



THE BULLWHIP SQDN. NEWS

The official Newsletter of the Bullwhip Squadron Association

July 1997

Adjutants Call

Attention To Orders:

Television has been with us for more than a half century. It has been a powerful tool. It brought the Viet Nam War in to the living room of the nation and may have been an important element leading to the end of our involvement in Southeast Asia.

Some of you may have a TV in every room while others would not own a “boob tube” to save your life.

Selective viewing may be the answer to TV. It also helps to define you as a highbrow snob or a TV junkie. Some will choose from watching paint dry or bass fishing tournament on TW. Others will try to find TV that has some true value. If it were not for public TV or for animal shows presented by National Geographic, I may never have seen elephants make love. You can also watch A & E, Discovery, and the new History Channel to find programs with information you can use.

Last April 23rd, while on my treadmill, pretending I was running at Harmony Church, I watched a program called “Decisive Weapons” with Rodger Mudd as host. As you may know Rodger Mudd is a distinguished journalist and commentator who had a famous ancestor. Dr. Mudd was the physician who treated John Wilkes Booth following the Lincoln assassination. So much for the Mudds.

The important thing about the program was the voice, the face, the smile, the enthusiasm of the person looking at me from the tube. It was John B. Stockton our own Bullwhip. He was looking right at me. I stood a bit taller, threw back my shoulders, sucked up my gut, and increased the speed of my treadmill from 3.5 to 4.5. Bullwhip was talking about my old unit. He talked about the early years, about conducting tests with the H-13, about doing things that had not been done before. He talked about charting new battlefields with new weapons for commanders to use.

The film showed others who had touched my life in one way or another: Dave Allen, Bruce Crandell, and Hal Moore. But the important face was that of Bullwhip 6. The enthusiasm with which he told the story of the birth of the Air Cav was refreshing.

One of the great things about the History Channel is the way they repeat their stories. I hope each of you will get a chance to see the story about helicopters in Viet Nam.

I want you to hear the excitement in the voice of John B. Stockton ; even after more than 30 years he tells the story with the joy of a child at Christmas. I remember that voice saying “run faster Grube, run faster.” All I could say was, as taught by our Sergeant Major, “Yes Sir, Sir, Yes Sir.”

One last word to keep me informed of items you want to see in Adj. Call:
My address is 2521 - 15th Street, Columbus, GA 31906
Phone number - (706) 323-9030

Remember our Leader was no “Piss Ant.”

Dick Grube
Adjutant

TAPS

We are happy to report none during this period. Live long and prosper.

Around The Corner
By
Henson Towne

Around the corner I have a friend, In this great city that has no end.
Yet days go by and weeks rush on, and before I know it a year is gone,
and I never see my old friend’s face; For life is a swift and terrible race.

He knows I like him just as well, as in the days when I rang his bell
and he rang mine. We were younger then- and now we are busy, tired men-
tired with playing a foolish game; tired with trying to make a name.

“Tomorrow” I say, I will call on Jim, “just to say that I’m thinking of him.”
But tomorrow comes - and tomorrow goes; and the distance between us grows and grows.

Around the corner! - yet miles away...

“Here’s a telegram, Sir.” “Jim died today.”

That’s what we get - and deserve in the end. Around the corner, a vanished friend.

FOREWORD

This newsletter is special because of Bullwhip 6’s, long overdue, following article. It was not his fault that he/we did not know all the details surrounding his unjust relief from command of

the 1st/9th Squadron, in November of 1965. However, over the years individuals began to write and talk about that particular incident and the jigsaw puzzle began to take shape. Now we can see the pattern as it developed over thirty years ago, which lead to BW 6's relief of command. To this very day, I'm asked by students of military history as to where the famous 1/9th Air Cav Squadron was during the tragedies that took place at LZs Xray and Albany. As many of you remember, we were grounded because we had no leader. There are names on "The Wall" from the 5th and 7th Cav that shouldn't have been there because the 1/9th Cav wasn't allowed to do it's mission during that fateful time, in November, 1965.

So set back, read, and understand.

DAVID J. ALLEN
Brigadier General, Cavalry, USA Ret
Commanding

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From BullWhip Six

I was going to continue in this column with my version of how our US Cavalry developed and evolved during the 1861 - 1865 War Between the States. But something has come up, so we'll have to postpone that lesson for a while.

A few weeks ago I was leafing through Ben Silver's excellent 1990 tome, *Ride At A Gallop*, when I came across a strange footnote on page 302. It read: Charlie A Beckwith, Col, Delta Force. (New York: Harcourt Brace Jovanovich, 1983), p73". That evening, during a phone conversation with Nick Hlywa up in Huntsville, AL, I prevailed on Nick to visit his city library and see if he could run down Col Silver's footnote.

The next day Hlywa faxed me back the pages in question.* Again, what you

are about to read is quoted here directly from the book, *Delta Force*, written by Charlie A. Beckwith and published in 1983.

Quotes....."I was introduced to Brig Gen Richard Knowles, a great big tall fella. He had a problem. The 1st Cav was going to stage out of Plei Me and go on westward into the Ia Drang River Valley to find, fix, and defeat the NVA regiments that had just withdrawn. Lt Col John Stockton, who commanded the division's recon squadron, had asked to have a rifle company from Harlow Clark's 1st Brigade assigned to him to guard his parked helicopters. When Stockton ran into trouble near Duc Co, at a place called LZ Mary (sic!), he deployed this company in a combat operation. They were deeply

engaged and now General Knowles was asking if there was anything Project DELTA could do to help them out.

While I was standing there General Knowles got Colonel Stockton on the radio. Knowles's call sign was Longstreet and Stockton's was Bullwhip 6. "Bullwhip 6 this is Longstreet. I do not appreciate that you took that rifle company and used it for a purpose other than the one you stated. I don't appreciate it a bit. Now we have to mount an operation to get it out. What do you say about this?" Bullwhip 6, Stockton, came back with some kind of bullshit. When he was done, the General put the radio down, looked at me and said, "That's what you call really telling him, isn't it?".....Closed quotes.

In the above scenario, as cited verbatim, somebody is lying, either Major Charlie

Beckwith or Brig Gen RT Knowles. At no time during the events and conversations leading up to the late night of 3-4 November 1965, did anyone within my sight or hearing ever even mention the use of a rifle company (this because Ted Danielsen's A Co, 1/8 Cav Bn) to guard anybody's helicopters or for any other purpose than providing the combat reinforcement potential required if we got into a fight beyond our depth on the LZ Betty, recon in force, mission.

Moreover, my Bullwhip Squadron went out there on the Chu Pong in the first place that early November day in 1965 as part of our job to find the enemy for our major unit commander, in this case, Maj Gen HWO Kinnard, 1st Air Cav Div CG, as represented by his ADC. From my own conversations with Brig Gen Knowles, and with others, it was my conviction that nobody had a clue at that time as to where the enemy was or in what direction he was moving or what his tactical objective might be. All we knew for sure is that we had come across one of his logistical bases, including a field hospital, about 20 km to the east of the Chu Pong and just south of Highway 19, only 24 hours earlier, and also that an NVA unit of some size had hit an ARVN outpost at Plei Me a week or ten days before. Nothing more than that.

If more than the above was known or even seriously

suspected at any command level of the division, it was never communicated to me in any way. My impression was that the division's leaders were at a complete loss on 3 Nov 65, as to where to find the enemy and what to do about it if we did find him. If this is true, then Beckwith's words "The 1st Cav was going to stage out of Plei Me and go on westward into the Ia Drang Valley to find, fix, and defeat the NVA regiments that had just withdrawn", are also not true in the context of what was known late in the night of 3 November 1965. To my best recollection the first time the words "Ia Drang" were uttered anywhere in the 1st Cav Div were by Bob Zion and myself during our mission briefing to "Longstreet" as we gathered around the map on the hood of my jeep to disclose to him our LZ Betty plan. Again, I am led to believe that either Charlie Beckwith or Brig Gen Knowles was not telling the truth here. But this is less grievous. We in the military are all too inclined to bend and shape our perceptions of combat situations in the light of what we learn later.

But Charlie Beckwith, then a 5th Special Forces group Major, working out of Nha Trang, doesn't leave it alone there. He goes on to say, Quote, "I... Was told that Colonel Stockton's helos would support DELTA but that they would remain under his operational control. I became very hard-nosed over this point. I'd stood there

and watched that general take crap from Stockton, so I wasn't comfortable with Stockton. He took too many risks to suit me; I wanted to control all my own parts....The Cav finally agreed to attach the helicopters to me, but they didn't like it at all. Stockton was very angry, but I got my way... the Cav's choppers weren't much to brag about. Their pilots couldn't find our LZs ... they put the teams in twenty kilometers from where they were supposed to... (The next day their pilots) were only ten kilometers off. It was just a damn mess."... End quote.

I've checked everybody in the Squadron I can think of who might shed a little light on Beckwith's assertion as cited above. Nobody has any recollection of hauling any of his people anywhere during 01 Nov - 19 Dec 65. I know for certain that the Squadron itself was never attached or even opcon to Major Beckwith. In the first place such an arrangement is illegal by US statute unless my memory fails me miserably. Second, I don't think I ever saw or heard Charlie Beckwith's name mentioned until about fifteen years later when we all learned how NOT to mount a cavalry style airmobile operation, re: that unfortunate effort to rescue our Embassy hostages in Tehran.

The more I ponder all this the more I wonder whether or not our 1st Cav Div commander, then- Major General HWO Kinnard, ever

did understand the extent he was lied to (or deliberately misled) by members of his own headquarters as respects our Bullwhip Squadron during that time frame. In researching this newsletter topic I was astounded to learn how widely known it was that Division records for that period were falsified or altered or invented to fit the image sought by Div HQ rather than the actual facts and circumstances.

In any event, all of you are entitled to know the facts pertaining to Col Beckwith's written words as set forth on pp 73-75 of his 1983 book, Delta Force. I know, I know—it's now almost 32 years since LZ Betty and the Ia Drang, kind of like participants in the 1863 Battle of Gettysburg arguing about particulars of that epic struggle while they listen to Teddy Roosevelt campaign for Governor of New York. But it is, once again, the honor of our Squadron which is at stake here. And I cannot let Beckwith's untrue story stand without being challenged. I should have known about this scenario earlier, much earlier, but I didn't and I regret that. Be that as it may, I know it today, and so I am compelled to respond. This is my duty as I see it.

*so, also, did Liz & Z-man Zemke from Fresno, Ca. Jbs

JBS/BW6

“ALWAYS TELL THE TRUTH AND YOU WILL NEVER HAVE TO WORRY ABOUT WHAT LIE YOU HAVE TOLD TO WHO” lae

SMOKEY

In 1965-66 Smokey was Chuck Knowlen's radio humper down in C Trp of our very own Bullwhip Squadron, aka the 1/9th Cavalry. His primary weapon was a walkie-talkie radio, known in the vernacular as a "Prick 25". I don't specifically remember Smokey from those days. He reported for duty with us shortly after our LZ Mary battle of 3-4 Nov 65, which event featured the same Chuck Knowlen and his self-contained package of a full strength rifle platoon **plus** his own organic lift section of four Huey Delta lift helicopters.

Today, more than thirty years later, Smokey is somewhat ambivalent on the subject of the time frame of his assignment to Capt Knowlen's "Thirsty Blue" gang of troopers. In some ways, he says, he would like to have shared that once in a lifetime experience which was LZ Mary during those early November days of 1965. On the other hand, he adds realistically, if he had beenon that foray which made Thirsty blue famous forever in the annals of the US Army's many-faceted

military adventure in Vietnam, it is altogether likely he would not have lived to tell the tale. Smokey always says that in the "win a few, lose a few" equation of grunts in combat, he vastly prefers to remain on the "win a few" side.

I've seen Smokey on several occasions both at and since our first Bullwhip Squadron **one-time-only** reunion, which event took place late in 1994 at the same place we all started from – Fort Benning, Georgia. We've chatted together at some length over the years since then. He's not young anymore, is our Smokey Schmo, but even well into his fifth decade on this globe there's a look to him and a sense about him that says as clearly as if it were stenciled on his forehead in large letters, "If you ain't Cav, you ain't". In appearance he looks to me like an aging Italian monkey-on-a-string organ grinder, with his smallish stature, swarthy complexion and drooping mustache. And I don't mean that thumbnail sketch in any way to be derogatory – it's just the way I'd describe our boy to anybody interested in picking him out of a crowd.

Because Capt Knowlen, whom I admire and whose judgment I've always respected, has always known him better than I, I've asked him to let us have a few words about one each Jerry Schmotolocha, Prick 25 radio humper supreme. Here's what Chuck has to say:

**From The Command
Sergeant Major**

From Bullwhip 6 CP at Fire Base Mississippi. This is Bullwhip 7, Foxhole, to all the great troopers of the Bullwhip Squadron.

The days are flying by and I hope everyone is looking forward to our next gathering as I am. Major Bogdue and CSM Defleron visited Armory, MS on a mission to recon the area for our next, great, get together.

The city Fathers gave them a real welcome and the local newspaper ran a headline stating the Army was considering coming to Armory in 1998 for their reunion. Of course I had to correct the publisher that it wasn't the Army but the Bullwhip Squadron. The newspaper ran a correction stating it was not the Army but the Bullwhip Squadron reunion.

So Guys start planning on our next gathering **now, for late 1998**, where ever it might be.

I want to thank you all for the support money, your donations and dues, as we all know it takes money to get the job done.

Remember also, as Bullwhip 6 said, if you cannot afford it, don't worry. Every trooper of the Bullwhip Squadron is a brother and we share and

share alike, and love one another.

To the enlisted troopers, someday you will be 75 years old too, and you will look back on your days in the 3/17th and 1/9th Cav and cry with joy and happiness.

I served 34 years in the Army and the 3/17th and 1/9th Cav units are the only units I loved. All the other outfits were just a number on the Big Chart.

Points of contact remain;

Loel Ewart -
Rt. 2 Box 158
Ozark, Al. 36360
Ph# 334-774-0328

Or

Al Defleron -
1145 Holland Rd.
Newton, Al.
Ph# 334-692-5685

Stand tall, be proud.

SGM Kennedy
Bullwhip 7

From The Commander:

With this issue you'll see that the editorial staff has added some interesting articles.

Of special note is the article by BW6 which contains some "unknown" facts of the Squadron's Ia Drang battle - ala ambush - involvement. The Keeper of the Rock, Gene Smith, had the opportunity to hear MG, Retired, Morris Brady's presentation to a Virginia area AAAA recent gathering. MG Brady was in the 11th Air

Assault Division, and during our tour in Vietnam, was the Commander of the 2/20th Aerial Rocket BN.

On a personal note, MG Brady, then a LTC flying his C & C aircraft near Tuy Hoa in June of 1966, was forced down by enemy ground fire. A Troop was in the vicinity and heard the May Day call. My Gun Team and Scouts arrived overhead of the downed aircraft within minutes, thanks to the FM radio homing device. As I recall we put on a "small" 1/9th Air Cav low level fire power demonstration for the downed crew while they prepared for our pickup. We obviously couldn't pick up the crew with our fully loaded rocket ships - so what better way to unload the gun ships and to give our chief competitor a real Cav show.

I later was the G3 of the 2nd Inf. Div in Korea in 1977 - and MG Brady was the CG!

The personal story by Rik Anuskiewicz of his life after the military is typical of many of our troopers who served, however briefly, with the Bullwhip Squadron and later in civilian life have achieved a high measure of success. Rik attended the Ft. Rucker reunion and we immediately renewed our friendship as he had flown with the Guns during his 3 months in the Cav before PCSing to the Land of the Big PX, in late 1965. Rik and I talked at the reunion and after he told me what he did for a living. I asked him to write an article for this newsletter. It took Rik over a

year, and several of my phone calls of encouragement, to write his article. And what a story - the xxx Rik. There are many more stories out there that the BW Squadron Newsletter would like to share with you readers. I'm personally aware of several of A Troop's pilots who became commercial pilots and have flown as Captains in 757/767s.

The Legal Advice column by Manny Sedacca is right on target. He will continue this legal advice in future newsletters. We appreciate his time and effort in this endeavor.

I must remind you troopers that our own film maker, Smoky, of the NBC Sunrise Show, has some excellent VCR tapes available. The latest tape I provided him was recently sent to me by Network Enterprises / Wingspan Network of Bethesda, MD., and is titled "Wings Over Vietnam " Episode 4: The Cavalry. This particular episode was started almost 18 months ago and is based solely on the 1/9th Cav's exploits in Vietnam. It starts off with an excellent introduction of the beginning of the 11th Air Assault Div., followed by the 1st Air Cav Div., and then the 1/9th Cav. It contains some rare footage of our H-13 Scout Ships and Uh-1 Gun Ships and Lift Birds in action. I was an advisor on this effort and have an appearance on the tape in which I describe the relationship we all had in this

unique fighting organization. Smoky combines several tapes that run for two hours or more and are a steal for \$20.00 - half of which goes into our BWS fund.

Take advantage of this offer in that these tapes are all predominately 1/9th Cav stories - our History and Legacy.

As Always

David J. Allen

From the Chaplain:

I trust all are doing well. I have received no word of any of our troopers who have made their last muster. If there are any please let me know. Even if I can't be with you I can pray for you and write to you.

I had an interesting adventure last month (May). I was invited to speak at a Prayer Breakfast and to attend a Change of Command Ceremony at Ft. Hood, TX., home of the First Cavalry Division. As you know they are no longer Air Mobile, in fact I didn't see any helicopters anywhere. At the Change of Command Ceremony they had all the pomp and circumstances; beautiful black horses, mounted Troopers, wearing the old Cavalry uniforms. Officers who were in the Ceremony (not the mounted Troopers) wore the Black Hats. I informed those I met that we were the only Cav Unit in the Division. I also let them know that Bullwhip

introduced the wearing of the Black Hats. Furthermore, I let it be known that we wore regulation Black Hats, not the wide brim cowboy hats they wear now. I told everyone there that we had the only animal that was related to a horse in the Division, Maggie, our mule.

It was an interesting experience to say the least. Life in the Army as we knew it, has certainly changed. No more Mess Halls, they now have Dining Facilities. It certainly is a different world. I wouldn't exchange any of this for what we once had. We didn't have the plush surroundings or many of the other improvements that exist today. We had esprit, so we didn't need fancy surroundings.

We were too busy getting ready for war. We were field Troopers, the best trained Unit of the First Cav. Thanks to the leadership of Bullwhip 6, our officers, NCOs and men who made up this elite Unit.

As always, as I look back on those days when we shared so many experiences I am again filled with pride to have been part of the great outfit.

May the Lord watch over you and prosper you in all that you do.

Until we meet again.

Your one and only Chaplain

Harry K. Treude

From the

Sergeant Major:

I'll start out with a big Thank You to Dave DeSoolver for the listing and addresses which found it's way through the chain to me. We were able to locate a total of eleven troopers. All of whom joined the Assoc. Keep it up Dave, I'll gladly welcome anymore you happen to know their whereabouts.

So far the hardest troops to locate has been our Blues. I guess because so many of them were draftees and exited the Army on return to the USA. I'm sure all of our Blue Leaders would love nothing more to see as many of them as possible at the next reunion, or at least hear from them.

We all know we not only had the best A/C crews in the Division, but there wasn't an Inf. Brigade who could match up to our Sqdn. Blues in the whole of Vietnam. But then they didn't have a Capt. Jack or a Capt. Chuck. Enough said.

I saw Dick Sistrunk right after Glen Shumake passed away, and after telling him about Glen, he pulled out his billfold, and removed a folded up piece of paper containing a poem titled, "Around The Corner." Like all of us, we see something that really touches us we clip it, put it up or carry it around with us and really never look at it again, except at a time like this. This poem is in the TAPS column. A reminder of today. It says a lot for all of us. My copy, I'll put it

where I can see it almost daily as a constant reminder of the things I should be doing.

Next month I'll be going to the 1st Cav reunion at Ft. Hood, TX. Hope to see some of you there, maybe even find some of our troops there whom are still lost out there.

As ever

L..A. Defleron
Sergeant Major

From the Keeper of the Rock:

As the "**Keeper of the Rock**" It's always an honor to share with you troopers information or stories that have effected all of us. Therefore, for this newsletter I want to share with you a presentation by a person I greatly admire.

In May, MG(Ret) Morris Brady addressed the quarterly meeting of our AAA chapter in Richmond, VA on the subject of Army Aviation Heritage. It was a very interesting presentation and, as such, I asked General Brady if I might borrow from his notes for my portion of this issue of the Bullwhip Squadron newsletter and he graciously agreed. I can take no credit for the remainder of this article as it is a direct extract from his notes.

Army Aviation Heritage
by
MG (Ret) Morris Brady

"The increasing integration of aircraft into warfare casts new light on the military importance of key terrain, the use of obstacles, the defense of flanks and rear areas, the employment of reserves, the movement and massing of forces, and the coordination and massing of fire support. Although the development of air mobility has been made possible by advancements in technology, let me be clear: The organizations and tactics and equipment that we employ today, and will use tomorrow, are the direct legacy of those leaders with a vision that persisted in the face of convention and the more comfortable status quo.

By far, the most striking thing about Army Aviation is it's people.

The great aviators;

Their determination to get the job done;

And to a man, they were visionaries.

Army Aviation has had a hard upward fight against the protectors of the Air Forces "Role in the Air" as well as the timidity, conservatism and lack of vision of many leaders in the Army.

These are the same people that when the number of motor vehicles in a division increased to 250, felt that the logistical system could not sustain them. The last number of vehicles in a division that I knew of was a lot more than that and we were looking for more.

The same has been said of the helicopter, it's too costly and too vulnerable. The performance of the helicopter

has turned these sentiments into low groans of acceptance. However at the risk of over repetition, Maj Gen Robert Williams "Cayuse Comment" is worth repeating. In 1969 he said that the first Cayuse to complete 1000 hours in Vietnam - had been shot down five times and recovered, received fire on 57 occasions, and survived 150 bullet strikes. And there are those today who believe the helicopter cannot stay ahead of anti-aircraft development. This group still seems to think that the helicopter is a good machine for evacuating casualties.

When the Air Force split from the Army, it retained responsibility for helicopter development and procurement. With the result that for some time very little money and less effort went into helicopters for the Army.

Meanwhile, in the Army, units were finding more and more use for the few, small fixed and rotary wing aircraft supporting units in the field. As choppers were used for utility, medevac, arty observation and rescue, they began to be formed into units and the Air Mobile concept just sort of grew. But there was precious little guidance for airmobile doctrine. Fortunately, the gestation period for tactics and technology was speeded by then Major General Gavin's April 1964 article in Harpers magazine, entitled, "Cavalry, and I Don't Mean Horses." The article was an unofficial summation of several staff

studies prepared by his office while he was G-3, at Department of the Army.

During this same time frame, a group of officers at the Aviation School, with the blessing of the Commandant, were experimenting with armed helicopters. The guiding genius for much of this development was the colorful Colonel Jay D. Vanderpool, Chief of the Aviation School's Combat Development Office.

With two officers, two enlisted men and unbounded enthusiasm, Vanderpool went to work without a charter, without money, and with explicit directions to avoid publicity. Using borrowed resources, COL Vanderpool formed a "Sky Cav" platoon which, in a short time, became notorious for its hair raising demonstrations of aerial reconnaissance by fire.

These efforts were officially recognized when the Aerial Reconnaissance Platoon became the nucleus of the 7292 Aerial Combat Reconnaissance Company with an approved Table of Distribution sanctioned by the Dept. of the Army.

Near the end of the 1950's, too many programs were going in too many directions. Moreover aviation requirements were becoming big business. The Army Staff recognized the need to get its house in order. In late 1959, the Chief of the Army's R&D initiated an Army Aircraft Development plan to focus Army R&D efforts for the next decade.

The following year, the Army Chief of Staff established the Army Aircraft Requirements Review Board, chaired by LTG Gordon Rogers. Its membership read like the Who's to be Who of Army Aviation for the next twenty years. The Board's charter was intended to be a review of the Army Aircraft Development Plan and to consider industry proposals in response to that Plan. The Board did that and then some. They made recommendations regarding observation, surveillance, and transport aircraft.

There were other recommendations, but the one that let the tiger loose was the one that said the Army should prepare an in depth study to determine whether the concept of air fighting units was practical and whether an experimental unit should be activated to test its feasibility.

The importance of the Rogers Board has been somewhat overshadowed by the better known Howze Board and the later tests of the 11th Air Assault Division. However it is a remarkable milestone on Army Air Mobility in that it set in train a chain of actions that opened a big door and had a profound effect by making later aviation concepts and developments possible.

When the Secretary of Defense got the Army's budget request, he thought the number and type of aircraft should be reduced, and said so. Later after his analysts, including some

army aviators, reviewed the plan, McNamara had second thoughts and then became critical of the Army's shortsightedness. And, reversing the field, thought the plan was "dangerously conservative."

Essentially, he was saying that the Army had been talking big but failing to ask for the program dollars to back up what they were saying.

McNamara put all of this in a now famous memorandum that said the Army had not explored the opportunities offered by technology to break the traditional ties to ground mobility. He claimed air vehicles operation close to the ground offered a possible quantum increase in effectiveness - and went on to say that air transportation not only was less costly than rail or ship in peace time, but wartime urgency would make it even more important.

He directed a re-examination of Tactical Mobility requirements divorced from traditional viewpoints and past policies and free from veto or dilution by staff review.

McNamara ordered that the examination include full use of field test and exercised. He even took the highly unusual step of indicating who should chair such a study and who the board members should be.

The result of the Howze Board's deliberations was the formation of the 11th Air Assault Division and the test of 1964-65.

McNamara's memorandum and its impact is a benchmark in airmobile history, resulting from the fortuitous coming together of a number of events. But undeniably, the Army aviators on the Sec Defs Staff and the Army Staff were reading the tea leaves and took full advantage of what they saw.

Airmobility was now in vogue. So much so that the generic term eventually came to mean anything that was transported by air. A new term, Air Assault, gradually emerged that referred to a unit specifically designed and organized to accomplish its mission by air. In spite of what General DePew may have thought, a ground unit that simply uses aviation assets to position itself is still a ground unit conducting airmobile operations.

I have always considered my assignment to the 11th Air Assault Division to be the highlight of my career. We had the best people that I have ever worked with from the Div Commander Harry Kinnard, to Phip Sennef, John Stockton, Hal Moore, and others far too numerous for me to mention. All were characters, 100% pure professionals who let nothing stand in the way of getting the job done. They were eager innovators, who never balked at attempting something that had never been done before. When problems arose anyone's solution was heard and our junior enlisted men solved some of our knottiest

problems. It was an exciting time for everyone.

When the Division was sent to Vietnam, I went with the Advanced Party. Once the Division began combat operations, it quickly validated the Air Assault concept in combat and became the only Division to receive the Presidential Unit Citation.

I personally had such a ball flying gun ships and shooting rockets that I stayed for a year and a half and then returned for another tour, all with the First Cav.

While I stress that none of this would have happened without gifted and dedicated people we must recognize that it was the turbine engine that turned our loud, weak, maintenance hog helicopters into the quieter, smooth flying, low maintenance, high performance hawks that could get the job done". Quotes end.

Keeper of the Rock
Gene Smith

Legal Advice

This is the first in a series of articles dealing with the need for a Will, the components and information necessary when drafting a Will, and finally the court process by which the provisions of a Will are

implemented. While these few paragraphs are not, by any means, intended to be specific legal advice to BW Squadron members, it will give a broad overview of the process.

If this first installment has the effect of triggering thought about Wills, and planning for the future inevitability, I will be satisfied.

As we meet at reunions, at various military installations and functions, and see the lean young warriors of the present Army, I am put in mind of just how young we were when we trained at Fort Benning and deployed for Viet Nam in the Summer of '65.

Now, 30+ years later, many of our youngest members are in their 50s, married with grown families, and some looking toward retirement. That, and informal inquiries I've received from our comrades regarding Wills, prompts me to write this column starting with the concept of a Will.

WHERE THERE'S A WILL

If you died without a Will, how would it affect those you love - spouse, children and others who depend upon you for wise planning? If you died with an outdated Will which no longer expresses your desires because of changes in your life, such as changes in marital status, grandchildren, etc., how

would that affect those within your family?

Intestacy

In the event of intestacy (which means dying without a Will), the Probate laws of your State determine how your property will be distributed, even though you may not be pleased with the outcome. Likewise, an outdated Will could cause the wrong person, such as an ex-spouse, to receive a portion of your property - even though this was not your intent - or even fair.

What is your estate?

With certain exceptions, such as contracts of insurance, joint tenancy property, and trust income, the assets you own when you die comprise your estate and are subject to Court supervision called probate. These other forms of ownership may also be part of your estate in the broad sense, but are subject to other laws for disposition after death. Your Will is the primary instrument to determine how these resources are to be distributed and the timetable for doing so after your death.

A Will can name a Guardian for minors

Your Will should be drafted to include provisions to save taxes (if appropriate), and conserve your property for those you intend to

benefit. If you have minor children, or want to benefit minor children such as nieces, nephews, or grandchildren, you should also consider who you want to serve as the guardian of the gift you are giving the minor until they reach the age of majority.

A Will tells the Court you wishes

Your Will is a written means of directing your State of residence to recognize your wishes. How else can your state, and through it the Courts, know your wishes unless you make these specifically known in a properly prepared legal document?

Avoid ambiguities and complications

One of the benefits of a properly prepared Will is that it gives you the freedom and peace of mind to enjoy your family now, secure in the knowledge that those family and friends who are the natural objects of your bounty, along with those institutions, charities, and other individuals you want to benefit from your estate are properly and specifically identified. This avoids legal complications later.

Modification/Codicil

Once you've drafted and formalized your Will, you may modify it to reflect changes in you age, lifestyle, and family status by an amendment called a Codicil. But be careful- a Codicil, which may appear simple

(ridin by at a full gallop), must be prepared with the same formality as the original Will. An improper or defective codicil can engender litigation, especially if a substantial estate is in issue.

Don't procrastinate!

Although there are do-it-yourself books and self-help guides, this is a technical area. In preparing a Will, one must think in terms of what happens if I die tomorrow in an accident, as well as, does this Will have the foresight and elasticity to accommodate changes without a major overhaul? A good source of information is your local Bar Association which usually can provide pamphlets, brochures, and the names of local Counsel whose practices focus on Probate/Estate Planning.

Because the drafting o a Will puts us in mind of our own mortality, we are prone to procrastination. Doing so can have serious consequences. Don't put it off-now is the best opportunity to do it!

Nest time I will discuss the actual components and elements of a Will.

Manny Sedacca
Legal

It's not if you win or loose, it's war, and you win. There is no alternative.

Article By Rik Anuskiewicz

This article will be lead off, appropriately, by a letter to Gen Allen from Rik, explaining his reluctance on writing an article.

Dear General Allen,

Please forgive my tardiness on submitting this article for consideration in the Bullwhip Squadron Newsletter. I guess I have had mixed emotions about preparing the article and I should have called you to discuss it further. The Ft. Rucker reunion was quite an emotional experience after some thirty-five years. As you well know this reunion was my first and I thought no one would even remember me. To my surprise a lot of troopers remembered me. Many, many, times in the past I have thoght about what happened to the men I served with and especially my Huey gun ship pilot, captain Allen. So I procrastinated, since the reunion. You see, General Allen, my academic accomplishment since Viet Nam, are something that I do not wear on my sleeve, and I guess even though I am very proud of them, I just don't want to flaunt them. I trust you understand my feelings. However, after talking to my darling wife Dottie, I have decided to honor your request to prepare this article. So, please find enclosed a brief biography of myself titled "Then and Now, From Door

Gunner to Research Scientist.".....

Once again it was very nice to see you again after so many years.

Most Sincerely,

Rik and Dottie
Anuskiewicz

Then and Now, From Door Gunner to Research Scientist

Thirty-five years ago Sp/4 Rik Anuskiewicz, 1/9th Cav, arrived in Ouin Nam Harbor, Viet Nam aboard the troop ship "General Darby" along with nearly 2,100 troops from the 1st Cav and 101st Airborne Division. Rik's MOS was a 31Q20, avionics specialist, and he was assigned to Headquarters Company, 1/9th at the base of Hong Kong Mountain at An Khe to work on Hueys. He was a draftee short timer when he got to An Khe and was already into his 100-day short timers' calendar.

After two weeks in-country, Rik volunteered to work on Huey gun ships in the forward areas when they came in with radio problems. There was a shortage of door gunners so Rik, like many of the 1st Cav Troopers, doubled up as a door gunner when not checking out radios.

During his three months plus tour stationed at An

Khe he was awarded the Air Medal with Cluster and the CIB for seeing ground action. In early December, 1965, he left An Khe and the 1st Cav and was separated from the service at the Army Terminal in Oakland, California. Rik then traveled back home to Fremont, Ohio to begin his civilian life.

In the spring of 1966, Rik drove to Berkeley, California to meet up with an old army buddy Sp/4 Greg Otto who was living in Berkeley and working for the University of California, Lawrence Laboratories.

Greg helped Rik study for an entry-level job physics exam and got Rik an interview with the University. With a foot in the door, the rest was up to Rik and he took advantage of the opportunity. He passed the physics exam, and with a little help from the GI Bill, began college.

He worked swing shift at Lawrence Lab while attending a Junior College in Oakland, California and got his Associates Art two year degree by 1970. Rik then enrolled in the University of California at Berkeley, spent a year there, and then transferred to California State University at Hayward to study Anthropology and Archaeology. He got his

Bachelors Degree in 1972 and Master's in 1974 in Anthropology/Archaeology

Rik began his professional career in the Federal Government in 1974 working as an archaeologist for the Department of the Army, US Army Corps of Engineers, in the San Francisco District. While in San Francisco, he received special training in both SCUBA and commercial diving methods and techniques to begin his new career in underwater archaeology.

For the next 6 years Rik traveled the throughout the United States for the US Army Corps of Engineers while working with State and Federal Agencies to solve underwater archaeology problems having to do with Civil Works and Military construction projects.

Moving up the career ladder, Rik relocated from San Francisco to Boston and from Boston to Savannah by 1978. While working in Savannah, Georgia, Rik was awarded the Army Corps Engineers' long-term training program and spent a year (1980-81) at the University of Tennessee at Knoxville (UTK) completing the course work towards his Ph.D.

In 1984, Rik accepted a job and promotion in New Orleans with the Department of the Interior, the Minerals Management Service (MMS). MMS is a Federal Agency that regulates offshore oil and gas leasing, exploration, and development on the Outer Continental Shelf for the Federal Government.

Between 1984 and 1988 he conducted requisite field research and in 1989 received his Ph.D. in Anthropology with a specialization in underwater archaeology from UTK.

Between 1987 and 1988, he volunteered to work evenings at the New Orleans Veterans Center Outreach Program counseling Viet Nam vets suffering from Post Traumatic Stress Syndrome (PTSD). Rik felt compelled to give something back to the US Army and the Government because they provided financial aid to help him get through college on the GI Bill and a good job after graduation. Rik says working with these vets was one of the most rewarding times of his life in the past 35 years. He felt that he helped many of them find employment, deal with their personal problems and re-adjust to society.

For the past 24 years working for the Government, Rik has been involved with numerous underwater archaeology research projects. He has published over 60 articles in professional journals and magazines, and has logged over 1,200 archaeological research dives. His job related research skills includes remote-sensing surveying and interpretation, hands-on investigation, assessment and testing of submerged prehistoric (Indian) and historic shipwrecks sites.

Rik now lives with Dottie, his wife of nine years in Reserve, Louisiana, some 35 miles west of New Orleans where he works. He has two sons from a previous marriage, Justin (16) and Richard (18), that live with their mother in Savannah. He plans to work for Uncle Sam for another five-and-a-half years before retiring to Florida to fish and play golf. If there are any 1/9th Troopers out there traveling through the New Orleans area, he invites you to stop by for a game of golf or to go fishing for speckled trout and redfish.

To contact Rik call him at (504)536-3755.

From the Comptroller:

**Comptroller----
Still looking for \$\$\$\$\$\$.**

To all of you who ordered golf shirts and hats since our last newsletter, and especially to those who ordered more mugs, a very hardy, THANK YOU. This has helped the Squadron fund immensely. **Don't stop now! We still have an over abundance of mugs.** By now everyone who ordered items should have received them. Any one who is due any item and has not received it, please call either Al or myself for resolution. The golf shirts were taking a long time to be ordered, and our mailing wasn't as good as it should have been (thanks to the post office and our own mistakes). The staff appreciates your patience and understanding.

You can still help us eliminate our backlog of mugs and put money back into the Squadron fund by ordering more mugs. These are paid for, so any moneys received for the mugs will go back into the Squadron fund. If you are in mind for more, call or write either Al Defleron or myself. We can tell you the postage cost for them then.

We are still accepting payment for annual dues and donations. We do accept checks, made payable to the Bullwhip Squadron Association. you can send your annual dues for 97 to me, **Loel Ewart, Rt. 2, Box 158, Ozark, AL. 36360.**

My phone number is home (334) 774-0328, office, (334) 598-3030. Membership runs from January to December, with new dues due in January 98.

This Squadron has been known through out the military as a very unique organization. We are a brotherhood, bound together by bonds that can never be shattered, by blood of combat, by character, honesty, and compassion for our fellow troopers, who stand together for a just cause.

We are the Bullwhip Squadron. Take pride, sit tall in the saddle, You are CAV.

The Cavalry, always in front, always the eyes and ears of the Division.

The Cavalry never sleeps!

If any of you would like to join our staff of volunteers, please drop me a line or phone. We can always use the help, especially in articles for the newsletter. Any suggestions (that doesn't cost) in making our newsletter better is welcome.

Now for an accounting of funds from the last newsletter:

Starting balance	\$1063.51
Total Deposit	\$ 884.00
sub	\$1947.51
Expenses	\$ 125.00
<u>Ending balance</u>	\$ 1822.51

Yes, we are solidly in the black, thanks to all of you who paid your dues, which are shown in the Total

Deposit. Without dues being paid, we would be in the red.

Until the next News letter

Loel Ewart
Comptroller

Lost and Found

The following two items were in the last newsletter, but are deemed important and to be continued this issue, especially the KIA and MIA scholarship article.

Manny Sedacca, D troop, 65-66, is looking for a E-6 David Smith who served the same time in SEA. Manny thinks Smith retired as an E-9 CSM. Drop Manny a line c/o Loel Ewart, who will pass it on, if you have any info.

LTG Hal Moore and Joe Galloway are developing a scholarship fund for the children of Ia Drang veterans who were listed as KIA or WIA. This does not include the hospital battle. According to our files dated 6 Nov 65, concerning the ambush only, the 1/9 had 2 KIA and 10 WIA. We know by name the 2 KIA's but do not know the WIA's. If anyone has further information on the WIA's, please let us know ASAP prior to 15 May, 1997.

Troopers, this is a big one. Lets everyone help out LTG

Moore with names if possible. Send any names and addresses you have in to the editors and we will forward to LTG Moore.

The following list of members are for you to check your names and insure the spelling is correct. Call Loel Ewart and correct the spelling if necessary. This is to insure the BW Certificates are spelled correctly.

Bullwhip Squadron Association Members

COL John B. Stockton **
Gen David Allen
Jim Bachman
Ralph Redfoot
Harold "Hap" Rose
Jim Sinclair
Bob Stoverink
Loel Ewart **
Al DeFleron
David Dunning
Bruce Dehart
David Shanklin
Robert Garrett
Charles Knowlen
William Laidlaw
John Nielsen **
Robert Thaxton **
George Park
Harry Treude
Stanley Grett
David Bray
Joel Steine
Dick Timmons
Mitch Blankenburg **
Charles Wilke
Thomas Leonard
John Oliver
Marion Dettmer

Glenn Shumake ** (Deceased)
Nelson Blankenship
James Barrett
Jack Kilcrease
Jones "Rex" Dula
James Goldberry
Barrie Turner **
Billie Williams **
Richard Marshall

Paul Bechberger
Frank Moser
Michael Kelley
Mike Bogdue

New Members

Ken Bedsole **
John York Jr.
Phillip Zemke
Robert Zion **
Eugene Marcum
Douglas Tucker **
Richard Pettit
James Conner
James Gee
Paul Tassin
Donald Coshey
Guy Beardsley **
Nicholas Hlywa
William Gillette
Joe Galloway
Rayburn Smith
Frances Hiser
John Niamtee **
Jim Bochman
Ralph Redfoot
Harold Rose
Jim Sinclair
Bob Stoverink
Thomas King
Jerry Schmotolocha **
Jerry Hunter

Those with ** after their names also gave a donation to the Bullwhip Squadron Association account. Thanks guys for the donations!!!!

Help us get more members and keep the Association strong! We are at 64 known members, and there are still many more out there waiting for us to contact them.

Several troopers contacted us about paying their dues at the reunion and were not on the list of members.

Unfortunately, records were not kept on who paid dues at the reunion. If you paid your dues then, drop Loel Ewart a line, or call, and your name will be added to the member list. And if you paid and your name was accidentally left off the members list, the same applies.

We have a current address on all present members and we also have the last known addresses for about another 125 troopers who are not members. So if you want to get in touch with any of them, just call for the address.

THIS IS YOUR NEWSLETTER, HELP US MAKE IT THE BEST!

Picture of the Quarter



BROTHERS
Vietnam- Christmas Day
1965

From The Editors

As you can see the Newsletter is changing as your good suggestions come in.

This is not a one person operation and volunteers are most welcome.

The following items will become a quarterly issue. The lost and found column, the Letters to the Editor column, and the Quarterly Picture.

We need help with the Quarterly Picture. If you have a photo that you would like to see in the QP, send it in to the Editors for printing. If you have a before and after photo (young guy/old guy) we will print. If you have a special picture, send in a copy and we will print.

We are in hopes of increasing our membership above the present numbers, with your help. So if you know of anyone who is not a member please drop us a note with the name and address, and we will sent them a

personal invitation to join the Squadron Association.

The quarterly newsletter is your newsletter and we hope you enjoy the history, and the tidbits found here.

We are in the process of doing up Bullwhip Squadron membership certificates, suitable for framing, and hope to have them for you with the next newsletter.

We are sending this newsletter to everyone we have addresses for. However, due to the cost we must give serious consideration to sending future newsletters only to members. We, as an Association, need members. Become one of us. Remember,,

**If You Ain't Cav,
You Ain't!!**

The Editors

Letters to the Editors

This is the first newsletter that we have letters to the editors. Some of the notes and letters require a little dressing up so the language is fit for sensitive ears. Please do not take offense, and keep those letters coming.

Our first letter is a special letter written to General Dave Allen from Lt. Gen. H. G. More.

Dear Dave

Thanks for your note in reference WIA in "LZ Betty"

on 3rd and 4th of Nov, 65. Actually I need the names of All men who were there. I figure that the WIA would be easiest to get. All who were there are eligible for their children to apply for scholarships. The WIA are the easiest to I.D. as being there. Any certified list of all who were there will be helpful. Great job that night Dave, for which a great leader, John Stockton, was very unfairly crucified.

All Best
Hal M.

The next letter is from "Anonymous" from Miami

Convene the Squadron Fund Council with the purpose of voting whether or not the present title of "Comptroller" should be changed to "Squadron Fund Custodian".

Thank you Anonymous, from Miami. The Sqdn Fund Council addressed this issue and has voted unanimously to keep the title of Comptroller.

The next letter is from James D. Gee, 3061 Worley Chapel Road, Trenton, Georgia 30752-4900

Dear "D"

Thanks for sending me this application for joining the Bullwhip Sqdn. Don't know where you got my address but glad you did.

Would like to hear from you and other troopers. Where is Newton, Alabama?, as I can't find it on the map.

I've got quite a few good pictures from Vietnam to share with the Squadron people.

Looking forward to hearing from you and anyone else out there.

James Gee

Troopers you have his address, so write!. By the way James, Newton is in Lower Alabama, southwest of Ft. Rucker, AL.

The next letter is from James H. Conner, 1304 15th Ave. S.E., Decatur, Alabama 35601 The letter is written by his wife, Patsy.

To Bullwhip Sqdn Assoc.
Al (D) DeFleron

I am writing this note for my husband, James H. Conner. We received your form to fill out and the newsletter. James was real excited to hear the 1/9th Cav. He wants to join the Association.

James cannot remember much of Nam or his friends in the unit. In 1977 he was in a car accident with severe brain damage. James was only 38 years old. Most of James memory is gone. The doctors told us there was no way he could survive such a severe head injury. He spent 4 ½ weeks in Huntsville hospital. It was really hard on both of us.

To make a long story short, he has pulled through with flying colors. But memory is gone. Even when we married, he cannot

remember. Some things he remembers, like back in high school, "old girl friends" and such.

At the present, he is doing fair, but he does have several medical problems. He's been in the hospital several times with phenomia, a broke leg which did not heal right, and a seizure disorder from brain damage

Then in the 80s I quit work to take care of him. Due to the wreck he lost his sense of taste, smell, and couldn't tell if he was hurting. About three years ago, I took him to the V.A. hospital in Birmingham where the doctors changed his medication. He is doing so much better now. He doesn't have seizures now. James has to have several bouts with surgery to correct medical problems. James gets confused at times but has improved a lot since 77.

We were told by friends about the past reunions but at that time James wasn't able to do much traveling. James, also has heard from one of his buddies that flew with him, Richard Denning, in Calif. We were so proud someone remembers him.

We are very proud to know about the Bullwhip Assoc. James cannot remember his call sign. We thank you and appreciate hearing from the Association. We are very excited, and hopefully-with the reunions being close by- I can bring James to one in the near future.

James said to tell everyone in the unit, hello for

him and is looking forward to hearing from you.

Sincerely
Patsy K. Conner &
James H. Conner
PH# 205-350-3162

Well troopers you have James address. If any of you remember his call sign, give him a call and talk with him. He is one of us and needs our support.

The next letter is from Jerry Hunter, 1603 Old Oak Drive, Tyler, TX 75703

Dear Gen Allen

I've just received your latest newsletter. In your column you mentioned Cpt Knowlen. At Ia Drang I was assigned to Cpt Knowlen's ambush team as a medic. I will never forget that night and my respect for Cpt Knowlen grows every day.

During the ambush, or should I say after, I think 2 am, I was wounded by a grenade and shipped out to a medical unit, I think Pli Chu.

Cpt Knowlen put me in for the Purple Heart and Bronze Star - which I received.

I've never been able to attend a reunion but I sure want to in the future.

Please contact me.

God Bless the 1st Cav
Jerry Hunter

Troopers, you have his address, write.

That's all the letters for this quarter. Send your letters to, "The Bullwhip Squadron Editors" c/o Loel Ewart, for the next edition.

To close out this edition of the BW Sqdn Newsletter, it is only appropriate to pay homage to another who lost his life, at sea, in another time and place, SMAJ De Fleron's father.

The following poem was written by another DeFleron for his brother, lost at sea.

TO MY BROTHER

The bell buoy keeps a tugging as it tries to break it's chain.

It marks the grave of a loved one who will not come home again,

The Bell keeps softly trolling and it rocks to and fro, reminding other seaman of their brothers who sleep below,

It's red light keeps a-flashing, piercing the lonely night, it's a tomb for hardy seamen who lost a gallant fight.

Valeris de Fleron