

USA SP PHOTO DET, (PAC)

TEAM CHARLIE

UNCLASSIFIED

(19)

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Commanding Officer
US Army Photographic Agency
Room 5A-470, The Pentagon
Washington, D.C. 20310

W/A DOB 200-1270/67VH

#/a

PEOPLE SNIFFER

BINH DINH PROVINCE, RVN.

SP4 CHARLES W. ABBOTT			NONE		10-11 SEPT 67
AIRL-S #14655	EDO-7255	700 ft.	NONE	XX	XX XX
NONE	DAY/EXT	16	SEVEN (7)	AIR FREIGHT	13 SEPT 67

SUMMARY

On 10-11 Sept 67, approx 35 km Northeast of An Lao in Binh Dinh Province, elements of "B" Troop, 1st Sqd, 9th Cav, 1st Cav Div (Airmobile), flew a "Personnel Detection, Mission", (People Sniffer) in an area reported by Military Intelligence to have enemy activity.

Mounted in a UH-1D Helicopter, the Personnel Detector(Airborne), nicknamed "People Sniffer", is a machine constructed of light weight aluminum, having approx 3 ft. in length, 1 ft. in width, and 1 ft. in height, the machine is easily strapped in the center cabin of the UH-1D Helicopter. This makes it more convenient, so that the UH-1D Helicopter can still be used as a lift ship (troop carrier) when needed.

As a "People Sniffer", the crew consist of a pilot, aircraft commander (co-pilot), machine gunner and operator. The operator is attached to the 184th CAV Bn (D.S.), 1st Cav Div.

During the sniffer mission, the pilot flies at tree-top level, making passes across and maneuvering up-wind. Finding wind direction is done in the nearest open field with a smoke grenade, tossed from the UH-1D Helicopter.

Following as a chase ship (gun-ship), for protection and to assist in the sniffer mission, is a UH-1C Helicopter. Flying ~~at~~ the tree-tops, the sniffer's co-pilot, follows the area with a map, as the pilot concentrates on the dangers of tree-top level, flying.

When the operator gets a maximum reading, he say's, "reading", to the co-pilot. The co-pilot in turn, tells the co-pilot in the chase ship, "mark". The co-pilot in the chase ship marks the area, with a dot, on a map, that he also follows during the sniffer mission.

The sniffer picks up samples of air through an air intake vent, mounted in the chin bubble on the left side of the UH-1D Helicopter. After entering the machine, the air is sampled five (5) times a second through the means of delicate electronic equipment and registers the ammonia scent, from the human body, on a meter. The higher the reading, the more activity; the lower the reading, the less activity; etc. More accurate readings have been found early in the morning or after a heavy rain.

Military Intelligence feels it is not perfect, but it is another means ~~to~~ ¹⁰ verify intelligence reports. The men flying and operating the "people sniffer", feel the same toward it as Military Intelligence.

.....continued.....

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N/A DCS 200-1270/67VH

N/A

PEOPLE SNIFFER

BINH BINH PROVINCE, RVN.

SP4 CHARLES W. ABBOTT			NONE		10-11 SEPT 67
ABRI-3 #11655	EDO-7255	700 ft.	NONE	XX	XX XX
NONE	DAY/EXT	16	SEVEN (7)	AIR FREIGHT	13 SEPT 67

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SUMMARY...continued...

CREWS ALMOST ALL

Preventative Maintenance finds the machine (sniffer), in excellent condition, but due to heavy dust in the air, it accumulates on the delicate electronic parts, making a dusting job necessary, approx three (3) times a week.

ROLL # 1

LS - Men pulling maintenance on sniffer machine
MS - Same as above
GU - Hand replacing electronic part (high intensive light)
GU - PFC Jack H. NOLAND, (Columbus, Ohio), personnel detector maintenance man, works on the sniffer machine
MS - Men working on machine
GU - Hand brushing dust from electrical terminals
GU - SGT/S-5 David R. WHITE, (Columbus, Indiana), Maintenance supervisor, works on sniffer machine
MS - Men pick up sniffer machine to replace it back into helicopter
MS - Sniffer machine being set in place
GU - Hands strapping down machine
GU - Intake air duct, being placed on machine
GU - Wires being connected.
MS - Men leave helicopter.

ROLLS # TWO (2) and THREE (3) are AERIALS, taken from the chase ship on the "people sniffer", in operation. They consist of:

- the "sniffer ship", flying into the mountain terrain and making passes over the terrain.
- a smoke grenade, giving wind direction
- the map inside the chase ship, being used
- the crew inside the chase ship
- another smoke grenade was used to find wind direction because the "sniffer ship" moved to another area.

USA SP PHOTO DEPT. (PAC)

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N/A DCS 200-1270/67VN

N/A

PEOPLE SNIFFER

BINH DINH PROVINCE, RVN.

SP/4 CHARLES W. ABBOTT	NONE	10-11 SEPT 67
AIRL-3 #14655 ECO-7255 700 ft.	NONE	XX XX XX
NONE DAY/EXT 16	SEVEN (7)	AIR FREIGHT 13 SEPT 67

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ROLL # 4 - taken from inside of chase ship--

CU - MO-1 Keith O. COTTRILL, (Daytona Beach, Fla.) CoPilot, looking at map and area
CU - MO-1 Max U. LEMKE, (Silver Springs, Md.), Pilot, watching direction of flight
CU - Hand on control
CU - Same as above
HS - SP/4 Phillip W. BENNETT, (Pt. North, Texas), crew chief, looking out of
helicopter door, with machine gun on his lap
HS - Pilot and Co-Pilot, flying aircraft

ROLL # 5

HS - Men having a preflight briefing
HS - MO-1 James PRATT, (Whitman, Mass.), Aircraft commander(co-pilot), #1 of
sniffer ship, and MO-1 LEMKE, Pilot of chase ship, discuss area of
sniffer mission
HS - MO-1 COTTRILL, #2 co-pilot of chase ship, and SP/4 BENNETT, listens to
briefing
CU - MO-1 PRATT, talking
CU - MO-1 PLANAGAN, John, (Brooklyn, N.Y.), pilot of sniffer ship, talking
CU - Map, with area marked out for sniffer mission
LS - Men leave area, on their way to their Helicopters
LS - Helicopter, UH-1D takes off
HS - Same as above
LS - Crew starting UH-1D Helicopter
CU - Blades turning

ROLL # 6 - AERIALS TAKEN FROM INSIDE OF SNIFFER SHIP - consist of:

- tree-top flying
- crew inside UH-1D, flying aircraft
- map of area, sniffer covers

ROLL # 7

CU - ~~MO-1~~ Jack ROLAND, (COLUMBUS, OHIO), operator, watches meter on sniffer machine
CU - Hand on master control
CU - Hand on master controls
CU - Connection control box
CU - Hand on Pilot control meter...N/G
CU - Hand on Pilot control meter

DS 200-127C-67

Date Shot 10-11 Sep 67

Location Vietnam

Date Screened 21 Sep 67

Photographer Abbott

REMARKS: "Personnel Detector"

Overall print seemed to indicate that the lens system was unclean, as it appeared to be quite hazy throughout all coverage. Enough material to provide a small story. Needed more definitive shots of the apparatus. Some close-ups were unusable due to being back-lit. Due to lack of shots of metering devices and some indications of how it works, a small void is apparent. Captions good and informative.

US Army Special Photo Det, Pacific	Act	Info	JBB				
	CO	XO	1st SGT	OPEN	SUP	FILE	
	2		1	3		4	

John H. O'Connor
JOHN H. O'CONNOR, MAJ, SIGC, CHIEF, DASPO
(SCREENED BY)