

State Servicemen
In South Vietnam:

Big Helicopter Is Handy Tool of Modern War

By ERNIE ZAUGG
Special Correspondent, The Times

DA NANG, Vietnam—The helicopter is the king of the jungle.

The CH-53A Sea Stallion is king among transport helicopters. Its arrival here has greatly speeded up the helicopter war in the northern area, where it works for the marines.

Maj. Ray Franklin, a graduate of Sequim High School and whose father is a blacksmith in Olympia, is in charge of maintenance of the 24 Sea Stallions of the 463rd Transport Helicopter Squadron.

The first four planes of the squadron arrived in Vietnam in January. The remaining 20 arrived in May.

THE HELICOPTER is a revolutionary innovation in the art of war, and everyone is watching. In this northern area it began on a big scale when the first Marine helicopter squadron arrived in April, 1962, to shuttle the Vietnamese army and its artillery.

It entered a new stage when the Marines came in 1965. The Sea Stallion is a new facet in the helicopter war. It can carry 14,500 pounds and has a maximum speed of 195 miles an hour. It is twice as effective as its predecessor, the CH-37.

I rode a Sea Stallion with Staff Sgt. Dale Gibson, Spokane, who was riding gunner.

We took off at 1:45 p. m. with two choppers and flew 60 miles southeast from Da Nang to Quang Ngai in 20

minutes to pick up two Vietnamese 105-millimeter howitzers and carried them 20 miles westward to Ha Thanh, a Special Forces camp. Then we carried 45,000 pounds of 105-millimeter ammunition the same stretch. On the last trip we took the gun crews, 48 soldiers, with their gear. The plane I was on made five trips. The other plane was interrupted to evacuate four marines, wounded by a land mine, and made only four trips. We got back to East Da Nang Air Base at 6 p. m. It was a typical afternoon's work for two CH-53As. The pilots had no special feelings about the trip except that of normal exhilaration at flying the biggest, fastest and smoothest of our transport choppers.

THEY FELT safe because of the armor plating around their cabin and around the hydraulic reservoir and, if it had been night or foggy, they would have felt safe because the plane has "the best instruments of any chopper."

Other than that the only feeling was one of slight irritation because there was no Vietnamese crew to unload the shells.

For me there was something extraordinary and romantic about this trip. We set our load down in the midst of a Chinese print, where villages clung to craggy slopes white in the mist. The villages had for thousands of years been protected from Chinese invaders with iron swords and bamboo spears. Now they are protected by howitzers carried by the most modern helicopter.

The French did not have this mobility. They lugged their howitzers over the road. The Viet Minh, who beat the French at Dien Bien Phu, dragged their 105s through the jungle by manpower from China. The North Vietnamese use manpower and trucks to move their artillery around on their side of the border.

Franklin, who flies 60 hours a month besides his work as a maintenance officer, described one of his missions.

"On July 27 we went out late in the afternoon to pick up a downed H-34 near Que Sanh, 22 miles from Da Nang. It was hot and there was no wind, which lessened the lift of the chopper. First try we could not get it off the ground with its load. So we let out the fuel and oil of the downed H-34.

"Second try we got it up five feet and began to lose altitude, so I had to set it down again. Then we took off the blades of the H-34, which weighed 700 pounds. Meanwhile we were burning our fuel and getting lighter.

"Third try it was already dark and we used landing lights to hook up again. We then turned off all our lights except the cockpit lights and rose slowly to tree-top level, where we began to get mortar fire or 37 millimeter with big bursts in the air. The enemy was shooting at the



A SEA STALLION MANEUVERED TO RETRIEVE A DOWNED H-34

sound and the dim outline of the chopper. We rose to 4,500 feet and made it back."

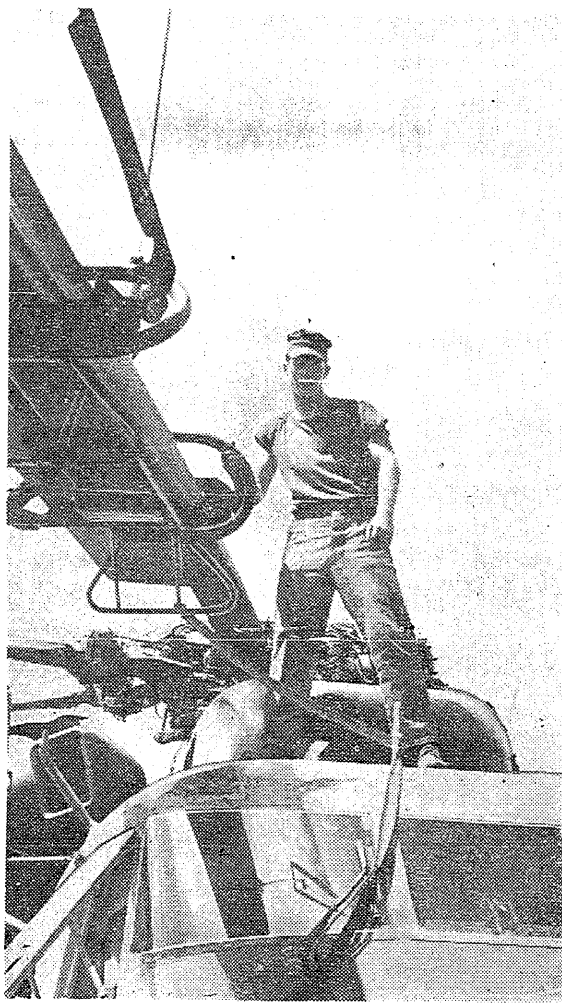
ONE OF the great achievements in human relations of the war has been to get the Vietnamese army accustomed to working with the Americans. It is really two stages of civilization from different centuries with two conceptions of time working together.

Our choppers are so fast and our men so efficient we naturally enough somewhat dazzle the Vietnamese. Simple things like not being ready to unload a chopper show the difference in time conception and cultural level. The chopper is so expensive to run that we do not like to accommodate it to Asian slowness.

Franklin's 160 mechanics and maintenance men take great pride in their work. They put in 14 hours a day. Only 33 of them have been trained at the school of the Sikorsky Co. in Stratford, Conn., where the Sea Stallions are made. The rest, mostly green hands, were trained on the job.

WE WENT out to watch them work. Cpl. Victor Currey, who lives in Yakima with his aunt, Rena Versate, was on top of one of the choppers removing a rotor. Franklin showed me another chopper which had had its landing gear damaged by trees and landed on the point of a jack.

The Sea Stallion is used chiefly for cargo. It has saved some \$24 million by retrieving 170 planes downed by enemy fire or mechanical failure. Some were taken out of enemy territory, where formerly they would have been destroyed by our bomb-



CPL. VICTOR CURREY OF YAKIMA
He worked to remove a helicopter rotor

plane to be risked in a "hot" area. For landings in "hot" zones and for night assaults the Huey carrying 6 men and the Sea Knight carrying 15 men are used.

The helicopter has been very effective in the battles



ERNIE ZAUGG



MAJ. RAY FRANKLIN OF SEQUIM
He watched work on damaged helicopter

McNamara Seems To Alter Stand On Bombing

By WILLIAM MCGAFFIN
Chicago Daily News

WASHINGTON — When it comes to the bombing policy that the United States is following in North Vietnam, Defense Secretary Robert S. McNamara's critics in the Senate appear to be more persuasive than he.

At the end of a day with them, McNamara seemed to be going over to their argument that it would be possible to escalate the bombing, as they have demanded.

This was a far different position from the one he advanced, in a 14-page statement, when he began his appearance before the preparedness subcommittee Friday. He deflated the value of the bombing offensive so much at the start of the hearing that some observers wondered whether he was departing from administration policy.

AFTER ABOUT six hours with the subcommittee, however, McNamara told reporters that he thought "additional targets will be approved in the future as they have been in the past."

In his prepared statement, he had argued that it would be dangerous to close the ports of Haiphong, Hon Gai and Cam Pha because of the possible confrontation this might bring with Communist China and the Soviet Union.

In any event, he declared, this would not stop North Vietnam from "continuing its present level of military operations in the South."

The North Vietnamese could manage this, he said, by using road, rail and Red River waterways and by transferring cargoes from ships to lighters and taking them ashore at night in "over the beach" operations along the 400-mile coastline of North Vietnam.

THE SECRETARY also insisted, at the outset, that the North Vietnamese could not be "bombed to the negotiating table" and that a sharply stepped-up air war would not advance United States objectives.

But at the end of the session, McNamara hinted that Haiphong and the other ports might be on the bombing-target list in the future.

In reply to a reporter's question, mentioning the port cities specifically, McNamara indicated they might come under attack as United States tactics and equipment improve and the risk of widening the war changes.

Coin Issued Stiff Warning

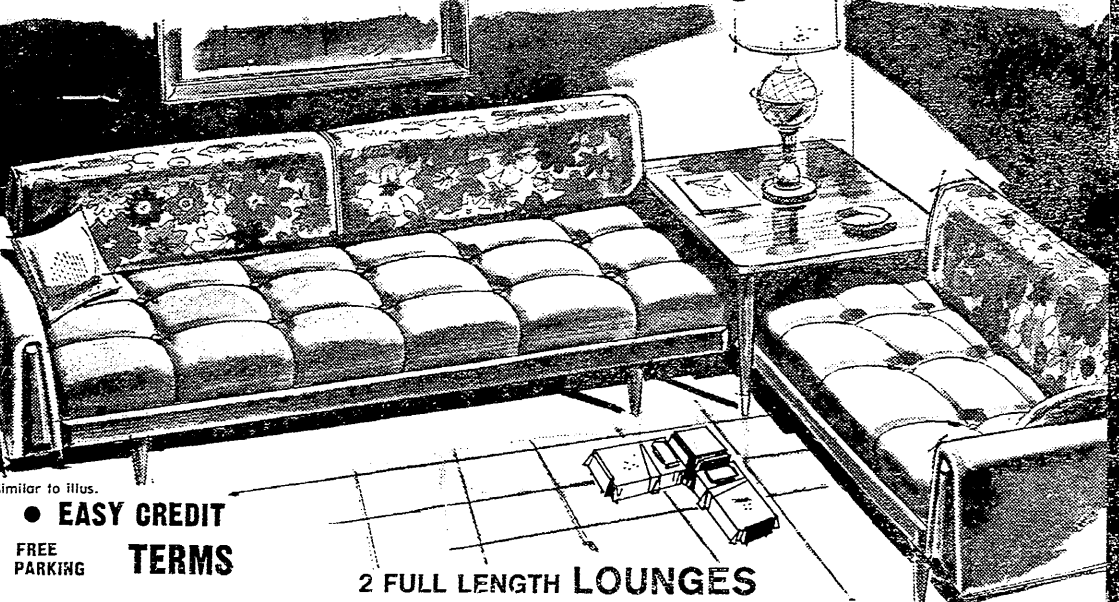
PHILADELPHIA — The first coin specifically authorized for issuance in the United States was the Fugio cent of 1787.

It bore a terse warning that was typically American: Mind Your Business.

Tremendous truckload purchase!

SMART 3-PIECE CORNER GROUPS

- Decorator Beauty By Day
- Sleeps 2 In Foam Comfort at Night



Similar to illus.
• EASY CREDIT
FREE PARKING TERMS

2 FULL LENGTH LOUNGES
1 CORNER TABLE

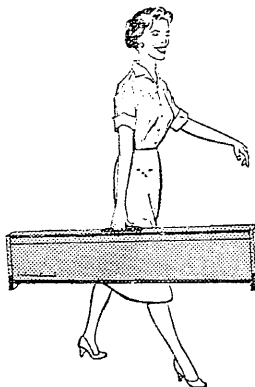


ALL 3 PIECES COMPLETE
• Choose from 4 Different Styles
AS LOW AS

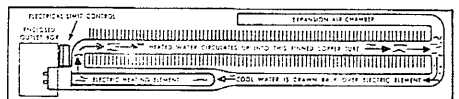
\$99

FURNITURE CO. ACROSS FROM KING ST. RAILROAD STATION 2nd & JACKSON

NOW YOU CAN HAVE ALL THE BENEFITS OF HOT WATER HEAT WITHOUT PLUMBING



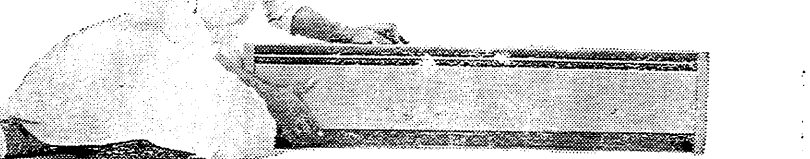
WITH INTERNATIONAL
ELECTRIC HOT WATER
BASEBOARD HEAT



- Just Plug In or Connect Permanently. For Entire Homes, Apartments, Etc.
- Water and Anti-Freeze Sealed in Permanently—Never Needs Refilling.

THE HEALTHIEST, THE SAFEST AND THE MOST ECONOMICAL WAY TO HEAT YOUR HOME OR OFFICE!

You must see for yourself one of the most remarkable advances in home heating ever achieved by the heating industry. Bring measurements of rooms, plans of homes, and let us discuss your heating problem with you. You will discover why International Hot Water Electric Heat can give you the most wonderful SUMMERTIME COMFORT THE YEAR AROUND.



GUARANTEED 10 YEARS

But Built to Last a Lifetime

SEND FOR FREE LITERATURE TODAY

Consolidated Electrical Distributors
6141 4th Ave. S., Seattle, Wash. 98108
Please send me literature giving details of International Hot Water Heat Without Plumbing.
NAME
ADDRESS

OR CALL
RO 2-4880

CONSOLIDATED ELECTRICAL DISTRIBUTORS, INC.

6141 4th Ave. S. Seattle 98108