIA list regarding CPT Bruce Cannon. You list him as KIA on September 7, 1971 and assigned to Dutchmaster. The date is right, but the unit was Lighthorse (C Trp, 3/17). His Scout Observer, SP4 Jimmy Hinton, was killed with him when they were hit by enemy fire which apparently hit the "Loach bombs" they were carrying and caused an explosion. They should still count as Blackhawk KIA, as Lighthorse was attached to 7/1. For those of you there earlier, that troop had been recently redesignated from their original designation, C Trp 3/5 Cav, which had been part of the 9th ID Cav squadron until the 9th went home and their Air Cav Troop was attached to 7/1. I am sure of this info as I was a FNG at the time and spent the day in the front seat of a Lighthorse Cobra covering the slick from the Blue platoon recovering the bodies. Bruce had been my room-mate, though he spent most of his off time downtown (he had married a girl in Vinh Long.) I don't mean to be so long-winded, but the memory is still pretty fresh thirty-five years later.

Yours truly,

Jim Crawford

Frederick Ray West 1948 - 2006



Frederick Ray West, 57, of Jacksonville, died Sunday, April 23, 2006, at Memorial Medical Center in Springfield.

He was born June 29, 1948, in Monticello, the son of Lenard V. and Bertha Lois Wilson West. He married Lana Carol Peterson on Dec. 5, 1970, and she survives.

He is also survived by his father of Clinton; two sons, Matthew Aaron (wife, Carrie) of Thornton, Colo., and Nathan Gilbert of Centennial, Colo.; three daughters, Nancy Ellen West, Amy Len West, and Audrey Raye West, all of Jacksonville; one grandson, Dylan Matthew West; two brothers, Larry (wife, Deanna) of Monticello and William (wife, Patricia) of Tremont; one sister, Agnes Geraldene (husband, Charles) Brannock of Farmer City; and 10 nieces and nephews. He was preceded in death by his mother.

Mr. West was a disabled veteran, having served in the U.S. Army, **D Troop, 7th Squadron, 1st Air Cavalry**, during the Vietnam War. He received his B.A. degree in Psychology from Sangamon State University in Springfield. He and his wife owned and operated the Drexel in Jacksonville from 1983-87. Earlier he was an administrator of the C.E.T.A. program of the Illinois Farmer's Union in Jacksonville. He was a member of 'Veterans of Foreign Wars, and past-president of the American Billiard Association. He attended Liferberry Christian Church, and was an avid golfer and baseball enthusiast.

Funeral services will be held 1 p.m. Wednesday at Williamson Funeral Home in Jacksonville, with burial at Lisen-bey Cemetery near Clinton.

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CSM THOMAS CARTER 1922 - 2006

Earl F. Shepherd Reports on the passing of CSM Thomas Carter

After exhausting my search of local records, I decided to take a chance and call Carter's home.

His daughter answered and after a short chat with her, I wound up talking with Tom's wife. She was very cooperative with passing on the details about CSM Carter.

So here is what I was able to find out from her, plus some added comments of mine.

1. They did not have an Obituary published in any papers. She stated that he had so many friends, she would just talk with them as they found out and called her.

2. Tom died of a massive heart attack on June 16th, at Deorah Hospital in Brownsville N.J.A Veterans Hospital.

3. He was buried on June 19th at the Doyle Veterans Cemetery near Ft Dix, N. J. 4. He and his wife had

4 children, 8 Grand Children and 11 great grand children.

5. Tom was rated 100 disabled by the VA. He had been in the Hospital for about 10 days before his passing. According to his wife he had also developed a kidney problem and the doctors advise against dialysis treatment, due to his having also developed a case of dementia. That he should be fully coherent before getting such treatment.

6. CSM Carter would have

reached age 84 years next week.

7. Any Condolences should be sent to : Mrs. Thomas Carter; 26 Spring Lane; Edgewater Park, N.J. 08010.

8. In lieu of flowers, she requests any contributions be sent to the American Heart Association.

So Mr. Editor, that is the facts as obtained from Mrs. Carter this date, June 21st.

Now just a few added comments about CSM Carter. I was the original PSNCO for the 7/1 when we activated at Knox.

Somewhere around September or October 1967, I joined the unit and met Carter for the first time. From day one, I developed a very close bond with him.

He was very understanding and considerate to any and all of my requests. As our new troops were arriving, one of the first tasks he and I had was to select the S-I Clerical personnel.

CSM Carter became the "right hand man" for our Commander, Colonel Canedy. Those two also developed a very close relationship and Carter became an expert in keeping the Commander informed on all happenings within the Squadron.

As time went on during all the "build up" of the Squadron, CSM Carter was working very close with all the Company First Sergeants and helping them solve their many problems. In addition there were lots of the new and young Helicopter Pilots being assigned to the unit and Carter spent many hours assisting those individuals. He was a true leader in working with all the Non Commissioned Officers of the Squadron.

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When the time came to deploy to Vietnam, CSM Carter really performed his duties in an outstanding manner, by coordinating the multitude of tasks to be accomplished.

When the decision was made as to which individuals would go with the different increments to Vietnam, it was decided by the Commander that Carter would remain at Fort Knox and fly over with the Advance Party.

We had the 1st Increment of all the equipment being loaded and shipped, then all the Helicopters flown to California and loaded on a Ship, then the Main Body which flew to Long Beach California and boarded a ship, and finally the Advance Party which flew out of Louisville Kentucky.

When the Main Body of Troops arrived on the coast of Vietnam a stop was made at the Port in Da Nang to off load troops of another unit. CSM Carter had hitched a ride by Chopper and flew up to Da Nang to bring a bag of mail to the troops on board the ship. Hethen traveled on with the Main Body Troops by Ship down to Vung Tau where we off loaded.



(After my return from Vietnam, and retirement from the Army, Carter and I have kept in touch constantly since then. And it was always a blessing to meet up with him and his wife during those reunions we've had over the years).

So Mr. Editor, this is about what I can offer to you at this time, for use in doing your story for the Hawk Talk newsletter.

Hope some of this data helps you. Till next chat, bye for now.

Earl F. Shepherd
Colonial Heights, Virginia
for the 7/1

First PSNCO

Blackhawk Association Website

Be the first to get your own Backhawk Email address. For those of you connected to the Internet, Blackhawk Email addresses are now available for current members. That means your dues must be current. You can have anyone@blackhawk6.com. To obtain an Email address, send a message to Webmaster@blackhawk6.com

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Editor's Note

I want to personally thank Earl Shepherd for taking the time to research and send this article to HawkTalk. CSM Thomas Carter will be sorely missed.

After arrival in Vietnam and the unit got settled in, CSM Carter played a large role in decision making during the Infusion Program. (That was when units traded soldiers by MOS and Grade with like units, to avoid a real problem at rotation time back to CONUS).

As fighting missions began in Vietnam, CSM Carter continued to see that everything ran smooth within the Troop units. He coordinated very close with all the Troop First Sergeants and kept them informed as to the overall happenings within the Squadron.

CSM Carter made many trips in the Chopper with the Commander Colonel Canedy as he went about directing the other Commanders of the Troop units.

SILENT SPURS

WITH SILENT SPURS AND EMPTY CANTEEN, THEY RIDE THE PATH TO FIDDLERS' GREEN.

TAPS

Day is done, gone the sun, From the lake, from the hills, from the sky; All is well, safely rest, God is nigh.

Fading light, dims the sight, And a star gems the sky, gleaming bright. From afar, drawing nigh, falls the night.

Thanks and praise, for our days, 'Neath the sun, 'neath the stars, neath the sky; As we go, this we know, God is nigh.

Sun has set, shadows come, Time has fled, Scouts must go to their beds Always true to the promise that they made.

While the light fades from sight, And the stars gleaming rays softly send, To thy hands we our souls, Lord, commend.

Abercrombie Winston
Allen Charles H.
Antonelli Michael T.
Avery George
Barker Joseph
Blair Robert L.
Boyce George R.
Briggs Carroll G.
Bryan William
Burton Raymond B.
Caione Raymond G.
Carter Thomas
Cassell John J.
Conley Howard
Cook Bunny R.
Crall Robert
Darbyshire Lawrence
Davis Eugene
DeClue Charles E.
Deible Jack H.
Downing Earnest R. Jr.
Evans John L.
Fleming Robert G.
Gaulden William C.
Goodin Robert C.
Harrington John M. Jr.
Heller Blaine E.
Heltne Glen J.

Henkle Roger S.
Hildreth John P.
Hill Gregory L.
Jamison Terry R.
Johnson Donald E.
Lanier Rex
Larson Darwin
Lavergne Clemente
Lee Eddie T.
Lee Enos
Leftwich Melvin T.
Marentette Kenneth
Marriott Wesley G.
Meades Larry
Mitchell Roland
Molina Julio
Morales Arthur
Moroz Charles
Morris Peter P.
Morrison James E.
Moseley Albert D.
Murphy Michael
Murray Gerald E.
Nemetz John J.
Nolan Hal
Nygent Ronald O.
Orebough John B.
Ostheller Ralph

Paluti Raymond L.
Parks Tom
Perry William H.
Pitts Reginald L.
Popplewell James A.
Quigley Dallas M., Jr.
Saunders Gordon L.
Sedante James R. Sr.
Shallcross George
Sheaffer Phillip
Simerman Wayne
Singley Harold E. Jr.
Smith James F.
Smith Robert L.
Spinks Robert W.
Stephens Herschel B.
Storck Fred A.
Stubblefield Fred W.
Tate Audley M. Jr.
Turner Thomas W.
Tyner Henry T.
Valant Daniel F.
West Frederick R.
Williams Luis A.
Wilson Jimmy D.
Wood Michael
Woodward Milton A.

TO THE OFFICERS AND MEN THAT SERVED WITH THE 7TH ARMORED SQUADRON 1ST AIR CAVALRY

(ANIMO ET FIDE)

GREETINGS BLACKHAWKS "THIS CAVALRY IS ALRIGHT"

You are the persons who have seen what war really is like, first hand, its chaos and its pain. Your honor should never be questioned. Barely men, you were called on to fight for your country, most of you were barely nineteen. We were all in a war that no one could win. I am proud to have served with such outstanding men.

Because of what we went through together there seems to be a real gut level desire to see and be with the men with whom we shared and experienced the most intense times of our lives. We all have our ghosts from Vietnam; I may have more than some. My job as squadron sergeant major required that I attend every memorial service of the squadron.

Our fallen Brothers, I know none can we forget, no matter how few or many or how much time passes.
"We Remember!"

**Thomas Carter
US Army Sergeant Major**



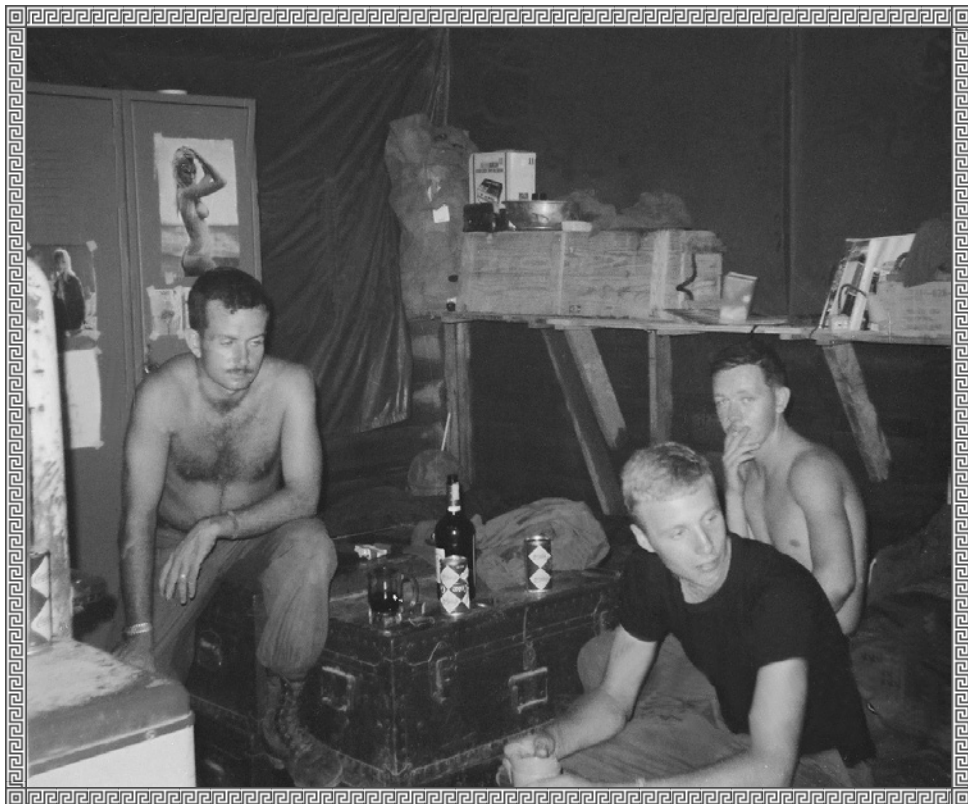
Frederick Ray West
1948 - 2006

The family will meet friends from 11 a.m. until the time of service Wednesday at the funeral home. In lieu of flowers, memorials are suggested to little Galilee Christian Assembly of Clinton, liter-berry Christian Church Youth Fund, Task Force Omega of Kentucky, or youth golf at the Jacksonville links. Condolences may be left at www.airs-man-hires.com.

Editor's Note

Left Jerry Foley, rear right Louis Sanders and front right we don't have a name, can anyone help?

Jerry's mind seems to be far away from Di An at the moment. We don't have to ask what he's thinking about do we?



04 May 2006

BlackHawk Association
7th Armored Squadron 1st Air Cavalry

Dear Sirs;

I am the widow of COL (ret) Herschel B. (Steve) Stephens, who died on 16 Jul 2005. This is my third attempt to have his name listed in TAPS. I am enclosing a copy of his death certificate and I sincerely hope this will make it happen. My husband commanded Hq. Troop upon formation of the unit at Ft. Knox, the first Kingbird 6. He ended his tour with the Blackhawks in VN as Squadron XO. He would have thoroughly enjoyed your most recent issue of HawkTalk, specifically Charlie Canedy's Finest Moment. Steve led the troop which "brought up the rear" on that memorable trek to take the aircraft to port in California in December 1967. His troop did not make it through as quickly as the earlier flights - they were stopped at Luke Air Force Base in Phoenix, Arizona and tasked to fly "mercy" missions in the snow covered mountains of Arizona. While we wives back at Ft. Knox were counting the hours and days and speculating on whether they would complete the mission in time to be home for Christmas, they were flying medical evacuations out of the mountains, dropping supplies and cattle feed, etc. Having flown previously in the mountains of Germany, it was a case of deja vu for Steve, but for some of the pilots new out of Ft. Rucker, it was a very quick learning experience. After we retired to Arizona in 1980, Steve loved sharing those experiences with me on our trips into those areas (sans snow).

The display of Steve's Cav gear at the memorial service here in Leisure World was quite a hit. We had to explain to several people why helicopter pilots would have spurs and Cav hats. Our children set up the display and they were very proud to explain everything. I still look forward to and enjoy HawkTalk.

Thanks.

Donna W. Stephens
697 Leisure World
Mesa, AZ 85206
dstep67046@aol.com

TEN THINGS THAT THE BLACKHAWKS NEED TO DO

First let me say that I said ten things that the Blackhawks need to do, not ten things that the Blackhawks' Executive Council needs to do. There is a vast difference between the two concepts and I won't dwell on the later since it won't work and will doom the Association. This is exactly what is happening though and if you don't turn the deterioration around you will rapidly deteriorate into several groups of buddies who get together from time to time and have a few beers. I have nothing against this type of gathering but I wouldn't call it an Association even if the group consists of 100 buddies.

OK, I said I wouldn't dwell on it so let's get to core of what I think is wrong. We have no purpose, no goals, the set of governing documents is incomplete, weak leadership, and complacent participation by the membership at large. Let me qualify a couple of those points. It may sound like I'm slamming the Executive Council and in part I am, however, they are hampered by a lack of guidance and vision that needs to well up from the membership. Everybody needs to participate. You elected the Council, now support them. Volunteer to help. Help locate lost Blackhawks, help call them and maintain contact, encourage them to come to the annual reunion, and most importantly, let the

Council know what you think the Association needs to be doing.

Now My TOP TEN LIST

In no particular order since some things can be done in parallel

1. Establish the best guess 100% list of eligible members list. Notice I said best guess, we need the best we can do in 3 months or less and then refine the list as we go on.
2. Determine the status of 100% of the personnel on the eligible members list as either KIA, deceased after tour, or living. Determine membership status in the Association and try to get as many paid members as possible.
3. Complete the Association's governing documents. The core is there but the SOP's (General Orders) are not.
4. Break the Association into regional "Troops" for easier management of programs and maintaining contact with everyone.
5. Set up programs that establish and maintain contact throughout the year.
6. Recognize deceased personnel by an Association member attending their funeral services when possible and presenting a plaque (or something) to the family recognizing the person's service.
7. Present each member with

a plaque for their service and their membership. Establish a program that recognizes continuous membership, e.g. an engraved plate for the plaque every 5 years, and for each Association leadership position held.

8. Establish a program that will use excess treasury monies for a good purpose. For example, we could pay scholarship monies for college bound children of members, or disaster relief for fellow Blackhawks, etc.
9. Develop an oral and written history of the Blackhawks. We lose a piece of history with each death.
10. Someone else must have at least one good idea to go here. I'll bet there are several!

Bill Heilman

Continued Next Issue

EDITOR'S NOTES

We miss Bill and his wisdom at the reunions very much. The last couple of years has been a new crisis for him. Last year Bill's wife had two surgeries and the doctors thought he had bone cancer. The year before, he just didn't feel well and had trouble moving around. His wife will be having her sixth back surgery in September and he will be recovering from a knee replacement. On top of all that, he has Parkinson Disease and he doesn't do very well from time to time. We send our best wishes and prayers to him and his family and he pledges to be at our next reunion, GOD willing.

The following list of members have already made room reservations at the hotel. We might fill the 84 rooms, so get your reservation in before we run out.

Hugh Robinson B/67-69,
Lou Sanders B/68-69,
Bill Horton B/68-69,
Jim Breisch B/67-68,
Gary Pittman B/69,
John Moore A/67-70,
Al Rodriguez HHT/C/67-69,
Dave Lemieux B/68-69,
Don Sharp B/67-68,
John Hawn C/69-70,
James Jarrett HHT/C 69,
Tom Purcell A/67-68,
Ed Jones B/68-69,
Lucky Meadows C/HHT 67-68,
Eljay Pridgen D/68-69,
Matt Serletic C/67-69,
Charles McLeroy A/68-69,
Bill Beaver C/67-69,
John Malowney B/67-68,
Wayne Packard D/68-69.
Wayne Fisher
Art Rogers D68-69
Gary Seney C 70-71
Wade Britt A 70
Alberto Taylor D 68
Dave Tomlinson C 68-69
Ken Schmitt A/C 69-70
Brad Schultz C 68-69
John Little A 67-71
Jim Preston C67-68
Charlie Palek A 68-69
Bill Beaty B 67-68
John Pitts B 70-71
Alexander Capers B 68
Michael Bowman HHT 70-71
Ed Thomas B 67-68
Gary Joyner C 67-69
Billie Winchell C 67-68
William McIntyre C 68

EDITOR'S NOTE

Thank you all for your responses to the KIA query and now we need to figure out the correct date of those KIA. The two in question are the 1978 dates for John Hummel and Mr. Milner. Could it be they were MIA until 1978 and then KIA?

Blackhawk Survey

As everyone knows the reunions comes to a new city every year. There are lots of places the reunion has yet to visit. We are asking in this survey that you call one of the numbers on the last page of this newsletter and vote for a city you would like to see the reunion come to. We will tally the votes and give the results in the next newsletter.

Responses To The Editor

Dear Sirs, thank you for your hard work publishing HawkTalk, my name is Phillip R. Lucca, Cpt (ret), I served with the Dutchmasters from 11/70 to 11/71 in RVN. I served with CWO John Hummel, he was a Cobra pilot from Texas who enjoyed smoking and reading Western novels, he was a quiet man. John was killed during Lam Son operation on the Laos border in March or April of 1971. I will try to obtain the exact date (you have him KIA on 11/13/78 which is incorrect) I don't remember Mr. Milner but I suspect his date is also incorrect and I will try to obtain the correct one. Again, thank you for your important work and caring for our fallen brothers.

In response to your inquiry in the 1st Quarter, 2006 "Hawk Talk":

Both Keith Dobson Allen (not Allen Keith Dobson) and Wilfred F. Schmidt, Jr. were in A-Troop, 7/1st Air Cav at Vinh Long, and died together in the crash of Keith's assigned Cobra, tail number 357, north of Muc Hoa. Keith was in the rear seat and Fred was in the front seat. Even fresh out of maintenance, 357 always had a weird transient main rotor vibration that we could never track out. In my part-time Test Pilot duties, I never trusted that ship and always wrote up the vibration. But Keith loved that aircraft and flew it whenever it was on the ready line. In the end, it was the main rotor hub that failed. One of the most tragic things about their deaths was that Keith was within a few days of

DROS. It hit us all hard.
Fred Sayer
Apache 32

all;

Was looking over the Hawk Talk and saw the KIA list. Some info on one of the two which were singled out.

WO2 Allen Keith Dobson Jr. I believe (not sure) should be Keith Dobson Allen or Keith Allen. He was in "Apache" troop and was a Cobra pilot from the state of Maine. I suspect the other fellow was his front seat although I didn't know him. I left country (Vinh Long) on Feb. 28, 1969 and heard about this accident some month later. It seems the rotor and transmission separated from the aircraft. Again, second hand knowledge. Hope this helps. Don Knox

In the 1st Quarter 2006 HawkTalk there list two names in the KIA List WO2 Allen Keith Dobson and WO1 Schmidt Wilfred. They were in A troop and died in a Cobra crash. As I recall (second hand) the mast snapped on the Cobra and it lost the rotorhead. WO2 Dobson's nick name was Pop a Top Hope this helps

Mike Mellon A troop 67/68

Keith (POP-A-TOP) and Wilferd were in A Troop 7/1. I was in the unit when their Cobra went in after losing the rotor head, during a gun run. POP-A-TOP and I are both from Maine.
Yours Truly Andy Brochu

COOKS CORNER
MOS 92G/922A
A HIGH-RISK
OCCUPATION

The military occupational specialty (MOS) 92G (Food Service Specialist) is often seen as a simple and safe job area by many leaders and soldiers. However, even the Occupational Health and Safety Administration has identified cooks as being in potentially high-risk jobs because of the hazards faced in the facilities of employment. The Army's Food Service Specialists not only face these same hazards, but the hazards are increased by the requirements of field feeding and long work hours. The Army cook faces the possibility of back injuries from day-to-day

lifting and moving of equipment and supplies. Hand injuries can result from dining facility equipment, knives and other sharp objects associated with meal preparation. Hot grease, hot food, hot equipment and ignited fuels can cause burns. Also, chemical burns can result from the many hazardous cleaning products used in a dining facility.

THE FIELD

One morning a young soldier dragged himself out of the sack to light the M-2 burner units. Disregarding all of his training, he placed the M-2 next to the mobile kitchen trailer (MKT) and refueled it. Fuel spilled onto the ground and the camouflage netting. While the soldier lighted the M-2, the spilled fuel ignited and caught the camouflage netting and the MKT

on fire. Nothing could be done to save any of the equipment or supplies. The soldiers that the MKT was supporting ate Meals, Ready-to-Eat for a long time.

THE DINING FACILITY

A specialist was troubleshooting a problem on a hot grease trap. The grease trap would not drain. The soldier got a piece of thin metal and tried to unplug the trap from a bottom entry drain. This was most successful. The grease, which was still hot, came out very quickly. The soldier was not able to move fast enough and was struck in the face and upper body, receiving some bad burns from the hot grease. A review of the accident showed that the soldier had neglected to follow standing operating procedures.

Hawk Talk Readers

Keep the HawkTalk newsletter going strong; support it by sending pictures, stories, articles current and from our past, announcements, meetings and other gatherings. Check the back page on where to send.

TASK FORCE OMEGA OF KY., INC.



DANNY "GREASY" BELCHER
Executive Director
 1206 Planck Rd.
 Flemingsburg, KY 41041



Vietnam 68-69
 Infantry Sgt.
 "D" Troop 7th Sqdn. 1st Air Cav.

Office Phone: (606) 845-0435
 Mobile: (859) 585-5188
 E-mail: greasy@kywirelesscollc.com
 Webpage: www.greasyonline.com

Blackhawk
Carrot Cake

Made with all the special things you like in such a cake, this moist treat is one divine way to eat carrots. Our luscious carrot cake has the long-lasting moistness of a buttermilk cake and the fiber-rich texture of whole wheat. Its rich combination of spices, fruit and nuts is perfectly complimented by the buttery cream cheese frosting. We think you'll definitely agree that it's The World's Best Blackhawk Carrot Cake.

- 2/3 c. all-purpose flour
- 2 tsp. baking soda
- 2 tsp. ground cinnamon
- 1/2 tsp. salt
- 1/2 tsp. ground nutmeg
- 1/4 tsp. ground ginger
- 1 c. sugar
- 1 c. firmly packed brown sugar
- 1 c. buttermilk
- 3/4 c. vegetable oil
- 4 eggs
- 1 1/2 tsp. vanilla extract
- 1 (1 lb.) bag carrots, peeled & grated
- 1 (8 oz.) can crushed pineapple, drained
- 1 c. chopped walnuts
- 1 c. flaked coconut
- 1/2 c. raisins

Cream Cheese Frosting
 (recipe follows) Marzipan

carrots (opt.-)Combine first 7 ingredients in a medium bowl; set aside. Combine sugars, buttermilk, vegetable oil, eggs and vanilla extract in a large bowl; stir

until all ingredients are well blended. Add flour mixture, carrots, pineapple, walnuts, coconut and raisins, stirring just until well blended.

Grease 2 (8 inch) round cake pans. Line bottoms with waxed paper; grease and flour waxed paper.

Pour batter into cake pans. Bake at 350 degrees for 30 minutes or until a wooden pick inserted in center comes out clean. Cool in pans 10 minutes; loosen cake layers from edges of pans with a sharp knife and invert onto wire racks. Peel off waxed paper and cool completely.

Spread Cream Cheese Frosting between layers and on top and sides of cake. Garnish with marzipan carrots, if desired. Cover and refrigerate overnight before cutting. **CREAM CHEESE FROSTING:**

- 1/2 c. butter, softened
- 1 (8 oz.) pkg. cream cheese, softened
- 1 (16 oz.) pkg. powdered sugar
- 2 tsp. grated orange rind 1 tsp. vanilla extract

Combine butter and cream cheese in a large mixing bowl; beat until light and fluffy. Add sugar, orange rind and vanilla, mixing well. Yield: enough

BLACKHAWK SALES QUARTERMASTER WAYNE PACKARD 301 CRYSTAL WAY MIDDLEBORO, MA. 02346		Member Prices	Non Member Prices	Sub Total	Quartermaster's NOTE
Three Season Black Jacket with Blackhawk emblem embroidered on back.					Fellow Black Hawks I first took over the job of Quartermaster at a reunion in Louisville KY. At that time 99% of our sales were from the reunion. Boy do things change! Right now we ship a package or two on a weekly basis. I want to thank all of you for your support, please keep those orders coming and we will see you at the reunion and lets see if we can have a sell out. Wayne E. Packard
Sizes M_____ L_____ XL_____ XXL_____		85.00	93.00		
Long Sizes Add_____		10.00	11.00		
Lightweight Black Jacket with Blackhawk emblem embroidered on back.					
Sizes M_____ L_____ XL_____ XXL_____		55.00	61.00		
Black and Gray tweed polo shirt with Blackhawk emblem embroidered on left side.					
Sizes M___ L___ XL___ XXL___		27.00	29.00		
Gray with pocket		2.00	2.00		
T-shirts with Blackhawk emblem embriodered on left side.					
Pick Colors Green___ TAN___ Black___		13.00	15.00		
Sizes M___ L___ XL___ XXL___					
Blackhawk caps with helicopters and cross sabers on the front.					
Mesh back_____ Solid back _____ #Items_____		12.00	15.00		
Gray Blackhawk Cap #Items_____					
Blackhawk OD patch. (\$2.00 Each) or (3 for \$5.00)					
1 ea. #Items_____		3.50	4.00		
3 ea. #Items_____		9.00	10.00		
Blackhawk bumper stickers.					
1 ea. #Items_____		2.00	2.50		
3 ea. #Items_____		5.00	6.00		
7th of the 1st Blackhawk crossed sabers brass (Per Pair)					
#Items_____		11.00	12.00		
Blackhawk crest. (Per Pair)					
#Items_____		9.00	10.00		
Blackhawk 3" color patch. (Embroidered ea.)					
#Items_____		5.00	6.00		
Blackhawk 8" color patch. (Embroidered ea.)					
#Items_____		11.00	12.00		
Blackhawk coffee mug with emblem on both sides ea.					
Coffee mug with emblem on both sides ea. #Items_____		6.00	7.50		
			Total		
*** Note: Member prices are listed in red. *** Shipping included on all merchandise					
Make check payable to Blackhawks Association Mail to: Wayne Packard. Name _____ Address _____ City _____ St. ___ Zip _____					

**BLACKHAWK REUNION 2006
FT.RUCKER
September 21, 22, 23 & 24**

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Phone: 334-347-2211 Fax: 334-347-2011
email: hiexpress@snowhill.com

All rooms \$60.00 per night. *Rooms will be available on Sept. 20th for those of you who want to play golf or just come a day early. Hotel offers a continental breakfast each morning. Friday there will be several activities at Ft. Rucker ending with a catered Barbeque at the hotel pool area. Saturday the ladies will have a tour around the Dothan area while the Blackhawks conduct association business. Saturday evening banquet will be held at the base club. Listed

below are all registration, event and banquet costs for the reunion. Please enter how many people are participating at each event and the total amount. Send completed form and check or money order payable to " Blackhawk Association" Send to: Blackhawk Association Reunion
C/O Richie Kloepfer
2 Manderley Ln.
Ormond Beach, Fl. 32174

*Anyone interested in playing golf on the 21st contact Bill Beaty or Curt Childree at the hotel on the 20th. All registration forms and payments must be received by Sept.1, 2006 . After that date, reservations will be accepted on availability.

REGISTRATION FORM	Per Person	Number Of People	Sub Total
Hospitality expenses:	\$25.00		
Friday Barbeque:	\$10.00		
Saturday Evening Dinnner:	\$35.00		
TOTAL			

Name (for nametag): _____ Troop: _____
 Years Served(i.e. 66 - 73) _____
 Spouse and or guest names: _____
 Street Address, City, St. and zip _____
 Disability or dietary restrictions? _____
 Emergency Contact (name & phone #) _____
 Arrival Date: _____ Departure Date: _____
 Are you staying at the Holiday Inn? _____

Computer Error:

I was having trouble with my computer. So I called Harold, the computer guy, to come over. Harold clicked a couple of buttons and solved the problem. He gave me a bill for a minimum service call. As he was walking away, I called after him, "So, what was wrong?"

He replied, "It was an ID ten T error."

I didn't want to appear stupid, but nonetheless inquired, "An ID ten T error?"

What's that .. in case I need to fix it again?"

Harold grinned.... "Haven't you ever heard of an ID ten T error before?"

"No," I replied.

"Write it down," he said, "and I think you'll figure it out."

So I wrote down.
I D 1 0 T

....IDIOT....

I used to like Harold.

Submitted By:
James Woods

A small two-seater Cessna 152 plane crashed into a cemetery early this afternoon in central Texas. Texan search and rescue workers have recovered 300 bodies so far and expect that number to climb as digging continues into the evening. Submitted By: Breese Stevens

**BLACKHAWK ASSOCIATION
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OTHER UNITS _____

**Make Check or Money order Payable To:
"BLACKHAWK ASSOCIATION"**

Mail to:
**RICHARD KLOEPFER
2 MANDERLEY LN.
ORMOND BEACH, FL. 32174**

EDITOR'S NOTE

We are next to the last page of this issue of HawkTalk. I want to thank Ed Thomas, Richie Kloepfer for allowing me the opportunity to publish this issue of the newsletter. A special thanks goes to Tim Nekich for all the hard work over the years as Editor of HawkTalk. I have tried to keep the format as you originally set it up Tim, I salute you my friend. Sandy

**DEPARTMENT OF THE ARMY
TROOP B, 7th ARMORED
SQUADRON, 1ST AIR CAVALRY
APO SAN FRANCISCO 96289**

For hours the hunter-killer team circled lazily over the ground element. What had started out as a possible "hot" mission was rapidly turning into sheer boredom for the light observation helicopter crew. The night before enemy soldiers had been spotted and taken under fire by a sister team from B Troop. There were six confirmed kills. Further intelligence had indicated that the area might contain an enemy weapons cache, so ground elements had been

inserted early the next morning to conduct a sweep. Dutch master was requested to provide further cover for the operation. The temperature began to rise. The heat inside the fragile helicopter began reaching almost unbelievable peaks. After slogging through the muddy rice paddies the troops were reaching their final objectives. Radio transmissions continued from the Cayuse, directing the ground elements, spotting obstructions, bunkers, possible enemy locations and anything that would make the going easier and safer for the troops. The fuel gauge in the LOH was indicating time for a

relief on station and the sister team had been alerted. Then it happened. The explosion seemed monstrous. Booby trap! Fireball 52 this is Dutchmaster 19 , your point man hit a bobby trap! The sudden silence indicating the shock. He just seemed to rise five feet into the air and flipped over backwards recalls WO1 Jones from Houston, Texas. Guiding his small observation helicopter to a spot next to the injured man he selected the only available landing zone and put down. A quick calculation on fuel revealed that it would be close.

continued back page

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Directing his observer SP4 Fowle from Drewsville, New Hampshire to aid the fallen trooper. He brought his engine back to flight idle to preserve what little fuel remained. Cautiously picking his way through the heavy scrub wary of other possible booby traps. SP4 Fowle reached the injured man along with the medic. First Aid was administered. It looked bad recalled SP4 Fowle. Both legs were broken below the knees. Picking their way back to the chopper the man was gently loaded aboard. The situation was getting critical. The man was losing a lot of blood. That's when the race began. Alerting the aid

station by radio WO1 Jones guided his aircraft away from the battlefield. The fuel situation was worsening. A man's life was at stake. What had seemed like an eternity had actually taken place in only fifteen minutes. From the time the trooper had stepped on the booby trap until he was receiving expert medical care ten miles away only a few minutes had elapsed. A tradition had been preserved. Though all the helicopters do not carry a red cross emblem on the fuselage, Army helicopter crews like WO1 Jones and his observer SP4 Fowle will continue to give priority to the wounded, even at the risk of

their own lives. We made it said WO1 Jones, maybe it was only fumes we were flying on but we did make it. A man's life was saved. What more satisfaction do we need! November, 1968

Edward D. Jones CW4
B-Trp 1968 - 1969

James Fowle

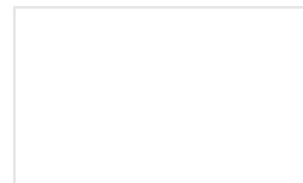


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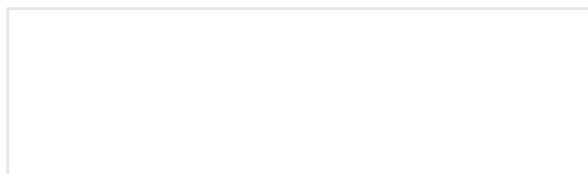
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Word, doc, .pdf, and Microsoft Publisher All files must be windows pc compatible.
Photographs should be no larger than 300dpi when sending thru emails and .jpg is the preferred file extension for photos. Articles maybe sent to any officer or board member for forwarding to Hawktalk

**BLACKHAWK ASSOCIATION
7TH ARMORED SQUADRON 1ST AIR CAVALRY
C/O RICHIE KLOEPFER
2 MANDERLEY LN. ORMOND BEACH, FL. 32174**



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