

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

CONFIDENTIAL

Unclassified when enclosure () is removed

TO : Assistant Chief of Staff (G-3)

AAB-1-rel
DATE: Ser 08A31965

15 NOV 1965

FROM : Deputy Chief of Staff (Air)

SUBJECT: Counterinsurgency Lessons Learned

Ref: (a) HQBUL 3000, A03H12-dnw of 8 Oct 1965
(b) CG, 3d MarDiv (Forward) ltr AIL/JJC/lem of 15 Jul 1965
with attachments

1. In accordance with reference (a), comments concerning reference (b) are attached.

J. H. CLARK
By direction

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

DECLASSIFIED

FR: DCS/Air
to C/S, G-3

08A 319 65 (C)
frn G-3 on FR

TO:

"Counterinsurgency Lessons Learned, 15 Nov 65

REF:

FILE:

WITH 07C 285 65 IN PROCESSING AREA

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AAP-2A-rc
5 November 1965DC/S (AIR)SUBJECT: Use of UH-1E/Operations (U)REFERENCE: CG, 3d MarDiv (Forward) Ltr AIL/JJC/lem of 15 Jul 1965, w/attachmentsSUMMARY OF PROBLEM REPORTED:

Ground commanders and staff officers are handicapped in the performance of their mission by the lack of reconnaissance helicopters. With the number of fixed-wing aircraft now available in country, more UH-1E aircraft should be made available to ground commanders as free aircraft on heli-borne operations and for reconnaissance missions.

COMMENTS:

The support available to ground commanders for III MAF reconnaissance missions has been seriously impaired due to the damage suffered by 17 UH-1Es in the 28 October VC attack, and the retirement of seven O-1s in September which had completed their service life. Although action has been, and is being taken to rebuild the UH-1E inventory in the 1st MAW, the Wing will be operating at a reduced strength until January 1966.

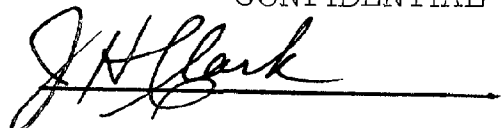
The mission priority for UH-1Es is established by the III MAF and 1st MAW. Landing zone fire suppression during helicopter assault landings receives first consideration. Fixed-wing attack aircraft should, and are being used for this purpose, but during the final touchdown phase, the UH-1E, due to its low speed and maneuverability, can more rapidly locate and attack enemy targets. Until the OV-10A becomes available, the UH-1E will undoubtedly continue to provide this type of helicopter fire support.

RECOMMENDATIONS: None.ACTION REQUIRED: DC/S (Air) will continue efforts to accelerate UH-1E production to relieve the shortage of this helicopter in the 1st MAW.

GROUP 4
Downgraded at 3 year intervals,
Declassified after 12 years

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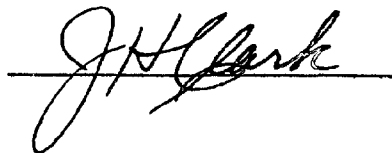
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AAP-2E-rc
12 Nov 1965DC/S (AIR)SUBJECT: Retention of the O-1B/C Aircraft in the Marine InventoryREFERENCE: CG 3d MarDiv (Forward) Ltr AIL/JJC/lem of 15 Jul 65, w/attachmentsSUMMARY OF PROBLEM REPORTED

CG 3d MarDiv stated that the UH-1E is not a substitute for the O-1B aircraft which is presently being phased out of the Marine Corps. The OV-10A (LARA) is not programmed for introduction until July 1967. Therefore, until the advent of the LARA aircraft, there will be no fixed-wing light observation aircraft available for use in support of ground troops.

COMMENTS: CG 3d MarDiv recommended that O-1B/C remain in the Marine inventory until the advent of the OV-10A. All O-1 aircraft are programmed to be phased out of the active naval inventory by 30 June 1966 and consequently, the FY 1967 budget does not contain funds for flight hours, rework, spare parts, etc., to support them after that time. Only nine O-1Cs remain in the active Navy inventory, none are located in WestPac. This number is insufficient to support a combat deployment of these aircraft.

The UH-1E is approved as a satisfactory replacement for the O-1B/C aircraft in the VMOs. In Vietnam, however, due to the recent loss of 13 of these helicopters, the 1st MAW will be operating at a reduced strength until January 1966.

RECOMMENDATION: None.ACTION REQUIRED: Continue to build FMFPAC UH-1E force levels as rapidly as possible.ACTION WILL BE ACCOMPLISHED BY: DC/S (Air).

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CLASSIFICATION

15 October 1965

Deputy Chief of Staff (Air)
STAFF AGENCY

SUBJECT: Command/Control Aircraft Operations

REFERENCE:

CG 3d MarDiv (Forward) ltr AIL/JJC/lem of 15
July 1965, P.2 of Enclosure (3)

SUMMARY OF PROBLEM REPORTED:

Operations in Viet Nam require improved control and coordination of troop movements and use of supporting arms. An airborne command post in a UH-1E helicopter is recommended.

COMMENTS:

This requirement was also stated by General Robertshaw in his WestPac trip report of 7 June 1965. As a result Project No. 54-65-06 was promulgated and assigned MCLFDC on 7 July 1965 and is due for completion 1 November 1965. MCLFDC has learned that the U. S. Army is procuring a removable communication package such as is recommended.

RECOMMENDATIONS:

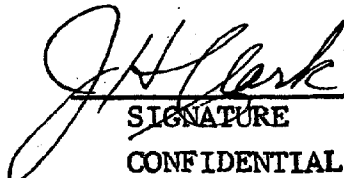
Recommend no action pending review of final report.

ACTION REQUIRED:

Review Project No. 54-65-06 Report and recommend action as soon as possible.

ACTION WILL BE ACCOMPLISHED BY:

Deputy Chief of Staff (Air)


SIGNATURE
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INTERNAL U. S. MARINE CORPS
PROJECT DIRECTIVE

Directive
Security Class UNCLASSIFIED

1. From: Commandant of the Marine Corps To: Coordinator Marine Corps Landing Force Development Activities		2. HQMC ltr Serial or Code No. AAW-3Dapak
		3. Date: 7 July 1965
4. Project Title: UH-1E Helicopter Command Communications Kit		5. Proj. No.: 54-65-06
		6. Security of Proj.: Unclassified
7. Enclosures:		8. Report Req'd. By (When Applicable): 1 ^{NOV} Sept 65 (See item 14. for purpose and type report)
9. Source of Test Item: N/A	10. Est. Equip. Del'y Date:	11. Type Projects: Study
12. Participating/Coord- inating Agencies: HMX-1	13. References:	
14. Purpose/Objectives: To determine the communication requirements of a troop commander while airborne in a UH1E Helicopter. To develop a means to enable a troop commander to communicate with his troop elements while airborne, independent of the basic air- craft radios. To determine what type(s) of communications are required (i.e. UHF, FM, etc.)		
15. Item Description/Background Information: An easily installed shelf or pallet is required on occasions when a troop commander is embarked in the UH-1E Helicopter and has the need to communicate with his troops, other aircraft or adjacent troop commanders prior to actually landing himself. Such Communications Pallet should be separate from the basic aircraft system, except the ICS system and		
16. Distribution: MCLFDC (5) HMX-1		17. Signature: W. B. KYLE DC/S. (RD&S)
D/S (RD&S) D/S (Air) G-4 G-3		

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28 October 1965

DC/S (AIR)

SUBJECT: Helicopter/OperationsREFERENCE: CG, 3d MarDiv (Forward) Ltr AIL/JJC/lem of 15 Jul 1965SUMMARY OF PROBLEM REPORTED:

The embarkation and debarkation of heli-teams is expedited by elimination of seats in the helicopters. The removal or strapping of seats to the bulkheads in the helicopter enables the heli-team to embark and distribute itself on the deck of the plane quickly and emerge in a similar manner, thus appreciably reducing the "on-ground" time of the aircraft. Recommendation was to discontinue the use of seats in troop helicopters in a counter-insurgency combat environment.

COMMENTS:

Speed of debarkation of heli-teams is more restricted by the door space for emerging from the helicopter than by the requirement for unstrapping from seats. Although embarkation can be accomplished faster without seats, it is doubtful that debarkation of trained heli-teams can be measurably expedited by eliminating seats. In other than combat situations involving the embarkation of troops under fire, the distribution of troops on the deck rather than using seats should be avoided due to the increased hazards involved in the event of an operational accident. Under non-combat conditions, seats and seat belts are required. OpNav Instruction P3710.1B restricts the number of persons embarked in naval aircraft to the number for which there are adequate seats and seat belts. The decision to eliminate seats in combat is up to the local commander.

RECOMMENDATION:

The seating of troops on the deck of helicopters should be limited to combat situations and permitted only when the local commander considers the seriousness of the situation requires the risk involved.

ACTION REQUIRED: None.**CONFIDENTIAL**
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