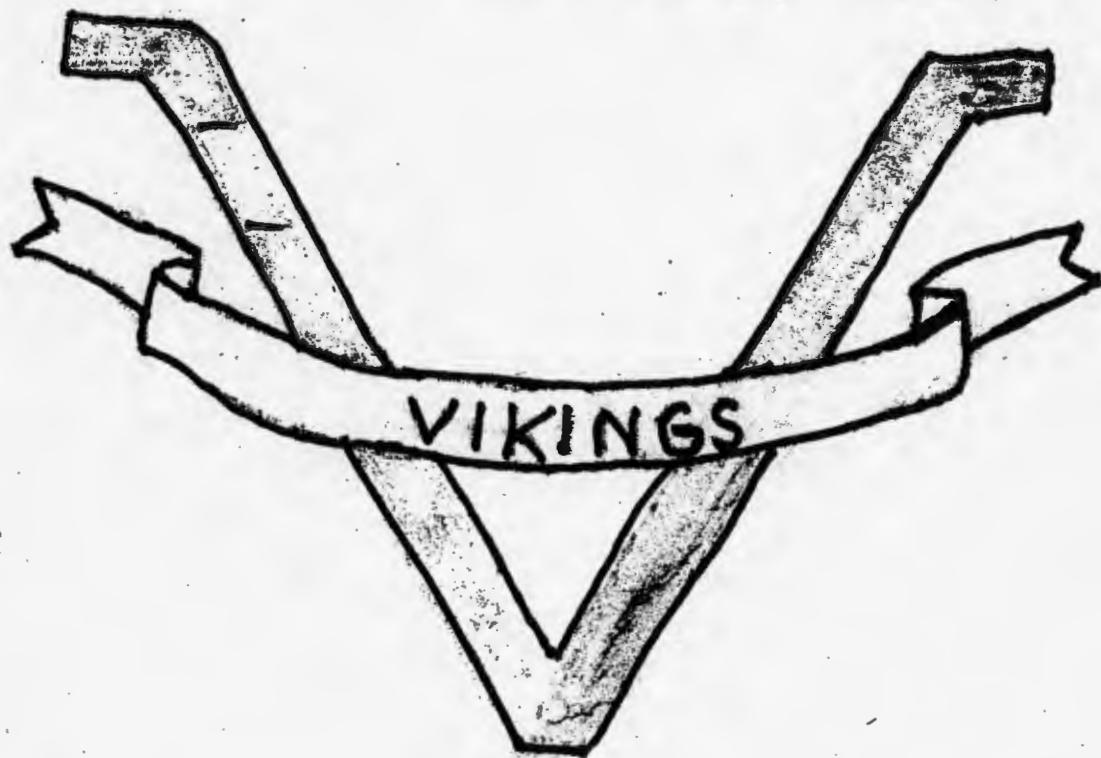


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ASSAULT HELICOPTER CO.



ARMED PLATOON

S.O.P.

1968/Orders and Official Letters/Orders & Misc/Viking S.O.P.

121ST ASSAULT HELICOPTER COMPANY (UH-1)  
 13TH COMBAT AVIATION (DELTA) BATTALION  
 APO 96296  
 "SOC TRANG TIGERS"

OFFICER PERSONNEL

Cornel fit  
 9 February 1968

<u>NAME</u>	<u>SN</u>	<u>RANK</u>	<u>DOR</u>	<u>PMOS</u>	<u>DEROS</u>	<u>BRANCH</u>
CORNELL, GERALD	05209076	MAJ	19 Sep 67	6482	12 Jun 68	Arty
MARTINEZ, ALEJANDRO F.	04024759	MAJ	31 Jan 66	1985	27 Jan 69	Arty
McNAIR, CARL H. JR.	072155	MAJ	24 Nov 65	1983	2 Nov 68	Inf.
BRADLEY, FRANKLIN S. JR.	05324749	CPT	27 Apr 67	1981	9 Oct 68	Inf.
CAMIA, DANIEL A.	05018543	CPT	2 Apr 67	1981	13 Sep 68	Inf.
KITCHEN, ELDON E.	01882061	CPT	7 Jan 64	1981	9 Oct 68	TC
LARSON, KERMIT E. JR.	094369	CPT	15 Sep 65	1981	10 Jun 68	Arm
REISNER, WILLIAM E.	0F104972	CPT	1 Nov 67	1981	30 Nov 68	Sig C
BARNES, ELDRIDGE R.	05421906	1/LT	17 Aug 67	1981	28 Feb 69	Arty
WERNHOWER, WARREN J.	05230690	1/LT	19 Mar 67	1981	18 Jun 68	Arty
ESMAY, JERRY D.	05536597	1/LT	9 Feb 67	1981	18 Jun 68	Arty
MITAWAY, WILLIAM E.	05421508	1/LT	2 Mar 67	1981	18 Jul 68	Arty
MONSINGER, STEPHEN M.	05532870	1/LT	4 Mar 67	1981	17 Jun 68	Arty
PETERSON, DONALD A.	05423808	1/LT	25 Jun 67	1981	25 Jan 69	Arty
RICHARDS, STEVEN M.	05240995	1/LT	17 Dec 67	062B	17 Sep 68	Arm
SHOCHART, PAUL D.	05237020	1/LT	25 Sep 67	062B	17 Sep 68	Arm
WILKOWSKI, ROBERT J.	W3151638	CW-2	13 Sep 65	062B	11 Mar 68	Avn
BAEYAK, LAWRENCE J.	W3157480	WO-1	26 Sep 67	062B	17 Oct 68	Avn
BAKFOOT, BENNIE R.	W3158452	WO-1	15 Dec 67	062B	5 Jan 69	Avn
BAUER, VICTOR R.	W3157487	WO-1	26 Sep 67	062B	17 Oct 68	Avn
BURNSING, ROBERT H. JR.	W3156769	WO-1	30 Jun 67	062B	10 Aug 68	Avn
BUETZ, LOWELL L.	W3157055	WO-1	1 Aug 67	062B	29 Aug 68	Avn
LEMING, ROBERT B.	W3155250	WO-1	14 Feb 67	062B	10 Oct 68	Avn
WORTHER, RICHARD	W3154580	WO-1	8 Nov 66	062B	30 Mar 68	Avn
WAPDIN, CHARLES A. JR.	W3155273	WO-1	14 Feb 67	062B	9 Oct 68	Avn

HULL, ALAN T.	W3156229	WO-1	11 Apr 67	062B	18 May 68	Avn
HULL, RICKEY L.	W3158549	WO-1	21 Nov 67	062B	13 Dec 68	Avn
KENDIG, LOREN D.	W3158558	WO-1	21 Nov 67	062B	15 Dec 68	Avn
KENT, BARTON L.	W3156530	WO-1	5 Jun 67	062B	13 Jul 68	Avn
KERFOOT, FREDERICK J.	W3155063	WO-1	14 Feb 67	062B	6 Mar 68	Avn
KING, WILLIAM J. III	W3158561	WO-1	21 Nov 67	062B	15 Dec 68	Avn
LUCKING, JAMES R.	W3158578	WO-1	21 Nov 67	062B	16 Dec 68	Avn
McCARTHY, FREDERICK C.	W3158590	WO-1	21 Nov 67	062B	17 Dec 68	Avn
McDONALD, LAWRENCE F.	W3154416	WO-1	11 Oct 66	062B	12 Jun 68	Avn
McNAMARA, MICHAEL A.	W3157377	WO-1	26 Sep 67	062B	17 Oct 68	Avn
MILLS, GERALD W.	W3157379	WO-1	29 Aug 67	062B	6 Oct 68	Avn
MORTON, WALTER M.	W3156869	WO-1	30 Jun 67	062B	10 Aug 68	Avn
NOE, VICTOR E.	W3157870	WO-1	24 Oct 67	062B	12 Nov 68	Avn
OFFICCI, FRANK C.	W3157148	WO-1	1 Aug 67	062B	1 Sep 68	Avn
PETTIGREW, WALTER C.	W3155107	WO-1	14 Feb 67	062B	6 Mar 68	Avn
PICASSO, BARTHOLOMEW D.	W3154670	WO-1	8 Nov 66	062B	1 Jun 68	Avn
PRICKETT, THOMAS R.	W3156894	WO-1	29 Jun 67	062B	9 Aug 68	Avn
PETERSON, CHARLES R.	W3155106	WO-1	17 Jan 67	062B	9 Aug 68	Avn
PEYR, RICHARD C.	W3155118	WO-1	16 Jan 67	062B	9 Aug 68	Avn
PLUTTER, GARY A.	W3156634	WO-1	6 Jun 67	062B	9 Jul 68	Avn
QUELLE, LARRY K.	W3156637	WO-1	6 Jun 67	062B	9 Jul 68	Avn
REAGGIOUS, MICHAEL E.	W3156344	WO-1	11 Apr 67	062B	10 Oct 68	Avn
RIGGLE, GUY R. JR.	W3154920	WO-1	6 Dec 66	671C	9 Oct 68	Avn
SMITH, EARL C.	W3157221	WO-1	1 Aug 67	062B	31 Aug 68	Avn
SPEAR, JAMES E. JR.	W3157192	WO-1	1 Aug 67	062B	1 Sep 68	Avn
STEWART, WILLIAM S.	W3157205	WO-1	1 Aug 67	062B	1 Sep 68	Avn
TAYLOR, JOHN G.	W3156059	WO-1	9 May 67	062B	9 Oct 68	Avn
TAYLOR, ROBERT A.	W3157238	WO-1	1 Aug 67	062B	31 Aug 68	Avn
THOMAS, RICKY D.	W3156952	WO-1	21 Nov 67	062B	14 Dec 68	Avn

80th Trans Det. (CHFM)

MILLER, GARY A. 084226 MAJ 23 Jan 67 64823 21 Aug 68 TC

257th Signal Det.

KELLY, COLEMAN J. 05336145 2/LT 23 Feb 67 0210 31 Dec 68 Sig C

3RD PLATOON (ARMED)  
121ST ASSAULT HELICOPTER COMPANY (UH-1)  
TACTICAL STANDARD OPERATING PROCEDURES

I GENERAL:

A. The mission of the Armed Helicopter Platoon is: 1) escort of troop carrying helicopters; 2) aerial reconnaissance; 3) close combat support of friendly ground units; and 4) general support of the war effort.

B. This SOP standardizes normal operating procedures within this platoon and is applicable except when modified by higher headquarters.

II OBJECTIVE: To provide personnel of this Unit and Units supported by this Unit a standing reference covering tactical employment of an Armed Helicopter Platoon.

III PURPOSE: This SOP outlines tactical doctrine for the employment of this platoon.

IV SCOPE: This SOP covers organization, crew duties, troop leading procedures, and tactical employment.

V DUTIES OF PERSONNEL:

A. Platoon Leader: The individual filling this position is responsible for:

1. Training of individual aviators in aviation skills

2. Training of individual crews in the proper tactical employment of the Armed Helicopter. Platoon is

3. Training of fireteam leaders in use of proper tactics and techniques.

4. Maintaining morale, welfare, and discipline within the platoon

5. Planning and coordinating platoon missions with higher Headquarters

6. Preparation and dissemination of Operations orders to the platoon.

7. Supervision and critique of tactical operations of the platoon.

8. Supervision of applicable echelon of maintenance of Helicopters, weapons systems, and other equipment used by the platoon.

9. Submission of required reports on time

NOTE: This SOP covers organization, crew duties, troop leading procedures, and

B. Assistant platoon leader: The individual filling this position is responsible for:

1. All administrative and logistical matters
2. Employment of the platoon in the absence of the platoon leader

C. Fire team leader: The individual filling this position is responsible to the platoon leader for the training, discipline, tactical employment, and control of his fire team. In this regard his duties are the same as outlined above

D. Aircraft Commander: The armed Helicopter Commander is responsible to his leader for:

1. Habitually operating his helicopter so that it will always be in position to support the team leader, deliver maximum effective fire on enemy positions, and will contribute directly to the successful accomplishment of the unit mission.
2. Proficiency of his crew members in performance of their aviation skills.
3. Combat readiness of his crew and their equipment.
4. Supervising first echelon maintenance of his helicopter and its weapons system.

E. Pilot: The pilot actually serves as co-pilot of his helicopter. He is responsible for assisting the armed helicopter commander in the performance of his duties. Specific crew duties to be performed by the pilot are outlined in Annex B.

F. Platoon Sergeant: The Platoon sergeant assists the platoon leader. He is responsible to the platoon leader for individual conduct, training, welfare,

morale, and discipline of enlisted men within the platoon. He supervises the performance of maintenance by enlisted men within the platoon.

G. Crew Chief: The crew chief is directly responsible for proper maintenance of the helicopter. The crew chief performs aircraft inspections, services the helicopter, and performs aircraft maintenance in accordance with TM 55-1520-108-20. He is responsible for the coverage of the left side of his aircraft on tactical operations. Specific tasks to be performed are outlined in Annex B.

H. Gunner: The gunner is responsible for the care and maintenance of the gun and the weapons systems. He covers the right side of his aircraft on tactical operations. Specific tasks to be performed are outlined in Annex B.

VII TROOP LEADING PROCEDURES, CREW DUTIES, TACTICS AND TECHNIQUES: Troop leading procedures, crew duties, tactics, and techniques are outlined in separate Annex S listed below.

Annex A	Troop Leading Procedures & Reports
Annex B	Crew Duties
Annex C	Reconnaissance
Annex D	Escort
Annex E	Target Attack
Annex F	Formations
Annex G	Scrambles
Annex H	Aircraft Recovery
Annex I	Armament Subsystems
Annex J	Administrative Procedures

## ANNEX A Troop Leading Procedures and Reports

I. PURPOSE: To establish standard troop leading procedures and reports to be used by leaders and aviators of this armed helicopter unit.

II. GENERAL: The procedures for reports outlined herein will be used before, during, and after all combat tactical operations.

### A. Troop Leading Procedures:

1. Warning Order: At the earliest possible time after the receipt of a warning order or operations order from higher headquarters, the mission leader will issue a warning order to his element. The warning order will include:

- a. Type of operation to be conducted.
- b. Approximate time operations will commence
- c. Time order will be issued.
- d. Place order will be issued

2. Estimate and initial plan: Following receipt of the operations order, the mission leader will make his map reconnaissance, complete his estimate of the situation, and develop a tentative plan. During his estimate the leader will consider:

- a. The mission
  - (1) stated
  - (2) implied
- b. The enemy
  - (1) probable dispositions
  - (2) suspected armament
  - (3) suspected anti-aircraft positions
  - (4) probable reactions
- c. Terrain and weather
  - (1) cover and concealment along flight routes
  - (2) critical terrain in vicinity of LZs and objective areas
  - (3) effects of forecast weather on:

- (a) proposed mission times
- (b) flight routes
- (c) airspeed
- (d) altitude
- (e) formations

d. Troops available

- (1) number of helicopters available
- (2) status of pilot and co-pilot training
- (3) status of crew chief and gunner training
- (4) air crew fatigue

e. Comparison of courses of action: Based on his analysis of the above consideration, the leader will compare various courses of action which will permit satisfactory completion of the mission and will select that course which will enable the mission to be completed with maximum effectiveness and minimum risk to personnel and equipment.

f. Tentative plan: Following selection of a course of action, the mission leader will develop a tentative plan to implement the selected course of action. The tentative plan will include the mission leaders concept of operation, tasks for subordinate element, factors of coordination, required logistical support, and communications.

3. Coordination: Following the development of a tentative plan, the mission leader will effect coordination with representatives of:

- a. Supported aviation unit
- b. MAAG advisor of supported ground unit
- c. Supporting medical evacuation unit

4. Reconnaissance: Following completion of necessary coordination the mission leader will complete a detailed map reconnaissance. At this time he will finalize his plan and designate appropriate command and control means as outlined in appendix 1.

5. Order: When the above steps of troop leading procedure are completed, the mission leader will assemble his unit and issue his order. The order will normally follow the oral operations order format outlined in appendix 2.

6. Supervision: After issuing his order, the mission leader will supervise his element prior to, during, and after the mission as outlined in appendix 3.

7. Frag Orders: During the conduct of an operation, changes in the situation may necessitate changes in the execution of the mission. In this event the mission leader will make an estimate of the situation and issue necessary frag orders as outlined below.

- a. Concise statement of the enemy situation.
- b. Concise statement of what the unit is going to do.
- c. Tasks for subordinate elements.
- d. Necessary command and control measures.

B. Report:

1. General

- a. Reports may be rendered by anyone within the platoon.
- b. All reports will initially be sent to the next higher commander to be evaluated and if necessary disseminated to a higher echelon of command.
- c. Rapid transmission of information is essential to the success of any mission.

- d. Report must be complete, clear, concise, and accurate.

2. Spot Reports:

- a. Spot reports will be sent when the enemy is observed or other intelligence information is obtained.
- b. The spot report will contain:
  - (1) The identification of person sending information.
  - (2) What enemy was observed and in what strength.

- (3) When and where the enemy was observed.
- (4) What the enemy was doing
- (5) What action is being taken

3. Fire Reports:

- a. Will be transmitted on VHF immediately upon receipt of hostile fire.
- b. Will include the following elements:
  - (1) Identification of element receiving fire
  - (2) Direction of break off target
  - (3) Type and volume of fire
  - (4) Distance and direction of fire
  - (5) How target was marked

4. Aircraft Hit Reports:

- a. A hit report will be made to the next higher commander by the aircraft commander affected. The mission leader will notify company operations as soon as possible. A verbal hit report will include:

- (1) identification of element
  - (2) aircraft and personnel damage
  - (3) Whether or not completion of mission is possible

- b. A hit report will be filed with company operations on any aircraft damaged by hostile ground fire.

5. After Action Reports:

- a. The after action report is a written report of the operational, intelligence and administrative activities of the element.
- b. An after action report will be submitted by the mission leader at the completion of all operations.

Appendix 1

MENAS OF COMMAND AND CONTROL

1. Air march formations
2. Assault formations
3. Phase lines
4. Release points
5. Rendezvous areas
6. Holding areas
7. Check points
8. Parking areas
9. Radio frequencies
10. Pyrotechnics used by aircraft and ground elements
11. Hand and arm signals
12. Med-evac procedures

Appendix 2

OPERATIONS ORDER

1. Situation:

a. Enemy Forces:

- (1) disposition of enemy troops
- (2) enemy weapons (automatic, mortars, etc...)
- (3) enemy anti-aircraft capabilities
- (4) fortifications and type

b. Friendly Forces:

(1) aviation units:

- (a) number of aircraft to be employed
- (b) number of lifts
- (c) take off time

(2) ground units:

- (a) designation
- (b) size
- (c) mission

(3) USAF 'VNAF':

- (a) type of aircraft
- (b) number of aircraft
- (c) mission

(4) artillery

- (a) caliber
- (b) firing plans

c. Attachments and Detachments:

2. Mission: Concise statement of the task assigned to the armed platoon.

3. Execution:

- a. Concept of Operation
- b. Tasks for subordinate elements
- c. Tasks for attached elements
- d. coordinating instructions:

- (1) formations
- (2) flight routes
- (3) altitudes
- (4) starting time
- (5) taxi time
- (6) take off time
- (7) special instruction

4. Administration and Logistics:

a. Administration:

- (1) reveille
- (2) messing

b. Logistics:

- (1) transportation
- (2) medical evacuation
- (3) class III
- (4) class II

5. Command and Signal:

a. Signal:

- (1) radio frequencies
- (2) FM (primary, alternate, and call signs)
- (3) UHF (primary), alternate, and call signs)
- (4) VHF (primary, and call signs)
- (5) communications check time
- (6) pyrotechnics
  - (a) smoke
  - (b) flares

SUPERVISORY

1. Pre-mission:
  - a. Crew alerted
  - b. Crew briefed
  - c. Readiness of aircraft and equipment
  - d. Pre-flight and run up
  - e. Enroute formation
  - f. Radio discipline
  - g. Parking
  - h. Logistics
  - i. Final briefing on tactical situation
2. During mission:
  - a. Tactical formations
  - b. Escort procedures
  - c. Reconnaissance
  - d. Target engagement
  - e. Emergency procedures
  - f. Radio discipline
3. Post mission:
  - a. Readiness of aircraft and equipment
  - b. Operational status - damage assessment
  - c. Resupply fuel and Ordnance
  - d. Stand by
  - e. Return flight formation
  - f. Post flight and weapons maintenance
  - g. Final briefing on tactical situation
2. During mission:
  - a. Tactical formations
  - b. Escort procedures

ANNEX B

SUBJECT: Crew Duties

I PURPOSE: To establish standard procedures for crew functions from mission briefing to mission termination.

II GENERAL: The following outlined duties are to be performed by all crew members:

A. Briefing (Pilot and Co-pilot):

1. Report to briefing area on time.
2. Bring paper, pencil and maps.
3. Record of briefing should include:

a. Situation:

- (1) Friendly (plot on map)
- (2) Enemy (plot on map)

b. Mission:

- (1) Who
- (2) What

ANSWER: Crew Briefing (3) When

(4) Why

ANSWER: To establish standard procedures for crew functions from mission

c. Execution

written or by oral communication.

(1) Concept of operation

ANSWER: The concept of operation includes the following:

(2) Team "A" mission

1. Smoke ship (Pilot and Co-pilot)

(3) Team "B" mission

1. Smoke ship (Pilot and Co-pilot)

(4) Smoke ship mission

1. Smoke ship (Pilot and Co-pilot)

(5) Coordinating instructions

1. Smoke ship (Pilot and Co-pilot)

(a) formation

a. Formation

(b) altitude

(1) Altitude (plot on map)

(c) airspeed

(2) Speed (plot on map)

b. Mission

(7) Mission

- (d) location of staging area
- (e) location of landing area
- (f) take off
- (g) arming area
- (h) communication check
- (i) start
- (j) other

d. Administration:

- (1) wake up time
- (2) mess schedule
- (3) miscellaneous:
  - (a) flash light for night flight
  - (b) instructions to individuals
- (4) medical evacuation point
- (5) location of food for next meal

e. Logistics:

- (1) fuel location for refuel
- (2) class V location for rearment

f. Command and Signal:

- (1) frequencies for all phases
- (2) call signs of supported units
- (3) visual signals to be used
- (4) emergency signals
- (5) location of commander
- (6) rescue and downed aircraft procedures

B. Pre-flight:

1. Pilot: The pilot is responsible for supervising the pre-flight and and coordinating with the platoon leader.

2. Co-Pilot: The Co-Pilot is responsible to the pilot for conducting the pre-flight in accordance with TM 55-1520-208-10.

3. Crew Chief:

- a. brings water & "C" rations
- b. aids in pre-flight
- c. Unties blade
- d. receives briefing
- e. installs left gun barrels and arms left rocket pod

4. Gunner:

- a. aids crew chief
- b. receives briefing
- c. installs right gun barrels and arms right rocket pod

C. Pre-Mission:

1. Pilot: The pilot is responsible for supervising the pre-mission and coordinating with the platoon leader.

- a. secures harness & seat belt
- b. checks control travel
- c. checks static instruments

2. Co-Pilot: Starts aircraft (TM 55-1520-208-10 CL)

3. Crew Chief: Checks AC and DC circuits breakers

4. Gunner: Checks instruments

5. Platoon Leader: Checks governor and hydraulics

6. Platoon Leader: Increases RPM and prepares for T/O

7. Platoon Leader: Checks UHF-VHF & FM

8. Platoon Leader: Calls up signal to fire team lead or platoon leader

9. Platoon Leader: Receives briefings

10. Platoon Leader: Checks aircraft and gun mount

2. Co-Pilot:

- a. secures harness and seat belt
- b. turns on radios (after generator operative)
- c. checks AC and DC circuits
- d. checks full boost pumps (6600 RPM)
- e. arms weapons system after take off

3. Crew Chief: Stand fire guard

4. Gunner: Stand fire guard

D. Mission:

1. Pilot:

- a. flys aircraft (TM 55-1520-208-10)
- b. makes all radio transmissions
- c. reports to platoon leader's A/C in staging area
- d. brief crew (final time)

e. direct all fire from ship

f. fires rockets

g. commands aircraft and crew

2. Co-Pilot:

- a. assists in flying aircraft
- b. positions local security (if necessary)
- c. observes for insurgent action
- d. tests and fires M-6/16 subsystem
- e. changes radio frequencies for pilot
- f. responsible for all weapons safety
- g. record off time, times in LZ, landing time
- h. records coordinates, and strength of enemy

3. Crew Chief:

- a. marks all insurgent action with smoke
- b. place fire on insurgent positions

- c. reports all activity observed to pilot
- d. refuels aircraft
- e. inspects aircraft after each mission for hits
- f. aids reloading weapons

4. Gunner:

- a. marks of insurgent action with smoke
- b. places fire on insurgent action
- c. reports all activity observed to pilot
- d. aids reloading of aircraft

E. Post Mission:

1. Pilot:

- a. returns to home station
- b. shuts down aircraft (TM 55-1520-208-10)
- c. supervises cleaning of weapons
- d. goes to operations
- e. fills out hit report (if necessary)
- f. reports to Platoon Leader's de-briefing
- g. fills out after action report

2. Co-Pilot:

- a. safeties all weapons prior to landing
- b. pulls circuit breakers (weapons system)
- c. shuts off all Radios
- d. ~~fills out~~ flight log
- e. supervises rearming of aircraft
- f. reports to operations
- g. reports to Platoon Leader's de-briefing
- h. aids pilot filling out after action report

3. Crew Chief:

- a. clears weapons
- b. unloads machine guns
- c. guides parking
- d. disassembles and cleans weapons
- e. performs post flight inspection
- f. refuels aircraft

4. Gunner:

- a. unloads machine guns
- b. guides parking
- c. assists in disassembly and cleaning of weapons
- d. rearms aircraft
- e. stores weapons inside aircraft

5. Driver:

- a. drives aircraft
- b. guides parking
- c. drives landing
- d. disassembles and cleans weapons
- e. performs post flight inspection
- f. refuels aircraft

6. Navigator:

- a. unloads machine guns
- b. guides parking
- c. assists in disassembly and cleaning of weapons
- d. rearms aircraft
- e. stores weapons inside aircraft

ANNEX C

RECONNAISSANCE

I PURPOSE: To establish standard procedures for the conduct of reconnaissance

II TYPE OF RECONNAISSANCE:

A. Area Reconnaissance:

1. Definition-Area reconnaissance is the directed effort to obtain detailed information of all routes, terrain, and enemy forces within a specific and clearly defined area.

2. Techniques: Area reconnaissance will be conducted using an "S" - turn search pattern. Well defined terrain features (ie., streams, roads, plantation boundaries) will be used as limiting points. If no well defined terrain features are available, time and compass headings will be used to insure complete area coverage. For specific details regarding altitudes, speeds, formations etc. see Section III.

B. Landing Zone Reconnaissance:

1. Definition: -Landing zone reconnaissance is a directed effort to obtain detailed information of approach and departure routes, natural or man made obstacles, friendly and enemy forces within and around a landing zone.

2. Techniques:

a. A designated fire team will be dispatched from the escorted flight at some pre-determined point and will proceed to the landing zone.

b. If the area is surrounded by heavy trees, it will be reconnoitered as described in Section III, using an orbital pattern out to 1500 meters. The entire area, including the center of the landing zone, will be reconnoitered. If enemy fire is encountered, the fire team will engage and advise the escorted flight to remain at altitude until the enemy forces is neutralized.

c. If the area is not surrounded by heavy trees, but has a few likely enemy positions, they will be reconnoitered first, along with the center of the landing zone, as described in Section III. A combination of left and right

orbits, and "S"-turn patterns may be necessary to cover the type area

d. When the landing zone has been completely reconnoitered and no enemy activity is apparent, the escorted flight will be advised that "The area appears to be clear", and to commence approach on a specific heading.

e. When the escorted helicopters are on final approach, the fire team will be in a position to support them.

f. When the escorted helicopters are on the ground safely, the fire team will:

(1) If the area has insufficient ground security or landing space, and the escorted helicopters plan to remain on the ground, the fire team will climb to 1500 feet and establish an orbit.

(2) If the escorted helicopters plan to be on the ground for only a few minutes, the fire team will remain at reconnaissance altitude.

g. When the escorted helicopters are ready to depart the landing zone they will be escorted by a fire team.

#### C. Zone Reconnaissance:

1. Definition: Zone reconnaissance is the directed effort to obtain detailed information of all routes, terrain, and enemy forces within a zone defined by well established parallel boundaries.

2. Techniques - The techniques used in zone reconnaissance are the same as those used in area reconnaissance. Boundaries, however may be operating limits of a particular ground unit rather than terrain features.

#### D. Route Reconnaissance:

1. Definition: - Route reconnaissance is the directed effort to obtain detailed information of all routes, obstacles, and enemy along a specific route and the terrain adjacent to the route, which if occupied by the enemy, would

affect movement along the route.

2. Techniques: - Reconnaissance of a road, stream, etc. is usually conducted by a fire team, employing both helicopters the same on side of the route. The fire team may be supported by a second fire team. If the route is bordered on either side by trees, the aircraft will stay 50 meters in from the edge of the tree line.

### III CONDUCT OF RECONNAISSANCE:

A. High Reconnaissance: -When time permits, the reconnoitering fire team will first conduct a high reconnaissance, orbiting at 1500 feet at a speed of 80 knots. This will allow the team leader to make a quick estimate of the situation beyond the effective range of enemy fire to determine:

1. If enemy fire will be drawn
2. Critical terrain over which low reconnaissance should be flown
3. Likely enemy positions
4. Location of friendly forces, if applicable
5. Best approach route for low reconnaissance
6. What particular method of low reconnaissance should be conducted

B. Low Reconnaissance: - A low reconnaissance will be conducted as the initial action if lack of time or advantages of surprise prohibit a high reconnaissance. A low reconnaissance will be conducted after the high reconnaissance to confirm observations made at high altitude, and to obtain additional information which cannot be obtained at high altitude.

1. General: -For deceptive purposes, the fire team will descend to contour away from the area and approach it on a predetermined route. Initially, the team will avoid flying over suspected enemy AA strong points (ie., huts, wood lines). If no enemy fire is drawn on the initial reconnaissance, the team

will proceed to reconnoiter suspected enemy positions located in woodlines, villages etc.

2. Flight Altitude:

a. In forested areas, flight altitude will be contour, in close proximity to tree tops.

b. In the delta or sparsely wooded terrain, flight altitude will be 10 to 30 feet above the highest obstacle, in immediate flight path.

c. Due to extreme wind and thermal conditions in mountainous terrain flight altitude will be at least 300 feet laterally and vertically from tree tops. High ground will be reconnoitered first.

3. Flight Speed: Flight speed will be 85 knots.

4. Formation: An extended echelon formation will be used in all low reconnaissance missions. The team leader's wingman will fly 400-600 meters behind, zig zagging to the left and right of the flight path of the lead aircraft as the terrain dictates.

C. Reconnaissance By Fire: The team leader will conduct reconnaissance by fire when:

1. Area is declared unfriendly and free of innocent women and children.

2. Flying enroute escort for a flight of unarmed helicopters at low altitude.

3. Flight of armed aircraft is forced to contour enroute.

(Note: Only lower flex guns will be used in recon by fire to conserve ammunition.)

#### IV ACTION ON CONTACT

A. General - During reconnaissance, the team leader's wingman will always be in a position where he can place retaliatory fire under the lead aircraft if enemy fire is drawn. If enemy fire is drawn by either aircraft it will be reported immediately using the standard "Fire Report". If no enemy contact is made, a negative report will be rendered along with all other friendly and enemy information using standard reporting procedures.

1. When team leader receives fire:

- a. Team leader's gunner and crew chief throw smoke on target and return fire,
- b. Team leader reports fire,
- c. Wingman places retaliatory fire on target and confirms ignition of marking smoke.

d. Target attack will be made at discretion of team leader

2. When the wingman receives enemy fire:

- a. Wingman's gunner and crew chief throw smoke on target and return fire,
- b. Wingman reports fire
- c. On command of the team leader the two helicopters will attack the target.

3. When the fire team is conducting a Route reconnaissance, and it is important to complete the reconnaissance quickly, a second fire team will follow the reconnaissance team at altitude to support them. If the lead element meets with strong enemy resistance, they will engage and neutralize the target. The second fire team will either assist in the target attack or assume the reconnaissance mission, depending on the size and strength of the enemy force. If the second fire team continues the reconnaissance, the original reconnaissance element will revert to a support role after the target is neutralized. If both teams engage the target, they will each resume their original mission assignments.

APPENDIX 1 To Annex C.

Fire Fly: (Ref. FM 1-110)

I. PURPOSE: To establish standard procedures for the conduct of firefly missions.

II. GENERAL: Firely missions are a means of interdicting movement of V.C. traffic at night along canals, inland waterways, and MSR's. The components of the firefly mission may also be employed in relief of towns and outposts under seige concurrently with the normal mission.

The resources employed are a UH-1D helicopter with light cluster or zeon searchlight mounted in the left door along with a .50 cal. machinegun. Two M6/16 UH1B/C armed helicopters are employed in support of the light ship in their standard configurations.

A. Situation: The firefly request is forwarded to 121st Ops several hours before takeoff normally. The elements of the missions are: The location the mission is to be staged from, time of arrival, and contact F.M. frequency from the current S.O.I. in effect. The mission commander will then alert his crews as to mission and takeoff time, and assure that all preparations are implemented prior to brief time (takeoff minus 30 minutes).

NOTE: If mission is to be staged at a location other than those which can safely accomodate armed helicopters, and/or lack adequate rearming and refueling facilities, AAE will be immediately notified through 121st Operations, and a change of staging area will be requested to the nearest suitable airfield to the requesting headquarters. If weather and landing conditions permit, the light ship may be used to tranport observers from their home station to the stagefield and back. If no concession can be made the mission will be scrubbed.

CAUTION: Loaded gunships and/or light ships will not attempt landings into confined areas at night except under the gravest of emergency conditions.

B. Mission: The mission of the firefly is to interdict illicit, V.C., night movement along inland waterways, canals, and MSR's.

If mission desired by requesting Headquarters is other than the one stated above (e.g. harassing or interdicting fires into mangrove or paddy land areas) it will be continued to the extent that it can be performed while performing the primary mission of the firefly.

NOTE: The use of the firefly to overfly suspected or known V.C. concentrations for the purpose of checking the intensity of ground fire is not a legitimate mission and will not be flown by members of this platoon.

C. Execution: The routes of travel and target areas will be mapped out by the briefing officer with the help and advice of the mission commander at the stagefield.

1). The proposed target routes will be flown at 1000 feet by the light ship with standard nav-light configuration. The two armed ships will be flown at 900' with beacon only and 800' blackout, respectively.

2). Normally upon spotting a target the light will go out, and climb to 1500' orbiting the target area. The target will be engaged by the fire team until it is neutralized. Upon commencing engagement the fire team lead will come up steady bright while the wing man will come up beacon only. The original lighting configuration will be resumed upon termination of the attack, the light ship will descend to 1000', and the mission will be continued.

NOTE: The .50 cal. may be used to mark targets for the attacking fireteam as appropriate, and in support of the breaks of the fire team away from target.

3). Upon receiving small arms fire along the flight path of light or

moderate intensity the armed ships may engage the source to suppress it, and the mission will be continued.

4. Upon receiving heavy ground fire or anti-aircraft fires the light will go out, nav-lights and beacon blacked out, a break will be initiated toward the nearest friendly area, and the light ship will immediately commence a climb to 2000'. The fireteam will engage as appropriate, and break contact immediately. The area will be noted, reported, and will not be overflown again in the course of that mission.

D. Administration and logistics:

1. Administration (emergency procedures and precautions).

a. During the course of the mission if any ship in the flight should take a hit or suspect a hit, the entire flight will return to the ~~staf~~efield, and the extent of damages will be determined.

b. Any real or suspected mechanical malfunction will result in the same course of action as in D.1. a above.

c. Should the light ship go down the standard forced landing procedures will be implemented. The lead armed ship will lighten his load, and proceed immediately to pick up the downed crew and equipment. The forced landing of either of the two armed ships will result in the light ship going in for pickup, and the remaining armed ship providing cover.

d. At no time during the mission will any more than 2/3 of fuel or ammunition load be expended except in the event of emergency.

e. No more than two non-crew members will be carried aboard the light ship. These will generally be the U.S. Advisor and his counterpart who will accompany the mission as ~~obs~~ervers.

NOTE: The mission will not be flown under any but the passenger load condition

as stated in Sub - paragraph e. above.

2. Logistics: Ammunition and fuel resupply is the responsibility of the supported unit. The mission commander should, however, verify the availability of same prior to takeoff.

E. Command and Signal:

1. Command: The senior aircraft commander present will be the mission commander, and will be responsible for the implementation of the procedures outlined in this S.O.P. in the event of death or incapacitation, the next ranking man will assume responsibility.

2. Signal: The primary communications frequencies will be as follows.

a. F.M. Current S.O.I. in effect.

b. UHF: Current company UHF with the light ship monitoring A.T.C. frequency.

c. VHF: channel 5 or as designated by the mission commander

NOTE: The U.S. observer will normally have an AN/PRC 25 in his possession during the entire mission. It is most advisable that he conduct all F.M. transmissions to his net control, and that the A.C. monitor on the AN/ARC 54. Interphone communications should be provided via a headset for the U.S. advisor.

ANNEX D

ESCORT:

I PURPOSE: TO establish standard procedures for escort of transport and Dustoff aircraft.

II GENERAL: The procedures used by the armed helicopter platoon may be varied as the situation requires, depending upon the mission and conditions involved.

A. Normally escort missions for unarmed helicopters will fall into one of the following catogories and the armed platoon will use or modify procedures in order to most effectively accomplish the mission.

1. Escort Enroute - normally from home airfield to stagefield or from stagefield to release point.

a. Each fire team is assigned a side of the flight, normally first section on the left, second section the right. Platoon leader has free cruise.

b. Fire team will be approximately 400 meters to the rear of the flight and approximately 200 feet below the flight.

c. Fire teams will break off after flight lands at airfield or at release point upon the command of the platoon leader.

2. Escort from RP to LZ & out of LZ

a. Fire teams will intercept the inbound flight preferably at 1000 feet and one to two miles out from the landing zone: interception may be made at a lower altitude commensurate with mission requirements.

b. Fire teams will be approximately 400 meters to the rear of the flight and approximately 200 feet below. Fire teams will remain in this position until the formation passes through about 300 feet, at which time the armed ships will slow their descent, leveling off at about 200 feet.

c. As the flight lead touches down in the LZ, the fire team leaders should be breaking into their respective orbits.

d. When the flight departs the LZ, the armed ships again take up their position and escort the flight to a safe altitude, normally 1000 feet.

3. When a fire team is used, the same procedures will be followed as outlined above.

4. Escort of Dustoff and/or unarmed aircraft (normally three or less)

a. This type of mission is usually handled by a fire team due to the usual close proximity and for coordination purposes.

b. The fire team will pick up the inbound aircraft at an altitude of from 100 to 1000 feet and one half to two miles out. Approximate escort distances stated in paragraph 2b above will be used.

#### B. Road and River Convoy Escort

1. Convoy escort may be pulled by one fire team or the entire platoon.

2. In conducting road or river convoy escort, a fire team will make continuous low level reconnaissance one to two kilometers in front of the advancing column, then climb to altitude and maintain surveillance. Continuous reconnaissance in advance of and surveillance above will be conducted until convoy has closed at destination.

APPENDIX 1 TO ANNEX D.

SMOKE SCREENS IN LANDING AND PICKUP ZONES.

I. PURPOSE: To establish standard procedures for the employment of smoke screens during the escort mission.

II. GENERAL: The use of a smoke screen to deny the enemy a clear field of vision into a landing or pickup zone (incl. downed acft.) may be employed by this platoon based on a sound evaluation of all the factors of METT. The platoon has the integral capability of generating this screen through the use of a specially equipped UH-1D or by use of "Smoke Pots". In some situations it may be desireable to change or modify the location of the zone so that smoke can effectively be employed with regard to the wind, terrain, and known or suspected enemy.

A. Employment of the smoke equipped UH-1D:

1. It will be flown by a qualified AC of the armed platoon and taken "on station" initially during all operations for which the 121st Aslt Hel Co. has primary aviation responsibility.

2. The smoke ship will set up an orbit at 1500' MSL at an RP designated by "Viking 26" (normally the RP which the transports will overfly enroute to the landing or pickup zone) If deemed necessary, the smoke aircraft may overfly the proposed zone while receiving instructions on platoon frequency regarding area to be screened.

3. Rendevous with the transport flight will be at a point directed by "Viking 26". Establish smoke aircraft on the side of the flight which will place aircraft along most advantageous flight Path considering the area to be screened. Smoke aircraft should be located four (4) to eight (8) helicopter lengths from

the lead transport. The lateral offset factor is based on the area to be screened and its relationship to the zone in order to avoid "outdistancing" the transports. As the transports begin their landing deceleration, the smoke helicopter will maintain at least eighty (80) knots IAS along his desired smoke laying track. Commands for cutting smoke "on" and "off" will normally be given by the fire team leader on whose side of the flight the smoke ship is operating.

4. During the actual smoke run the aircraft will utilize all integral suppressive fire capabilities. Maximum possible distance should be maintained between the known or suspected enemy positions and the flight path of the aircraft. Maximum available airspeed will be utilized. Obstacle and terrain clearance will be a minimum of ten (10) feet. In the case of landing zones, normally only one run is required except in the those cases where an aircraft is downed in the LZ. The break out of the LZ will be predetermined and known by all armed aircraft. In the case of PZ's, it may be necessary to make multiple smoke runs. The pattern for these runs will be coordinated with the rest of the platoon.

5. Fire team leaders must adjust their team patterns to provide maximum possible coverage for the smoke aircraft. Additionally, patterns must be adjusted to accommodate repeated runs by the smoke helicopter in PZ's.

6. The commander of the smoke aircraft must exercise caution in the recording of smoke expenditure. A run should not be attempted unless sufficient smoke oil is available.

B. Employment of Smoke Pots:

1. Each aircraft in the armed platoon will normally carry two (2) ten (10) minute smoke pots.

2. Pots may be employed in support of one transport or medevac helicopter or in support of assault landings or pickups. Also they may be employed in emergency situations, e.g., a downed aircraft.

3. Pots will be placed with consideration for wind, terrain, and enemy. They should be dropped sufficiently in advance of required use time (normally two to three minutes) to allow them to reach full producing capability.

ANNEX E

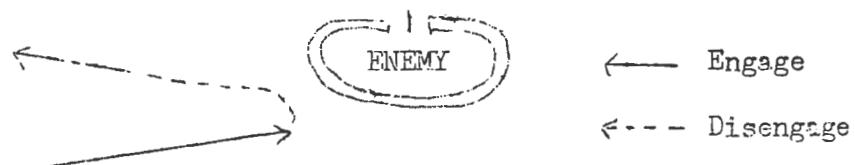
TARGET ATTACK

I PURPOSE: To establish standard procedures for conduct of target attacks.

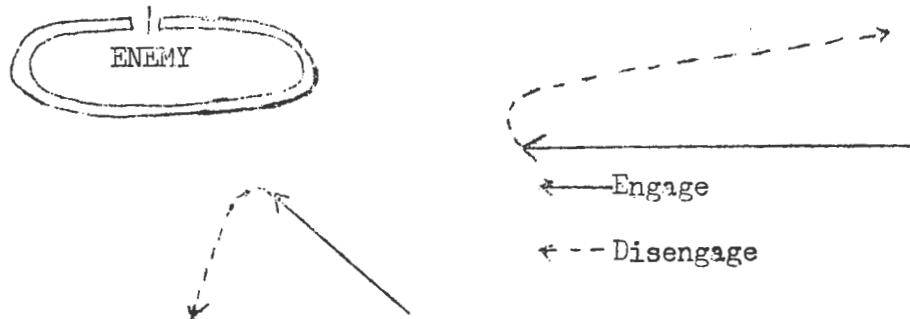
II CONDUCT OF THE MISSION:

A. When conditions permit, one of the standard attack patterns listed below will be used or modified to most effectively engage the target.

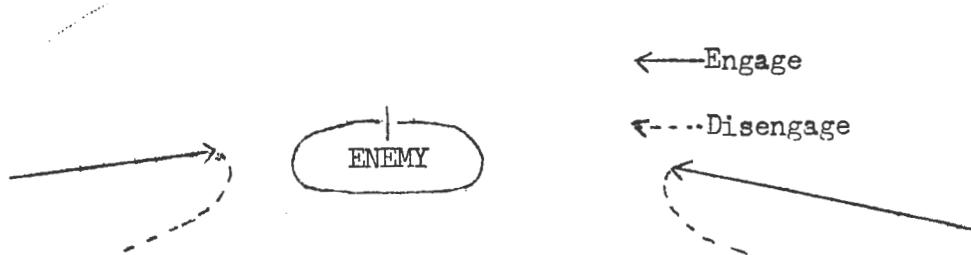
1. STRAIGHT-IN: Simplest and can be used against any type target when treelines and/or enemy positions prevent other type attacks.



2. NINETY DEGREE: Extremely good against linear targets

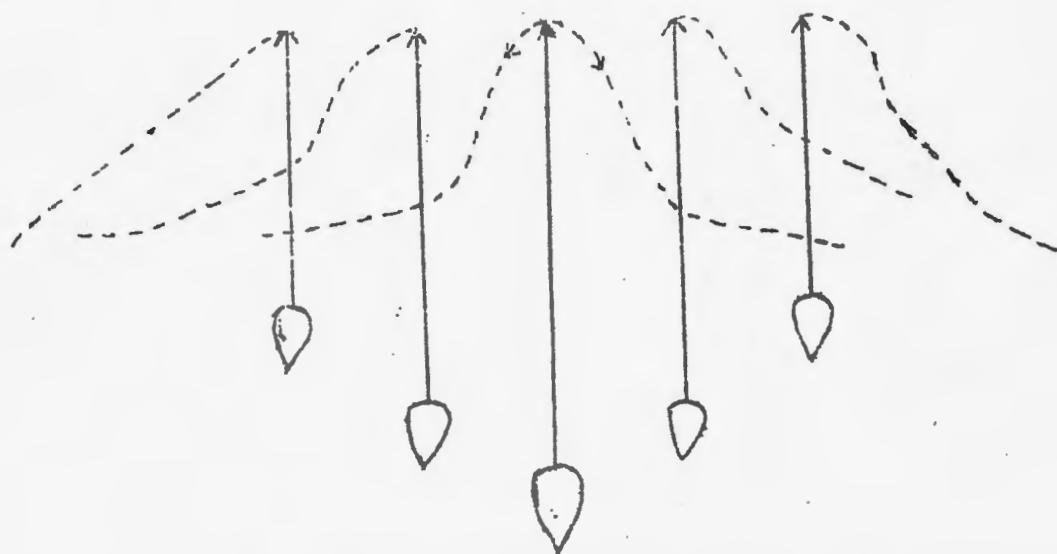
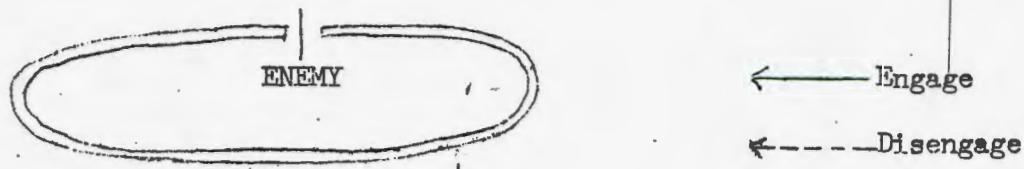


3. ONE EIGHTY DEGREE: extremely good against linear targets.

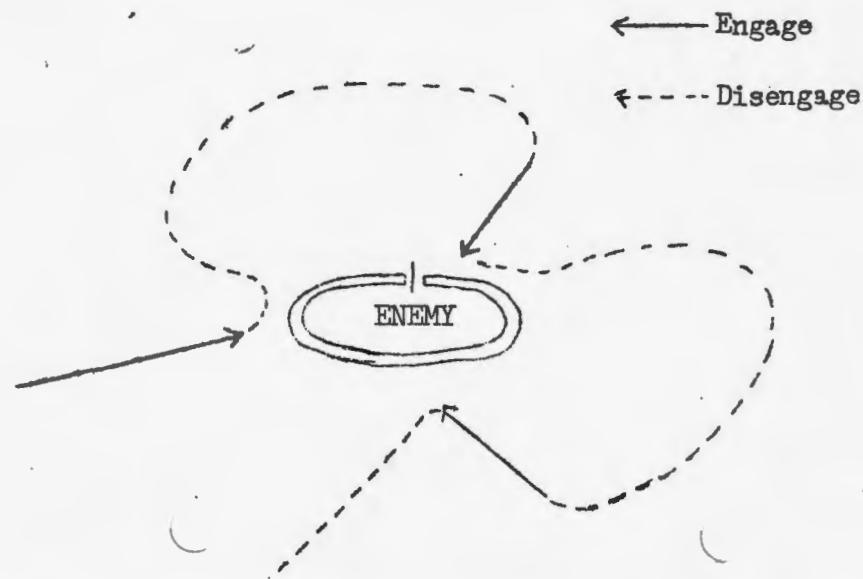


Platoon Leader will call in strikes to permit clear firing runs at closest possible interval.

4. VEE: for multiple attacks on point or linear targets when only one attack approach is acceptable.



5. TRIANGLE: for use against point targets using three firing-passes: most effective with light or heavy fire team.



### III CONDUCT OF THE ATTACK

- A. Over flight of known targets will be avoided.
- B. When possible, initial attacks will be made from over friendly positions.
- C. When possible attack patterns will be made to avoid over flight of likely enemy positions.
- D. During attacks when enemy troop dispositions are not known, the approach to the targets will be made over the most open areas available so as to reduce effect of enemy fire from concealed firing positions.
- E. When possible, attacks will be planned so as to change the approach direction of each subsequent attack.
- F. Attack altitudes and patterns will be made according to capability of enemy weapons.
- G. Airspeed of 30 knots will be used during attacks.
- H. Targets will be engaged at maximum effective ranges and fire will be continually placed on the target until aircraft disengages.
- I. Crew Chiefs and gunners will deliver maximum rate of fire on the target while aircraft turns from the target during disengagement.
- J. Newly developed targets will be marked with smoke
- K. Machine gun fire will be used against small or vaguely defined targets.
- L. When pre-strike of a landing zone is planned, the first aircraft to enter the landing zone will engage the closest target to prevent over flight and gain maximum surprise.
- M. To maximize the effects of grazing fire against enemy in the open or in unprepared positions, attacks will be made at low level. Attacks against enemy in prepared positions will be accomplished using plunging fire delivered from greater altitudes.

as stated in Sub - paragraph e. above.

2. Logistics: Ammunition and fuel resupply is the responsibility of the supported unit. The mission commander should, however, verify the availability of same prior to takeoff.

E. Command and Signal:

1. Command: The senior aircraft commander present will be the mission commander, and will be responsible for the implementation of the procedures outlined in this S.O.P. in the event of death or incapacitation, the next ranking man will assume responsibility.

2. Signal: The primary communications frequencies will be as follows.

a. F.M. Current S.O.I. in effect.

b. UHF: Current company UHF with the light ship monitoring A.T.C. frequency.

c. VHF: channel 5 or as designated by the mission commander

NOTE: The U.S. observer will normally have an AN/PRC 25 in his possession during the entire mission. It is most advisable that he conduct all F.M.

transmissions to his net control, and that the A.C. monitor on the AN/ARC

54. Interphone communications should be provided via a headset for the U.S. advisor.

## ANNEX F

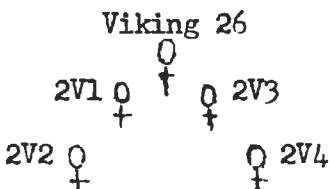
## FORMATIONS:

I PURPOSE: To outline standard procedures used by this platoon in formation flying.

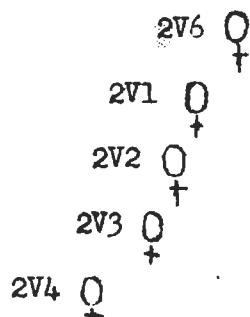
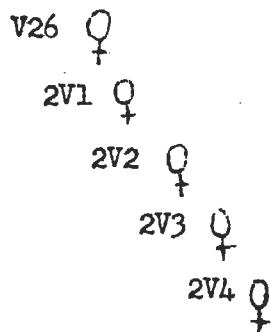
II GENERAL: The formations used by the armed helicopter platoon may be varied as the situation requires, depending upon the mission and conditions involved.

A. When conditions permit, one of the standard formation patterns listed below will be used or modified to most effectively accomplish the mission.

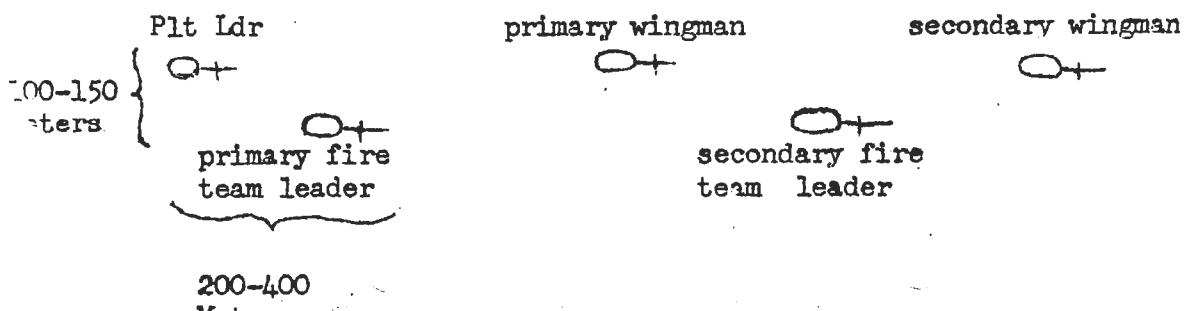
1. "V" Formation: normally used for flight from the base field to another airfield or staging area.



2. Echelon Formation: also used for flight from the base field to another airfield or staging area or in place of the column formation.



3. Tactical Column (Trail): normally used when going from the staging area to the operational area.



In the tactical column, Viking Lead has free cruise

4. Column Formation: used when landing

Viking 26

Primary Fire Team

Secondary Fire Team

O+

O+ O+

O+ O+

B. All formations will be in accordance with procedures set forth in  
Company and Battalion Tactical Standard Operating Procedures.

## ANNEX G

### SCRAMBLES:

I PURPOSE: To establish standard procedures for conduct of scrambles.

II GENERAL: Scrambles refer to emergency type missions and do not include missions in the category of operational immediate

A. Situation - The company operations officer will normally make the decision concerning the urgency of the situation at the time the call comes through operations, although determination may also be made by the commanding officer or his representative.

B. Mission - To get airborne in the safest and most expeditious way possible

C. Execution - When the Viking alert horn is blown or the airfield comes under mortar and/or ground attack, crew members will immediately proceed to their aircraft, crank, clear themselves and takeoff.

#### 1. Concept of the Operation

a. When the Viking horn is blown, which is normally for downed aircraft. platoon or fire team leader will contact Tiger Control after takeoff, get mission and location, and contact Paddy Control of pigeons.

b. When the airfield is under attack, platoon or fire team leader will contact downtown MAAG house on FM immediately after takeoff.

#### 2. Coordinating Instructions

a. When the airfield is under attack the Vikings are responsible for the area north and east of the airfield while the T-Birds are responsible for the area south and west.

b. After takeoff, Alpha fire team will orbit the engineer compound to the north of the field. Bravo fire team will orbit in the vicinity of Bai Xau tower. Viking Lead will proceed to either area and orbit.

#### D. Administration & Logistics

1. Rerun and refuel will be accomplished at Soc Trang when possible

2. Alternate airfields for logistical support are Ba Lieu and Can Tho.

E. Command & Signal

1. Signal

a. Lights on aircraft will be set up each night at dusk as follows:

- (1) alpha fire team steady bright, no beacon
- (2) bravo fire team bright flash, no beacon
- (3) Viking Lead steady bright with beacon

b. Radios will be set up as follows:

- (1) VHF - Channel 5
- (2) UHF - Soc Trang Tower frequency
- (3) FM - MAAG House frequency

2. Command

a. Coordination to fire will be made with MAAG House prior to engagement of targets.

b. Normal chain of command in effect.

ANNEX H

AIRCRAFT RECOVERY

I PURPOSE: To establish standard procedures for conduct of reconnaissance and security of downed aircraft.

II COORDINATION AND PLANNING:

A. Company operations usually receives very little information on downed aircraft. Any information not obtained from company operations must be determined prior to or upon arrival at the crash site. The following information must be determined:

1. Exact location of crash site.
2. Type of downed aircraft.
3. Radio frequencies and call signs of downed aircraft's unit, ground units, and aircraft in area.

4. Friendly and enemy situation in area.

5. Status of crew, ordnance, armament and radio equipment of downed aircraft.

6. Location of nearest secure or landing field

7. ETA of recovery crew and aircraft (CH47)

B. Security of the downed aircraft will normally involve extended aerial surveillance over the side of the downed aircraft. Since fuel is an important factor on an extended surveillance mission, consideration should be given to placing on fire team on the ground a near the crash site, and using a fixed wing aircraft to perform aerial surveillance.

### III CONDUCT OF OPERATION:

A. One fire team will normally precede other elements to the crash site. The fire team leader will immediately contact and effort coordination with units in the area. This element will then perform a high reconnaissance at 1500'. The high reconnaissance will be conducted in the following manner.

1. Orbit the crash site at 1500'.
2. Maintain 80 knots.
3. Determine likely enemy locations and avenues of approach.
4. Preplan low reconnaissance.

B. After completion of the high reconnaissance a low reconnaissance of the area will be conducted out to a radius of 1500 meters from the downed aircraft. The reconnaissance will be accomplished:

1. At 80 knots.
2. At contour.
3. As necessary to avoid initially flying within the effective range of the most likely enemy positions such as huts, treelines and canals. If enemy fire has not revealed enemy forces in the area, and completion of the mission dictates, the more dangerous area will then be reconnoitered. However, if the mission can be accomplished without checking highly dangerous areas, avoid them entirely.

C. Once the low reconnaissance is completed, a surveillance over the crash site will be maintained by a fixed wing aircraft or a fire team operating at 1500 feet. The surveillance element will:

1. Monitor the activities of personnel around the crash site.
2. Keep likely avenues of enemy approach under observation.
3. Maintain radio contact with friendly units in the area.

D. All Helicopter entering or leaving the crash site will be escorted by a fire team. Once the CH-47 recovery aircraft has picked up the downed aircraft it will be escorted by a fire team until the recovery aircraft has climbed to a safe altitude. The CH-47 is very vulnerable, therefore a careful reconnaissance will be made of the proposed approach and departure route. Particular attention will be given to the departure route which will be reconnoitered out to 2500 meters because the CH-47 will frequently require that distance to climb to a safe altitude. The fire team will escort the CH-47 using the standard escort formation, one armed UH-1B on each flank and far enough to the rear so that the entire area under the CH-47 can be instantly covered by fire.

E. Actions to be taken if enemy contact is made.

1. Mark the target with smoke and fire if possible.
2. Report contact to:
  - a. The recovery aircraft if evasive action is required.
  - b. The platoon leader (Indicate if the fire team can handle the situation or if reinforcements are required)
  - c. The ground security force commander.
  - d. Any other ground or air unit affected.
3. Neutralize the target utilizing the best means available.
  - a. Your fire team.
  - b. Reminder of platoon
  - c. Airstrike if FAC is available in area
4. If the positions will pose a threat if it is not neutralized, reconnoiter the target area to ascertain that it has been neutralized.

IV SPECIFIC INSTRUCTIONS TO THE MISSION LEADER

A. If several hours have elapsed between the time the low reconnaissance was completed and the arrival of the CH-47 recovery aircraft, conduct another low reconnaissance of the area prior to the arrival of the CH-47

B. Exercise caution if you fuel and ordnance to land at an unsecured crash site. The danger of exploding fuel and ordnance or enemy activity will usually be very great. If it is necessary to land, the wingman will be instructed to continue to orbit at low level and provide protection for your landing helicopter.

## ANNEX I

### ARMAMENT SUBSYSTEMS

I PURPOSE: To provide useful information concerning the three types of weapons subsystems currently used by this armed platoon.

#### II.

##### A. M-16 SUBSYSTEM

The M-16 subsystem consists of four (4) M60C machine guns and two (2) XM-158, 7 tube rocket launchers. The total armament capabilities of the subsystem are 6,700 rounds of 7.62mm and 14 2.75 inch A.F.F. rockets

##### B. M-3 SUBSYSTEM

The M-3 Subsystem consists of two 24 tube modules. The subsystem is capable of firing 48 2.75 A.F.F. inch rockets.

##### C. M-5 SUBSYSTEM

The M-5 subsystem consists of one (1) 40mm grenade launcher capable of firing 75 40mm grenades.

#### III. ARMED CONFIGURATION

The normal tactical configuration of this armed platoon consists of two light fire teams and a platoon leader. The two light fire teams consisting of two UH-1B helicopters per team, have mounted the M-16 subsystem. The platoon leader has mounted the M-3 and M-5 subsystem on a UH-1B helicopter. The M-16 subsystem is used as the platoons primary base of fire weapon and is employed on all previously mentioned missions of the armed platoon. The M-3 subsystem is the platoons primary heavy fire support weapon and is employed when the tactical situation requires additional heavy fire support. The M-5 subsystem, when employed, is used to supplement the heavy fire support given by the M-3 subsystem.

## IV ADVANTAGES AND DISADVANTAGES

### A. M-16 SUBSYSTEM

The M-16 subsystem is primary an area fire weapon, and as such, is best employed in escort missions where suppression is required, in recon by fire missions, or in target attack missions where a general target area is defined. It can be employed on a specific target, however careful coordination with the supported element is required. It is capable of delivering a high volume of suppressive fire for a limited period. The primary disadvantages of the subsystem are its difficulty of employment on point type target, its high volume of fire for a limited period, and its time consuming rearming process. Finally, the four (4) M60C machine guns "jam" quite easily.

### B. M-3 SUBSYSTEM

The advantages of the M-3 subsystem are it is capable of a high volume of fire for a limited period, it is more accurate than the M-16 subsystem and thus is more effective against a point type target, and it is relatively easy to rearm. However, the M-3 is still considered an area fire system. The primary disadvantages are weight of the subsystem when armed, and the rapid expenditure rate when employed in the target attack.

### C. M-5 SUBSYSTEM

The advantages of the M-5 subsystem (a direct fire, area fire system) are its high effectiveness on canal lines and targets of that nature, and its area suppressive fire capabilities. Its primary disadvantages are poor accuracy when employed in the target attack, easy "JAM" characteristics, difficulty of loading the projectile, difficulty of maneuvering the sight, lack of a tracer element to adjust fire, and low muzzle velocity (780 ft/sec) of the projectile.

## V GENERAL COMMENTS

This armed platoon has the capability of employing the M-4 locally pre-fabricated weapons system on all UH-1B helicopter in the platoon when necessary. This involves only the changing of the external rocket tubes and the control box.

This armed platoon has repositioned the external drive motors on the M-16 subsystem to help prevent jamming of the machine guns at the drive motors. An electrically operated jettison switch has been installed on all M-16 subsystems to allow the gunner or crew chief to jettison the XM-158 rocket launchers individually when necessary. Finally, the armed platoon uses the 200 round door box for the hand held machine gun to allow door gunners greater freedom of movement.

## ANNEX J. ADMINISTRATIVE PROCEDURES

I PURPOSE: To explain the normal Operating procedures for the following administrative functions:

A. Standby (Airfield Primary & Secondary)

B. Platoon Scheduling

C. Extra Duties

D. Awards & Decorations

### II. A. Standby (Airfield Primary & Secondary)

1. The standby mission encompasses two categories and is employed when the platoon has no regular assigned mission for that particular day.

2. The Viking armed platoon alternates with the T-Bird armed platoon in being assigned Airfield Primary or Airfield Secondary. For example, the Vikings are Airfield Primary every other week.

3. In both categories (Airfield Primary & Airfield Secondary) all assigned crews will be on an immediate reaction status during the normal duty hours. These hours last from 0730 to 1700. Pre flight time is 0700 take off time is 0730 A.M. (Exception: If crews have performed night mission, pre flight 1200, T.O. 1230.)

4. After normal duty hours the following procedures will be followed:

a. During the week of Airfield Primary, the Primary fire team will remain in Uniform and be on immediate reaction status Until 2400 hours or retirement. The Secondary fire team will remain on 10 minute reaction, and the Uniform is optional.

b. During the week of Airfield Secondary, the Primary fire team will be on 20 minute recall while the Secondary fire team will be on 1 hour recall. The Uniform is optional.

5. Enlisted crews from the Primary fire team will sleep in the alert

shack when platoon is AFLD. primary. When AFLD secondary two EM from Primary fire team sleep in the shack. The duties of this crew are to sound the alarm in event of an attack on the Airfield or in event of a scramble mission. Other duties include warning the pilots of a mission, answering emergency phone calls in the alert shack, and general Security of the Viking line.

7. In the event of a scramble mission the normal operating procedures as outlined in Annex G will apply during all hours regardless of the Category of standby mission.

B. PLATOON SCHEDULING.

1. The Viking armed platoon is composed of two sections (Alpha and Bravo containing approximately six aviators per section.

2. Scheduling of individual aviator aircraft assignments for each day will be accomplished within the appropriate section. One officer from each section will be responsible for posting the schedule for his particular section for the next day in the Viking Alert shack. In addition, a copy of the schedule will be furnished to the Platoon Commander.

3. The scheduling officer from the primary fire team for the following day is responsible for scheduling one member to fly with the platoon commander.

4. The scheduling officer from the primary fire team is also responsible for insuring the schedule for the following day is posted in the 121st Assault Helicopter Company Operations office as soon as possible.

5. Any changes to the schedule or any discrepancies in scheduling will be handled through the normal chain of command (I.E. Section Commander, Platoon Commander ect.)

C. EXTRA DUTIES.

1. The following extra duties are assigned to individuals within the

platoon organization and are designed to augment and reinforce the mission of the armed platoon.

2. The platoon commander and the two section commanders will decide the duties to be assigned to individuals with the platoon commander having the final decision. The details of the following extra duties will not be explained in this paragraph because most of the duties are self explanatory. Where some question might arise, the details will be explained.

3. EXTRA DUTIES:

- a. Platoon Maintenance Officer
  - Assistant Maintenance Officer
- b. Platoon Armament Officer
  - Assistant Armament Officer
- c. Platoon Communications Officer
  - Assistant Communications Officer
- d. Platoon Awards & Decorations Officer
  - Assistant Award & Decorations Officer
- e. Platoon Administrative Officer
- f. Platoon Ammunitions Officer
- g. Special project Officers as required.
- h.
- i.

D. AWARDS & DECORATIONS:

1. Because of the organization of the Viking armed platoon, submission of Awards & Decorations can be efficiently accomplished within the section command. This is also true because, except for certain cases, the fire teams (Alpha & Bravo) fly as organic Units with the individual most always flying with his particular fire team.

2. Individual Awards & Decorations will be submitted to the Awards &

Decorations Officer or his Assistant thru the section commander. Also all statements pertaining to a certain act of valor should be submitted to the section commanders who will submit the statement to the Award & Decorations Officer or his assistant. The Awards & Decorations Officer will then Coordinate with the company Awards & Decorations Officer,

3. Any individual, regardless of his assigned section, may submit another individual for a valor if he happens to be an eyewitness to a particular valorous act.

4. Finally, service awards will be handled by the Platoon Awards & Decorations Officer.