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Welcome To Dong Tam (Jayhawk Two One Book 1)



Synopsis

This is the first in a series of true stories about a young helicopter pilot's tour of duty in Vietnam.

Book Information

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Customer Reviews

I worked nights as an avionics technician with A Co., 9th Aviation from 10-68 until 8-69, so my tour overlapped with Mr. Trout's. I enjoyed the first four books, but the following books seemed increasingly peculiar in content. Generally, it seems to me that casualty figures given for both men and helicopters are excessive. I maintained a listing in the avionics shop of all of the ships assigned to our unit, and I don't remember having to remove nearly as many as Mr. Trout reports. There are some specific technical errors: 1. The Caribou was a C-7, not a C-123. 2. NVA/VC tracers were green, not red. 3. The 30mm chain gun was never used on the AH-1G Cobra. 4. The ADF system (usually the ARN-59 during this period) was an AM set, and could not be used for FM homing. That function was accomplished with the FM liaison radio, which was usually the ARC-54 in the UH-1D. 5. The only Jayhawk helicopter that had Octofoil markings was -737, which was used by General Ewell. That ship also had custom seats that had Octofoil markings. There was no nose art on any other helicopter. 6. The Firefly light system contained seven lamps, not five. There were also some

factual errors and omissions that disturbed me. I do not recall a grenade explosion in the Jayhawk EM hooch. I lived there, and I think that I would certainly remember it. The author states that there was no marijuana use by any A Co. personnel. There were several known potheads, generally regarded with contempt, but they were there. The author mentions the ammo dump explosion that occurred in late March 1969 as a result of a mortar/rocket attack but, curiously, he leaves out some important details.

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