

# 11th Cav Thrusts into Cambodia

## BLACKHORSE



## Blackhorse Cuts NVA off

by David McSpadden

— Find the Bastards — Then Pile On —

Vol. 2, No. 6

BLACKHORSE

June 1970



The H Company column as it patrols in the Fishhook on the second day of the operation in Cambodia.

## 11th Roars to Snuol, Pushes Enemy Away

On May 3, the Blackhorse column was will inside the Fishhook, and ready to sweep back through the Communist basecamp.

But that night the Regiment received a change in mission. Instead of drilling the jungle, it was to proceed 25 miles northwest to the city of Snuol, a suspected enemy strongpoint at the junction of Routes 7 and 13. Getting there wasn't easy. It involved busting jungle, fording three rivers, and racing along the asphalt of Route 7. But by 5:30 the afternoon of May 5, E Troop was pushing into the southern portion of the city.

The armored vehicles had almost reached the market place when the lead Sheridan received an RPG round. The vehicles immediately herringboned and returned fire. While herringboning, the lead Sheridan received another RPG hit. When the troop ceased fire about a

minute later, the second vehicle in the column took an RPG. At this point, the Blackhorse cavalymen blasted back for fully five minutes before slowly withdrawing as the enemy threw back a hail of small arms, RPG, and mortar fire from positions of both sides.

Meantime, just south of the city, H Company tanks were forming up. As the E Troop vehicles moved back to join them, Air Force Tactical airstrikes were brought in on the enemy positions.

When H Company and E Troop swept back into the city, the enemy wasn't in much of a mood to fight; he was running. The Blackhorse cavalymen engaged the fleeing soldiers for another 30 minutes before pulling out of the city as darkness fell.

About the same time, 3rd Squadron was moving up from the south to support the 2nd

Squadron contact. As they hit the rubber southwest of the city, they came in contact with an unknown sized enemy force. The contact lasted nearly an hour and a half, before breaking off just before dark.

The day proved costly for the enemy. In the battles in and around Snuol they lost 148 killed. In addition, two NVA soldiers and two .51 caliber machine guns and numerous small arms were captured.

## Troopers Kill 51

On May 1, a few hours after crossing the marsh that separates Vietnam and Cambodia, the 11th ACR met its first heavy resistance.

A LOH Scout, flying aerial reconnaissance for lead elements of the 2nd Squadron, sighted and fired on one enemy soldier near an open trench line.

Moments later the armor column, a few hundred meters away, was hit from three sides.

The tanks, Sheridans and ACAVs from H Company and G

Troop opened up with their big main guns and their .50 caliber and M60 machine guns.

Air Force TAC fighter-bombers, flying in direct support of the Regiment, roared in on the enemy positions.

Twenty-one enemy soldiers were killed by 2nd Squadron armored vehicles, 27 by the bomb strikes and two by the LOH.

The action took place just one and one-half miles inside Cambodia.



The track commander on an ACAV reaches for another box of ammo during a contact.

### Commander's Column

# A Bit of History



We made ourselves a little history this past month. As President Nixon was telling the nation and the world about it we were there crossing the border into Cambodia. There were a lot of mixed emotions about it all — especially among those of us who crossed the border first and went on into the first couple of fights. This is always true — there's a little apprehension about what's up ahead, a little

caution about how many of the bastards are lying in wait for the column, and a little extra concern for having things organized and in order. The best thing is we made it — we did it. We got into his base areas and now we've set his operations back at least six months, possibly even longer. But it wasn't easy, and the fact that we did so well is proof of the fact that everyone was up tight and ready to fight. We've done what the President set out for us to do, and done it well. No one can ask more than that. So, for those of us who were there, the Cambodian operation is our little piece of history that we made and no one can ever take from us. I'm proud to say again — Well done Blackhorse!

Colonel Donn A. Starry  
41st Commander  
The Blackhorse

# Girl's Operation Aided by Sqdn

The rescue was from the considerably shorter when 1st Squadron troopers pooled more than \$2500 to help pay for an operation for a 15 year old Carlisle girl.

It all started when SP4 Garry Gose of the Squadron's Commo section, read a story about Lilian Roach in his hometown paper. Miss Roach was suffering from kidney disease, and had just undergone the first of two expensive, transplant operations. "It looked like something the Squadron could help with," Gose said, "if only we could get

organized." Gose went to 1st and

They got to work. In a short time plans were made and each unit was informed of the project. "On the first day we collected \$560.00 from one troop," said Gose. "The response was really outstanding. The men have given more money than any of us expected."

In a letter to Lillian which accompanied the check, CSM Burkhalter wrote, "Your courage in facing such a situation is an inspiration to us all."

# Refugees Aided

The entrance of the 11th Cav and allied forces into Cambodia precipitated an influx of Cambodian, Vietnamese, and Montagnard refugees into South Vietnam.

The first day elements of the Regiment entered Snuol, they encountered a man who had been a cook on a nearby plantation and who feared for his family. The 11th ACR Psyops Team, the first American psyops team to enter Cambodia, brought the man his wife and seven children to An Loc and made arrangements that he get settled in a new life.

On May 8 the Regiment evacuated more than 100 people by air.

More than 2,500 refugees, fleeing the inevitable political turbulence created by the rapid shift of power, were resettled in the An Loc and Loc Ninh areas. Most left on roads secured by the Regiment.

The Blackhorse Regiment delivered more than 17 tons of rice found in caches to the refugees at An Loc. An additional 11 tons were picked up by civilian convoy after province advisors had coordinated with 2nd Squadron.



Colonel Donn A. Starry presents a special award to an outstanding student at a primary school in An Loc. The 11th ACR brightened up ceremonies marking the end of the school year by distributing gifts to 500 eager children. The Regiment responded to an appeal by a primary school principal requesting assistance for the end-of-the-year ceremony. Major Rudy Holbrook, Regimental Civil Affairs Officer, obtained the eight cases of apples, eight cases of grapefruit, and 500 pens and writing tablets which were given to the children.

### Chaplain's Corner

# The Test of Courage

by Chaplain (LTC)  
William P. Trobaugh



On the thirtieth of April the word was given to attack the enemy's sanctuaries in Cambodia, beginning the push at 0700 1 May. Remember how you felt when you received the word? I happened to be with a troop that was to be among the first to cross the line into Cambodia and watched the reaction.

Mainly there was just plain fear. None of us knew just what was waiting for us over there. We'd all heard stories. Concrete bunkers. Artillery. Anti-aircraft weapons. Big enemy concentrations. Fortified villages. And what else that we didn't know about?

Now there's nothing wrong with being afraid. If it were not for fear, mankind would have perished long ago because he would have done foolish things and killed himself off.

fear and our body makes some changes which get it ready for battle. Adrenalin flows more rapidly, sharpening senses and giving muscles that extra energy into the body. And so forth. On the other hand, too much fear paralyzes the body and the senses may be dulled to the point of unconsciousness. Or a man may run away to avoid the unpleasant experience of fear. These we call cowards.

On the other hand, those who do what they must in spite of fear we call heroes.

We all know that armies have heroes. But did you ever think of the heroes of the church? The early Christian church, for example, had men and women fed to lions, burned to death, crucified, and killed in other ways, because they refused to refute their faith. The Old Testament story of Daniel and his friends in the lions' den reminds us that dying for one's faith was nothing new. Jesus himself was crucified because his

existing religious order and he would not refute them.

Today a different threat from death is used to persuade men to deny their own conscience. This is the social pressure "to the one different", to be accepted, and so forth. Perhaps it takes more courage to overcome this fear of separation and aloneness than to face Charley in his bunkers.

The next time you are asked to join in and do something you really don't want to do because it violates one of your principles, see which you do: That which you want; or, that which they want. For here is the real test of courage.

Bravery brings its own reward; cowardice carries its own punishment. For each man knows which he is and must live with that knowledge.

All the soldiers of the Regiment that I saw faced the Cambodian test with bravery. How will we do in the test of moral courage?



# BLACK HORSE

— Find the Bastards — Then Pile On —

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# 11th Cav Crew Chief Honored Posthumously

The nation's highest award for valor, the Medal of Honor, has been posthumously awarded to Staff Sergeant Rodney J. Yano.

Sgt. Yano was a crew chief with the Air Cavalry Troop of the 11th Armored Cavalry Regiment.

He was honored for his actions on Jan. 1, 1969, while flying aboard the troop's command and control helicopter.

During a contact against enemy forces entrenched in the dense jungle northeast of Bien Hoa, Sgt. Yano was marking the enemy emplacements with smoke and white phosphorous while the troop commander was directing artillery strikes against the enemy positions.

Suddenly a grenade exploded prematurely, covering Sgt. Yano with burning phosphorous. Flaming fragments within the UH-1H started ammunition exploding. The dense white smoke filled the aircraft, obscuring the pilot's vision and

putting the ship out of control.

Partially blinded and with one arm badly injured, Sgt. Yano began hurling the blazing ammunition from the helicopter.

The burning ammunition kept aggravating Sgt. Yano's already-serious wounds, but he continued throwing the

ammunition from the helicopter until the danger was over.

He died shortly after he was brought to an evacuation hospital.

Sgt. Yano was the second Blackhorse trooper to receive the Medal of Honor for heroism in Vietnam.

## Col Starry Wounded, Resumes Command

Col Donn A Starry, 41st Commander of the Blackhorse, received multiple fragmentation wounds from a grenade hurled by an NVA soldier in Cambodia May 5.

Starry and Major Frederick M. Franks, 2nd Squadron Operations Officer, were attempting to talk two enemy soldiers out of separate bunkers on the airstrip at Snuol, as fighting raged in the town a few hundred meters away.

One of the enemy soldiers came out without a fight, but

the other threw a Chicom grenade.

Starry lunged for Franks, who was closer to the grenade, and attempted to push him out of danger. But both men, and four other nearby, were wounded.

Starry was taken to the 37th Medical Company in Quan Loi for initial treatment, then to the 24th Evacuation Hospital in Long Binh.

Colonel Robert L. Bradley, Deputy Commander, assumed command of the Regiment until Col Starry returned on May 20.



"It's quite a sight, Specialist 5 Paul Rose said. He was referring to the spectacle of Cobra gunships in formation trailing red smoke from their skids — the sign of a successful mission. Rose is chief of the maintenance team that takes care of the Air Cav Troop Cobras, and more times than not "smoke on the skids" means plenty of work for him and his crew.

Routine work entails arming the guns and running checks on the engines and drive trains.

But after a contact, frequently large-scale overhauls are required. And often the crew can be found on the airstrip at three in the morning, tinkering with an engine or balancing a new rotor blade.

## 600 Bicycles Found On B Troop Sweep

Enough bicycles to mount an NVA battalion — that's what 1st Squadron troopers found recently in the Fishhook area southeast of Snuol.

The 600 bicycles probably slated for use in NVA supply operations, were found in kit form by May 23.

Blackhorse troopers were flying in the thick jungle when they came upon a bunker

and hootch complex and 3 two and one-half ton trucks.

When the men dismounted and started searching the bunkers, they found the cache.

The cache also contained 20 rifle grenades, 200 pounds of malaria pills, 166 thirty-five pound cans of food mix, 50 packets, 25 axe heads, and numerous supplies for food preparation.

The cache was so large that

the Blackhorse troopers, who found the site in the early afternoon, were unable to evacuate everything that day.

The next day they found a storage area with 9,000 pounds of rice and 1,000 pounds of salt.

C Troop joined B Troop in clearing the area of supplies on May 24 and found 6 two and one-half ton trucks and one jeep nearby.

# Honored for Valor

## MEDAL OF HONOR

Staff Sergeant Rodney J. Yano, Air Cav Troop.

## SILVER STAR

Major James L. Dozier, Regimental Headquarters.

Captains George E. Patch, C Troop; Douglas N. Starr, B Troop.

First Lieutenants Walter E. Chase, B Troop; William L. Nash, A Troop; Howard M. Sisson, Jr., F Troop.

First Sergeant William R. Chambers, C Troop.

Specialists 4 Robert R. Lee, D Company; Leslie S. Lincoln, C Troop; Richard Luttersien, L Troop; Thomas L. Perkins, C Troop.

Privates First Class Donald H. Ayscune, F Troop; Edwin L. Kinney, F Troop; Wayne S. Stanfield, B Troop.

## DISTINGUISHED FLYING CROSS

Captains Carl B. Marshall, Air Cav Troop; Thomas D. Mott, Air Cav Troop.

First Lieutenants Michael Huff, 1st Squadron Headquarters; Thomas D. Mott, Air Cav Troop.

Second Lieutenant Larry M. Parsons, Air Cav Troop.

Warrant Officers Robert L. Clark, 3rd Squadron Headquarters; Garry M. Gingrich, Regimental Headquarters; Walter J. Knight, Air Cav Troop.

Command Sergeant Major Donald E. Horn, Regimental Headquarters.

## SOLDIER'S MEDAL

Captain John B. Poindexter, A Troop.

Specialist 5 Aaron F. Relford, A Troop.

Specialist 4 Paul L. Esbrandt, A Troop.

Private First Class, Robert G. Trippy, A Troop.

Private David J. Murray, A Troop.

## BRONZE STAR

Lieutenant Colonels George C. Hoffmaster, Jr., 3rd Squadron Headquarters; James B. Reed, 1st Squadron Headquarters.

Captains Lynn J. Hunt, B Troop; George E. Patch, C Troop.

First Lieutenants John D. Harms, L Troop; James A. Morley, I Troop; William L. Wynn, A Troop.

Sergeant First Class Charles W. Ezell, A Troop.

Platoon Sergeant Ronald G. Wawrzyniak, L Troop.

Staff Sergeants Norman J. Bellamy, B Troop; Edward J. Bergin, L Troop; Terry A. Dotson, B Troop.

Sergeants David M. Bottoms, A Troop; Michael I. Hoffman, L Troop; John F. Kellog, C Troop; Jack W. Messer, C Troop; Charles F. Minor, A Troop; Darold E. Thoenke, D Company; Ronald K. Vice, M. Company.

Specialist 5 Craig D. Wright, A Troop.

Specialists 4 James D. Argo, C Troop; Lawrence W. Balak, Jr., F Troop; Teddy L. Foster, L Troop; Roy E. Fox, C Troop; William A. Fuller, B Troop; Everette R. Funk, C Troop; Barry L. Gregory, L Troop; Anthony Guerrero, C Troop; John E. Guss, L Troop; John P. Harper, L Troop; Larry K. Leimbach, L Troop; Dennis J. Mackey, Air Cav Troop; Michael E. Martin, L Troop; Austin V. More, B Troop; Patrick A. Robertson, L Troop; Ernest J. Tomblin, C Troop; Harmon E. Weaver, L Troop.

Privates First Class Larry R. Anderson, L Troop; Rage R. Broussard, B Troop; Lewis T. Colebrook, L Troop; Glenn G. Finkbinder, Regimental Headquarters; Lonnie B. Gatewood, 2nd Squadron Headquarters; Ralph Mesa, L Troop; Terrance A. Pyrluk, C Troop; Peter Stensgaard, B Troop; Paul J. Spiak, A Troop.

## AIR MEDAL

Captain Daniel J. Fick, 2nd Squadron Headquarters.

First Lieutenant David W. Gordon, 2nd Squadron Headquarters.

Sergeant John G. Near, 2nd Squadron Headquarters.

Specialist 5 Walter B. Gensemer, Regimental Headquarters.

Specialists 4 Denver D. Adams, 3rd Squadron Headquarters;

Donald J. Hicks, 2nd Squadron Headquarters; Lyle C. Sannes,

1st Squadron Headquarters.



At 0730 on May 1, the 2nd Squadron of the 11th Armored Cavalry Regiment moved out of its forward fire base about a kilometer from the Cambodian border.

As the tracks approached the border, the lead element of tanks from H Company received three RPGs. All the rounds missed the tracks and the column opened up and hosed down the area. Air strikes, which were on hand all the time, were called in and the bombs were dropped about 150 meters from the lead tracks.

The spearhead into Cambodia was led by the tank company from 2nd Squadron with the Sheridans and ACAVs from E Troop and G Troop following. Colonel Donn A. Starry, the Regimental commander, rode in the column on his ACAV. In the next track was the squadron commander, Lieutenant Colonel Grail L. Brookshire.

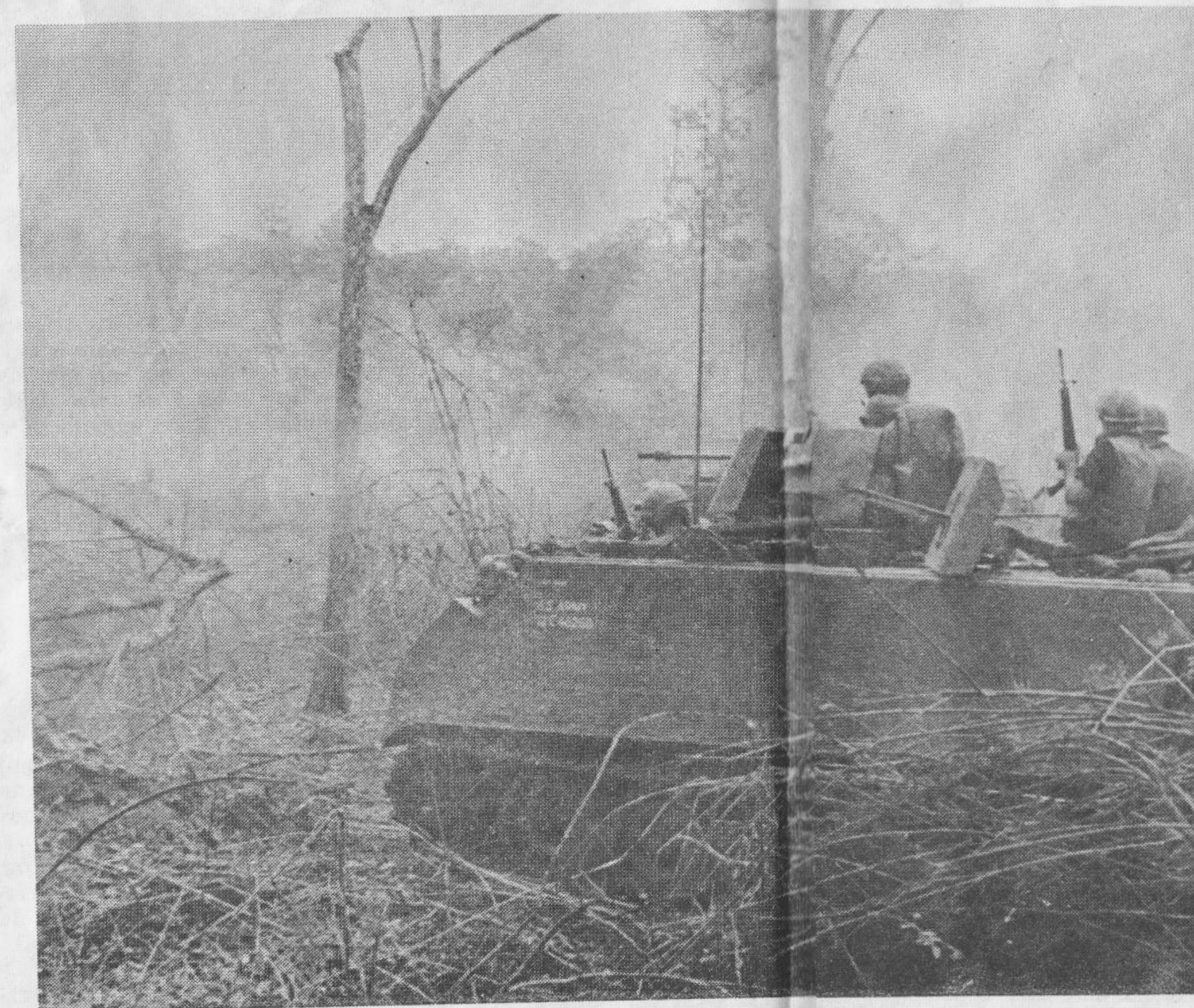
The first track reached the border, marked by a stream about ten feet wide with a hundred meters of swampy area on either side at 1030. Several of the tanks had difficulty in the swampy area and had to be towed out. At this time the column was receiving sporadic mortar fire.

The column then headed for a village a few kilometers across the border. Again the column received RPG and small arms fire. The ever present fighter bombers and the little FAC plane moved in to soften the village area before the tracks moved in.

The column moved into the abandoned village and set up a perimeter to break for chow. Dismounted patrols were sent throughout the village to check out the old bunkers.

They moved out again at 1600.

## The Blackhorse Re



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# The Blackhorse Regiment Crosses the Border



# Black Cats Keep Supplies Moving

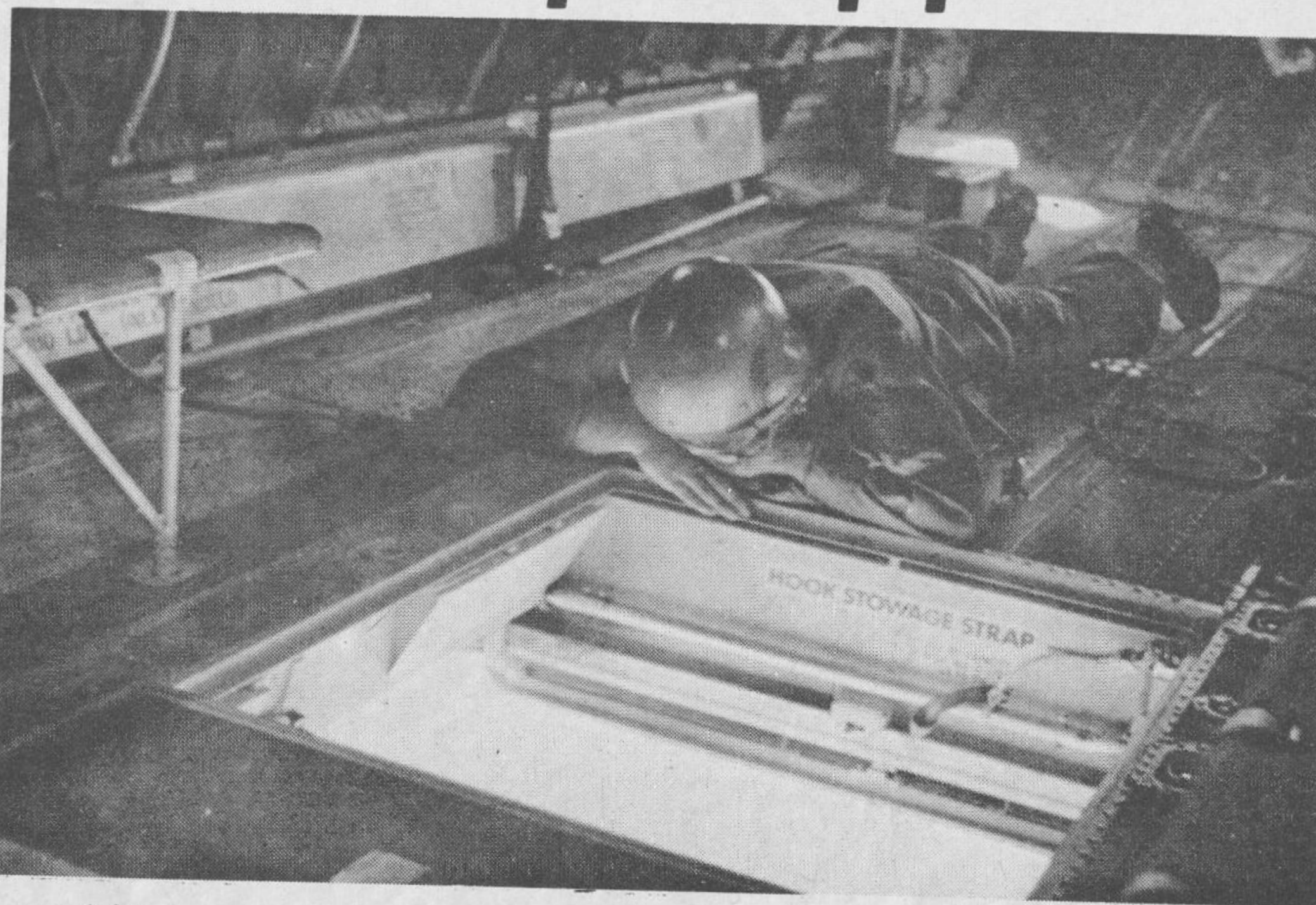
Every day those stacatto-thudding giants go roaring about, kicking up dirt and stones and everything else as they go in and out of base camps and the landing zones for night defensive positions and fire support bases.

For those on the "outside", the Chinook is the dirtiest, noisiest means man ever found for transporting anything from one point to another. But that's what they do - transport anything. Men, ammunition, fuel, food, yesterday's newspaper and everything else that people in the field might need. And the Chinook carries it faster and more efficiently than anything else.

The 11th Armored Cavalry Regiment uses two to three Chinooks each day from the 213th Aviation Company, the Black Cats, at Phu Loi.

The ships fly an average of 26 to 28 sorties during a ten to twelve hour day. But these are averages and the big hooks may find themselves flying combat essential items out to the field until early morning.

On one morning in May, one of the ships flew artillery rounds from midnight to 6 a.m. on such a combat essential mission.



A flight engineer checks to make sure the load on the Chinook does not swing too much.

Each of the CH 47s, Full C Model, which fly for the Blackhorse Regiment, can carry as much as 20,000 pounds in a

single mission. The hooks can fly at an altitude of 3,000 feet and at a speed of 80 knots.

"Anytime the load starts to swing, we have to slow

the air speed down," said First Lieutenant E. Randy Richardson, a Chinook pilot.

In extreme cases where a load may start swinging too much or

the twin, 3,300 horsepower engines start straining to keep up the load, it may be necessary to "punch a load" or drop it. In most cases, however, the pilot is able to control the load by adjusting the air speed. And he will not take a load if it requires more than 74 per cent of the torque of the engines to hover.

The Black Cats have 16 ships, but because of the great amount of maintenance time a Chinook requires they usually have only six ships flying in one day.

Each ship requires nine man-hours of maintenance for each hour of flying time. For every 25 hours of flight time, there is an intermediate inspection of the ship.

After 100 hours there is a periodic inspection, during which the ship is almost completely torn down. And there are even more detailed maintenance inspections after 300 and 1,200 hours.

The man who carries a major share of the responsibility for the machinery of a Chinook is the ship's flight engineer. He is the one who signs for the ship and he stays with it at all times. In the air, the aircraft commander, usually the more senior pilot, is in charge.

# Dozers Dig in, Push up Regiment

They weigh 24 tons each. They can do nearly anything.

The first statement is a fact about the bulldozers of the Blackhorse Regiment. The second statement is a claim that the four bulldozer operators of the 919th Engineers will swear to.

For Specialists Five Gary Cox and Ryck Confer and Specialists Four William Aaron and Philip Harvey, hard work brings the added satisfaction of being able to see the tangible results of their labors.

These bulldozer operators are used by the Regiment to push up berms, dig in the tactical operations centers and the artillery, bust jungle, and build landing zones and bridge sights.

"We do everything," said Cox. "We have built just about every fire support base that the 11th Cav has had. Whenever a squadron headquarters moves, there will always be a dozer."

In the last two months, as the Blackhorse has reinforced its reputation for mobility, the dozer operators have been kept even more busy than usual.

Although one operator can push up a new berm and dig in the artillery and the TOC in a day and a half, it may take four

to six days to complete the fire base, providing the squadron stays there that long.

When the fire base itself is completed, it is time to start clearing a field of fire around the berm, preparing a landing zone, and making sumps.

"There is always something to be done for the people in the field," said Aaron.

When a squadron moves, a bulldozer moves with it, usually on the back of a 10-ton truck. But if a truck is not available, the operator has to "walk" the dozer. Recently, Harvey walked a dozer 40 miles in two days - backwards. It wasn't that he could not find the gear for forward. When bulldozers walk backwards, they kick up less dust in the driver's eyes.

Because there are so many jobs for the dozer, the operators often put in long days. On one day in December, Gary busted jungle from Fire Support Base Jake to War Zone C and back for 12 hours. When he had finished, he started digging a new night defensive position for K Troop.

The hardest job Gary ever had to do, he hesitantly admitted, was getting out of a mudhole he was stuck in. "I almost took an

M88 tank and a 578 in with me," he recalled.

The terrain can sometimes cause serious problems for the giant machines, but sooner or later the machines and their operators win. In pushing up Fire Support Base Deb, it took Aaron three days to bust all the jungle around the position.

Cox and Aaron started their own Vietnamization program outside Loc Ninh one day, although it will probably be a few years before the fruits of their labor appear. They were digging a sump around a fire base when about 18 seven and eight-year-olds came over to watch them. The two operators placed the kids up on their laps and showed them how to run their machines.

In addition to their tactical jobs, the dozer operators have been called upon to clear schoolyards for village children.

All of the operators take a great deal of pride in their work. "Sometimes it happens that we will push up a berm and dig a squadron in. And that night the enemy will hit us," said Cox. "The next day guys will come up to you and shake your hand and thank you for putting the berm up and protecting them."



Specialist 4 William Aaron pushes up the berm of Fire Support Base Wilma.

# He Can Cut Anything

"There is nothing that the thing can't go through," said Specialist Four Brett S. Miller of the 919th Engineers.

Miller operates a rome plow for the Blackhorse Regiment, and he would have it no other way. "I love it. It's big and I like to drive big equipment," he said. "I think everyone, when he was a kid, wanted to operate some heavy equipment. Well, I got that wish."

Miller and his rome plow most frequently are found somewhere out in the jungle, busting through the brush and trees,

cutting a road.

He and his machine can cut through a medium-weight jungle at four miles per hour.

"In fairly thick jungle, I can move through it and cut it down faster than a man can run through it," he said.

A rome plow is basically a bulldozer with a sharp blade. In contrast to a bulldozer, a rome plow cuts through everything in front of it instead of digging it out.

On one side of the blade is a stinger. When Miller encounters a tree too thick, the stinger, a

flat piece of metal, can just break it off with brute force.

Rome plows have cages over the operator's seat to protect against falling trees that have been cut.

When the earth is soft, a rome plow can also be used to push up a berm as a bulldozer.

When Miller entered the Army, he asked if he could work on heavy equipment. He would up in Germany as a mail clerk.

He tried again when he was assigned to Vietnam. "I finally got my dream," he said, smiling.

**LNO on the Go**

**Touches All Bases**

Shortly after eight each morning, the Regimental Liaison Officer leaves the TOC in Quan Loi loaded with envelopes, boxes and assorted paperwork and climbs aboard a Light Observation Helicopter.

During the course of the day, the LNO will fly more than 250 miles - between base camps, posts and fire support bases - delivering and receiving messages, reports and plans, giving and attending briefings and making sure everyone concerned with the operations of the 11th Armored Cavalry Regiment knows what everyone else is doing.

"The LNO is essentially a link by means of which each element of the Regiment can keep in touch with every other element," says Captain Stewart W. Wallace, a former LNO.

After the LNO leaves Quan Loi, he goes to the fire base of each of the three squadrons and

any other units which may be OPCON to the Blackhorse Regiment. At each fire base, the LNO receives the squadron's plans and drops off messages from the Regiment and other squadrons.

When he leaves the last fire base, the LNO heads to Phuoc Vinh, the headquarters of the First Cavalry Division (Airmobile). He reports to the G-3 plans section and briefs the people there on the plans of the Regiment for the next day and finds out who what the plans of the 1st Cav are.

He also reports to the operations and intelligence sections at Phuoc Vinh.

In the TOC at Phuoc Vinh he writes a report which will be used at the Division commander's briefing that evening.

From there he flies to Long Binh and the headquarters of II Field Force where he goes

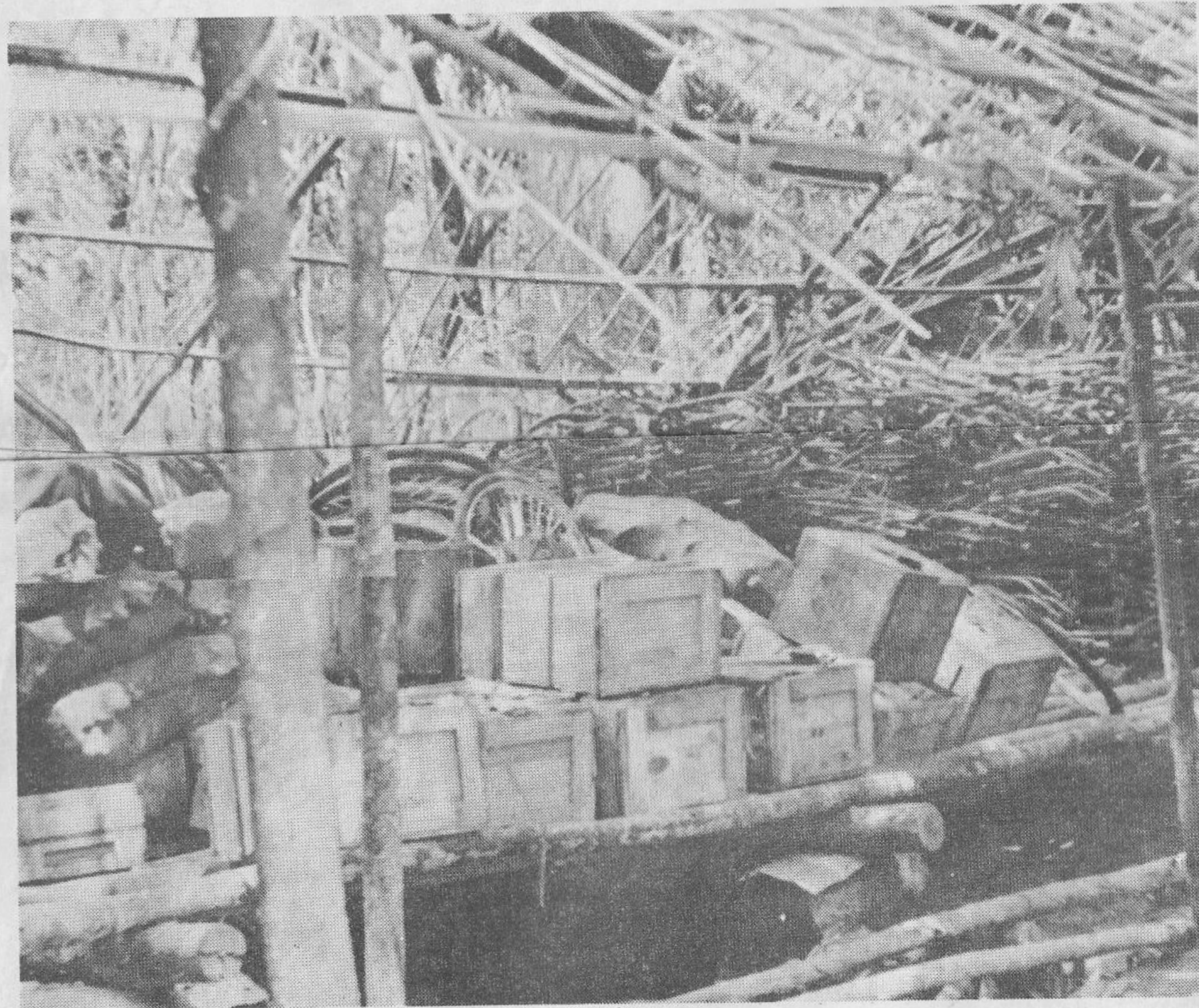
through a round of visits similar to those at Phuoc Vinh.

On a normal day his next stop is at Bien Hoa for a visit with the Air Force forward air controller.

On a few occasions it may be necessary for him to visit USARV or MACV, but usually he heads back to Quan Loi. Upon his return to home base, he prepare a briefing which he will give to the Regimental commander and staff at 1800.

After the briefing, it is back down to the TOC where he contacts the squadrons once again to see if there are any changes in their plans. He then prepares a situation report, a task which usually keeps him busy for at least three more hours.

A lot of work, but the LNO doesn't seem to mind. As First Lieutenant Edward E. Greene, the current LNO, says, "It's a great job. You're always involved in what the Regiment's doing."



Part of a cache found by 3rd Squadron in the Fishhook.

**Convoy Ends its Run**

A group of NVA soldiers running a small enemy convoy must have been rudely surprised when they rounded a bend and saw a gaggle of F Troop vehicles bearing down on them. But if they were, they didn't have time to show it. Within minutes four of them were dead and one captured.

The incident occurred in an area seven miles east of Snoul. F Troop was on a reconnaissance

mission when they discovered a two-lane highway tunneling through triple canopy jungle.

They started up the road to investigate. Shortly afterward they ran into the three trucks and two jeeps that formed the convoy.

The troopers also captured 400 lbs of medical supplies, 2000 lbs of rice, numerous packs, and some rifles and small arms.

**F Troop Finds Trucks**

F Troop seemed to have a special affinity for sniffing out enemy motor vehicles. Two days later they ran across an NVA motor pool.

Searching an area near the convoy contact, F Troop cavalrymen found an abandoned 2½ ton truck and two 55 gallon

drums hidden in the jungle. An exhaustive search of the area netted an additional five trucks and eighty drums of diesel fuel.

Also recovered in the area were 900 lbs of rice, 300 lbs of corn, two trucks jacks, one wheelbarrow and some small arms.



**3d Squadron Medics Carry on Medcaps**

The 11th ACR drive into Cambodia gave 3rd Squadron a chance to implement the same type of Medical-civic action program that have proved so successful in Vietnam.

Sergeant John P. Schoolfield and PFC Gary D. Hartwig of the Squadron's Forward Aid Station, accompanied by two interpreters and a small security squad, have been treating up to

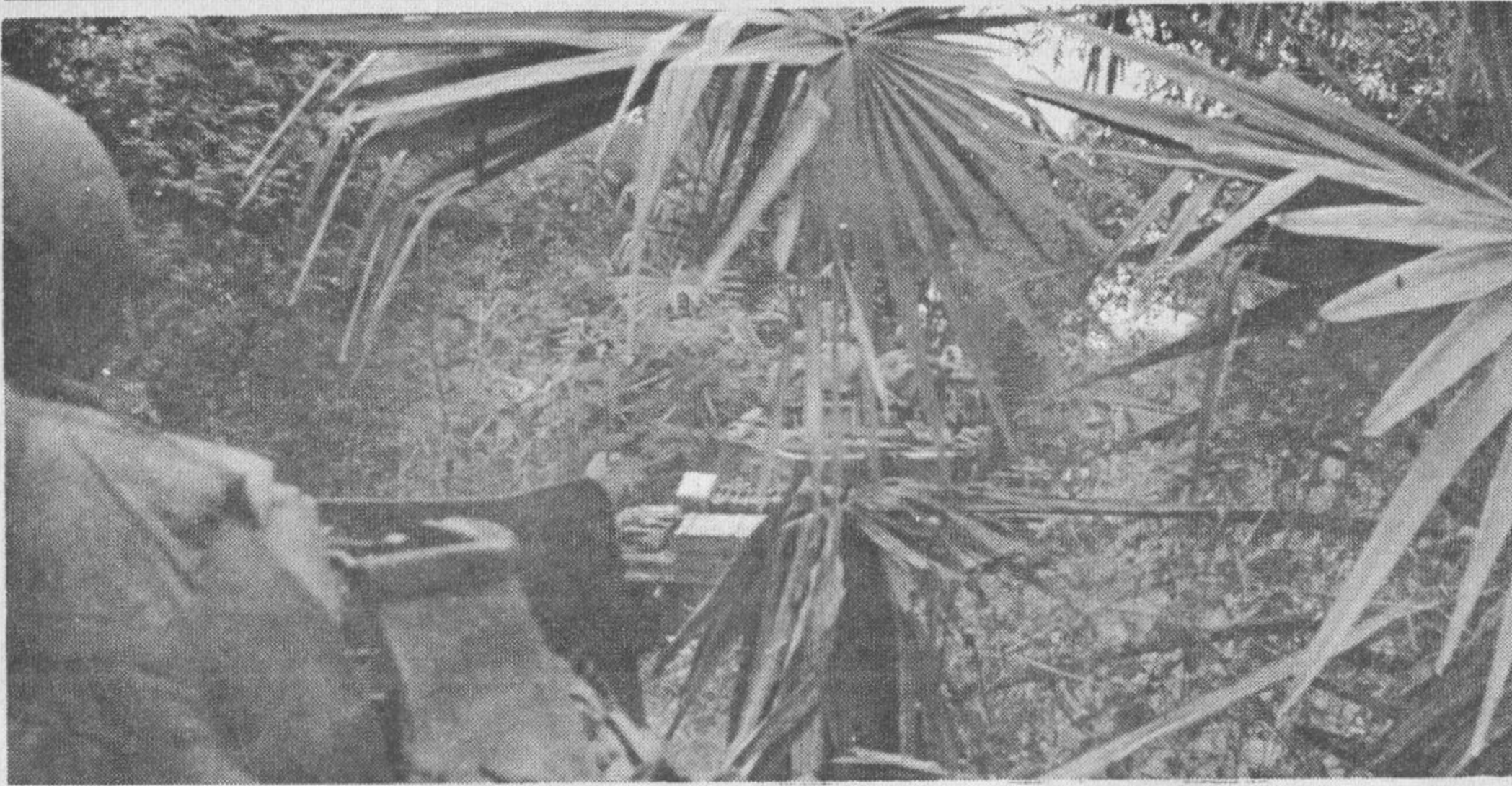
50 people a day.

According to Hartwig, skin diseases and minor lesions are the villagers' most common ailments. The medics have also encountered isolated cases of hepatitis, worms, and various related intestinal disorders.

Before leaving the villages, the team usually passes out soap to the villagers, with instructions on personal hygiene.



Specialist 4 William H. Lepper took this shot of a .50 caliber in action on the first day of the Cambodian operation.



Busting Jungle -- A G Troop patrol crashes through the jungle in the Fishhook.

### 919th Engineer

# Mobile Mechanic

It was early morning when the big Chinook set down on the hook pad at Quan Loi. Specialist Four John L. Gregory scrambled up the ramp into the helicopter and then sat down on one of the canvas benches.

Moments later the hook took off and headed out to the new fire support base of the 2nd Squadron.

Gregory is an engineer mechanic with the 11th Armored Cavalry Regiment. "I go everywhere. Wherever the Cav is, there is heavy equipment," he said. "When something breaks down, they'll call in for me and

I'll be out there to fix it as fast as I can."

He is assigned to the 919th Engineers and can be found at Quan Loi . . . some of the time. "Sometimes I'll be out in the field for ten days. And Whenever I get back to Quan Loi, there are usually two jobs waiting for me. And off I go again."

A job for Gregory might entail working on just about anything that is big and has a motor. Since coming to Vietnam he has become somewhat of an expert on bulldozers, bucket loaders, fork lifts, cranes, generators and water point trucks.

Although he was a mechanic before coming into the Army, he had never worked on anything but cars. But he found no problem making the transition to larger equipment.

"Surprisingly, heavy equipment is easier to work on than cars," he said.

Gregory must be ready at any time to go anywhere. "On one morning I went out to a squadron to fix a bulldozer which had been damaged by mortar fire," he recalled. "I replaced the lines and filters on the right side and then came back in. That night they got mortared again and I went back out to perform the same operation on the left side."

On another occasion he was called out to a special forces camp which had been mortared. In two days he fixed four fork lifts and two water points.

"I wouldn't get to go out to all the squadrons. The best part of it is the variety. And the unexpected. I never know when some Huey is going to come down and they will tell me something has to be fixed fast. And off I go again."

# Convoy Used in Cambodia

In any large-scale military operation, one of the greatest problems to overcome is that of logistics. Supply lines must be kept open and the troops in the forward elements must be assured of all the support they need.

Because the Blackhorse operates so often in areas inaccessible to normal vehicles, almost all the supplies have to be flown to the fire support bases.

When the Regiment moved into Cambodia, it was faced with the problem of moving all the necessary supplies to the troops with only a limited number of Chinooks.

The solution involved an operation unique to the armored cavalry—an overland convoy. Plans were formulated to move trucks along Highway QL13 and reach the forward elements. The convoy began the move after engineers had swept and improved the road.

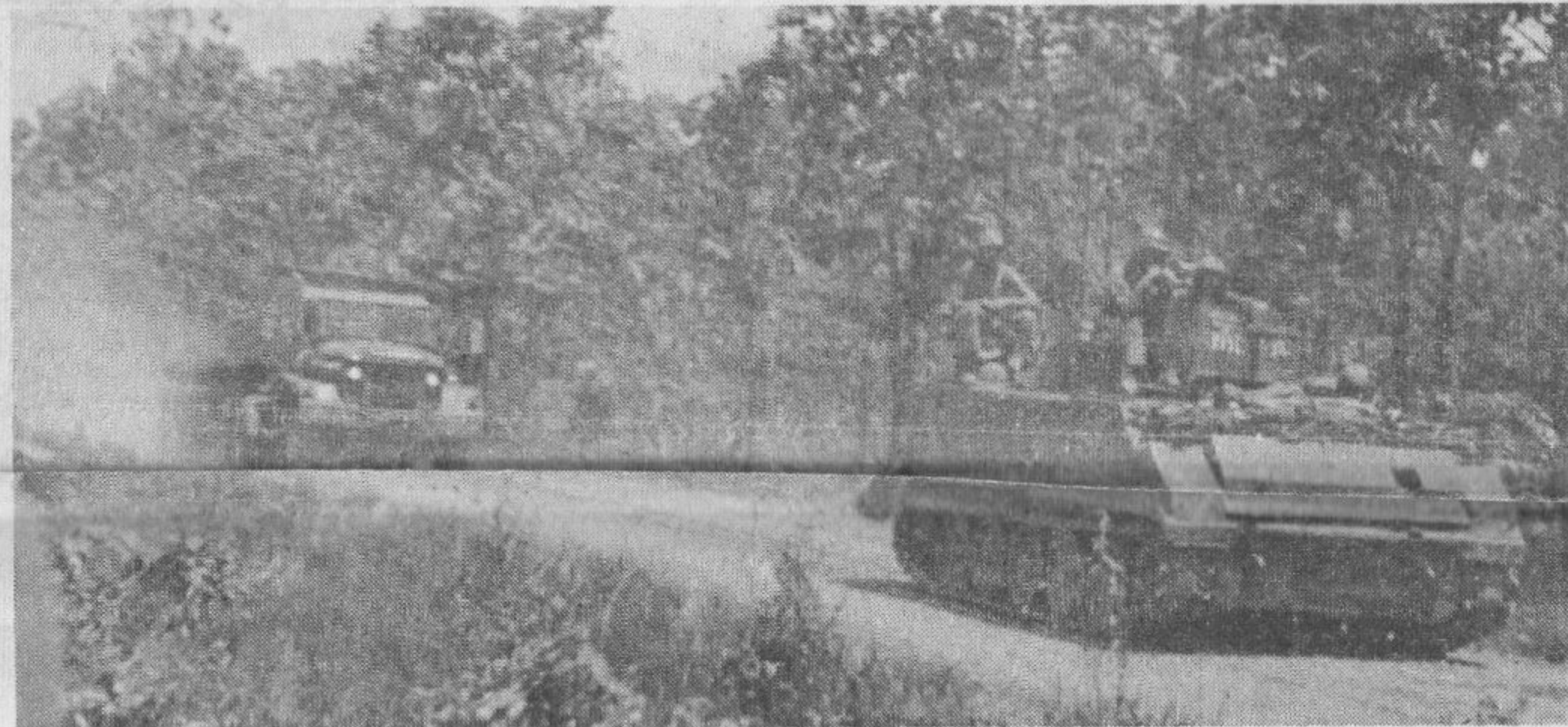
Each day 20 trailer trucks from the 48th General Support Group leave Quan Loi with an escort from the Scouts. They take their loads of heavy

ammunition and diesel fuel and other bulk items which usually require a lot of hool time up QL13 to Loc Ninh where they are met by an escort from 2nd Squadron.

Elements of 1st and 3rd

Squadrons pick up the convoy vehicles further up the route and take them to their fire support bases where the supplies are unloaded and anything going back to Quan Loi is put on the trucks.

Most of the supplies going out to the troops are still hooked out to them either from Quan Loi or from the squadron fire support base. But the overland route saves a lot of critical flying hours in getting the job done.



An ACV from E Troop provides security on the convoy as it moves between the fire bases of 2nd and 3rd Squadrons.

# 37th Med Works Daily in Di An Villages

by Kent Parker

"Give one of those little kids a band-aid and he'll love you forever," said PFC John Barry.

Well, maybe not forever, but the efforts of the 37th Medical Company are sure to have long-term effects. The inhabitants of the villages outlying Di An are currently being treated by a joint effort of the 37th Med and the 5th ARVN Medical Detachment with the ultimate goal of the Vietnamese medics taking over the entire operation.

Each morning the medical team led by First Lieutenant Jack A. Danton, leaves Da An for one of the surrounding villages.

Soon after the team enters the village, a crowd of people gathers around the vehicles. First the little children and then mothers carrying babies.

The front seat of a jeep quickly became a dental chair as an ARVN medic sets to work, assisted by PFC Rusty Merrimen. "I taught him everything he knows," said Merrimen. "Now he's getting better than I am. It's starting to hurt my professional pride. But," added Merrimen, "he really is getting good."

"I'm the band-aid man," said PFC John Barry, who is continually surrounded by children and adults with cuts and sores. He and his ARVN counterpart are kept busy administering antiseptics and bandages. Each child, after

getting patched up, runs back to the crowd to show off and compare band-aids.

The diagnosis is done by the senior medic, Specialist 5 Philip Mendelson, and an ARVN medic. Each patient explains his problem to the Vietnamese medic. Then Mendelson and he discuss the medication to be given and then the ARVN explains to the patient when and how to take the medicine.

When the team first started going into the villages, they would treat more than 120 people a day. But as they have made progress, the number of patients per day has gone down to 50.



The front seat of a jeep becomes a dental chair.



PFC John Barry watches an ARVN medic treat a child.