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CHAPTER 8

LOCAL OPERATING PROCEDURES

8-1. General. This chapter provides operating instructions and requirements peculiar to the 315 Air Commando Wing. If any previous Wing directives are found inconsistent with the contents herein, the provisions of this chapter will prevail. Compliance, however, is not to be considered a substitute for common sense and judgment. Nothing in this chapter shall be construed to relieve aircrew members or supervisory personnel of the responsibilities to exercise initiative in the execution of the mission or to take such emergency action as the situation warrants. Recommendations for revision of this chapter are welcomed and will be forwarded to the Deputy Commander for Operations, 315 ACW. Revisions will be published as required.

SECTION A-POLICIES AND PROCEDURES

8-2. Applicable Publications. The following publications will serve in addition to this manual as a basis for C-123 operations within this Wing.

- a. AFM 60-16 General Flight Rules.
- b. AFM 51-123 C-123 Aircrew Training Manual.
- c. 7AFR 55-2 Flight Clearance, Tactical Radar Control and VFR Flight Following Procedures.
- d. 7AFR 60-1 Evaluation

e. TACM 55-2 Joint Airborne Operations

f. MACV Dir 55-4 Transportation and Travel Movement System in Vietnam.

g. T.O. 1C-123B-1 Flight Manual.

8-3. Pilot's Flight Kits. The aircraft commander will insure that a pilot's flight kit containing those items in paragraph 6-17 plus the following are in the crew's possession:

a. DD Form 175.

b. AF Form 70.

c. Airfield and DZ Folders.

These folders will be carried on all indoctrination flights and when crews are engaged in field survey flights. Prior to all other flights, appropriate folders will be checked.

d. Airfield Survey Inspection Report - forms.

e. AF Form 96b, Passenger Manifest.

f. HSAS Form 4650/1, Bilingual Release.

g. Copy of mission frag order.

h. Charts covering the route to be flown.

i. FLIP documents: Enroute - Low Altitude, Enroute - Supplement, and Terminal Low Altitude.

j. ...

OPR: 315ACW (DCO)

This manual supersedes 315ACWR 55-8, 55-9, 55-20 and 55-21

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j. 834AD Republic of Vietnam
Operational Airbases.

k. PACAF Form 112A and instruction sheet.

8-4. Stan/Eval Crew Bulletin. Stan/Eval Crew Bulletins will be published as required by the Wing Stan/Eval Division Commander, approved by the Deputy Commander for Operations, and are directed to all aircrew members. Each aircrew member will maintain a file of these bulletins. A master file will be maintained in the unit FCIF.

8-5. Aircraft Operation and Movement on the Ground. Aircraft operation and movement on the ground will be conducted in strict accordance with AF Regulation 60-11, 60-15 and supplements thereto. Wing walkers will be used to the maximum extent possible. C-123 aircraft will not be taxied when surface winds exceed 25 knots, to include gusts. The flight mechanic will be positioned in the overhead hatch to monitor taxi operations in congested areas. He will be on interphone and advise the pilot on obstacle clearance. The flight mechanic will stand on the ladder, with his back braced against the aft edge of the top hatch and his elbows resting on the fuselage. At no time will he sit on the fuselage.

a. During all taxi operations requiring the aircraft to be backed up, the cargo door will be open. The ramp may also be open. The flight mechanic will be positioned in the overhead hatch, and the loadmaster will be positioned on the ramp with a clear view of the area behind the

aircraft. Both will be on interphone. When a loadmaster is not included in the crew an outside observer who has a clear view of the area behind the aircraft will be positioned so as to be clearly visible to the flight mechanic.

b. It is recommended that the flight mechanic wear a helmet any time he is in the top hatch.

c. No one will use the main crew entrance door when engines are running.

8-6. Single Engine Reversing. Single engine reversing on a simulated single engine landing is prohibited.

8-7. Flight Duty Time. Flight duty time is as specified in paragraph 6-13b(1). The Wing commander may extend flight duty time up to that specified by AFR 60-7.

a. Whenever it is in the interest of safety, an aircraft commander will terminate a mission for crew rest.

8-8. Free Time. Each crew member will be given sufficient free time to assure proper rest and allow him to resolve personal affairs.

8-9. Takeoff and Landing Performance. For all airlift operations the following factors will be used to compute takeoff and/or landing performance for all operations:

a. Minimum performance torque oil pressure will be used to compute takeoff performance for all takeoffs.

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b. Allowable Gross Weight Computations. The gross weight will be limited by the lesser of the following:

(1) A runway length equal to the computed takeoff or landing roll plus 300 feet. Correction factors for runway surface must be applied.

(2) That weight which will permit a rate of climb of at least 100 feet per minute with one propeller feathered. If runway length requires a takeoff with flaps takeoff position, gross weight will be determined by the Tanks Off, Flaps Take-off line from figure A3-2, T.O. 1C-123B-1 Take-off Gross Weight Limit. This paragraph is waived for UC-123B aircraft when mission requirements dictate.

8-10. Maximum Performance. Maximum performance takeoffs will be made with utmost caution and only when directed by the Wing Commander.

8-11. Airspeed. Climb airspeed will be 130 KIAS to provide cooling and better forward visibility. Pilots may elect to climb at reduced airspeeds when ground fire is being received or anticipated, but will return to 130 KIAS when the danger of ground fire no longer exists.

8-12. Parachute Requirements. There will be five parachutes aboard each aircraft.

8-13. Overwater Equipment. The requirements of paragraph 6-418 apply except that life vests will be worn at the discretion of the aircraft commander when the takeoff, climb, or approach is over water.

8-14. Fuel Reserve. Pilots will manage their flight so that they will have a minimum of 500 pounds of fuel in each nacelle tank when arriving at the intended field of landing. During inclement weather, this reserve will be a minimum of 750 pounds in each nacelle tank when intended destination does not have an instrument approach.

8-15. Use of Safety Belts and Shoulder Harness. Safety belts and shoulder harness will be used as specified in paragraph 6-2 except when combat loading is specifically authorized by Wing or higher headquarters and in emergency situations. Passengers will not be seated on rollers.

8-16. Passenger Carrying. All passengers on routine missions must personally be vouched for by a competent American authority and will be manifested IAW MACV Directive 59-3.

a. Pilots returning with KIA/WIA on board will notify ALCC or Base Operations prior to landing, giving the number and nationality of each category.

8-17. Runway and Wind Restriction. Landings will not be made on wet runways less than 2500 feet long, nor will landings be made on runways less than 2500 feet long when the crosswind component exceeds 10 knots. On runways from 2500 to 5000 feet long the maximum crosswind component is the recommended line of figure A6-10 Crosswind Landing T.O. 1C-123B-1. Operation on runways in excess of

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5000 feet in length may be accomplished when upon entering the crosswind chart A6-10 in the not recommended area, and tracing upward to the recommended line the maximum nosewheel touchdown, or lift-off, speed is 110 knots or less.

a. Intersection takeoffs may be made provided the runway available meets the critical field length requirement.

8-18. Crew Briefing. For the initial flight of the mission the entire crew briefing will be conducted in accordance with the 315ACW Aircraft Commanders Briefing Guide attachment #2 and the Flight Manual. Subsequent crew briefings may refer to the original briefing but will include minimum torque, takeoff speed, single engine best climb speed, and intentions on departure, to include, route of flight, and immediate landing after takeoff.

a. The descent crew briefing, by the pilot will include the procedures he intends to follow during the approach, landing and possible go around.

8-19. Operations at Forward Operating Bases (FOB). If radio contact cannot be made with a ground controller at a forward base, a surveillance pass will be made at a minimum altitude of 500 feet above the terrain. On this pass the aircrew will survey the approach and landing area for any hazard to operations. When, in the opinion of the pilot, an adequate approach and landing clearance exists, a landing pattern can be established. Aircraft will use 329.1, 140.4 and 46.0 as common frequencies when transiting

airfield without radio control. Pilots will make calls "in the blind" announcing their intentions.

a. If helicopters are operating at the field, the pilot will not land unless he has direct communications with the helicopter pilots or with a control facility to determine the intentions of the helicopters.

8-20. Landing while an Aircraft is Parked on the Runway. When using a runway 3000 feet in length or less, no landing will be made with another aircraft on the active runway. On runways longer than 3000 feet, a landing may be made with an aircraft on the active, provided there is at least 3000 feet of continuous unobstructed runway available. Landing into another aircraft with engines running will not be made unless there is radio contact with the other aircraft.

8-21. Night Operations. Night operations will normally be conducted only into airfields with an operational control tower and airfield lighting. For tactical emergency, emergency resupply, and emergency evacuation missions, night operations into uncontrolled and unlighted airfields will be conducted only with the express authorization of the Wing Commander, Wing Vice Commander, or the Wing Deputy Commander for Operations.

8-22. Safeguarding Against Sabotage. The following precautions and actions will be taken to minimize or eliminate the threat of sabotage.

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a. Conduct a thorough and extensive pre-flight inspection prior to the first flight of the day or when the aircraft is left unattended.

b. Carefully monitor the activities of all indigenous personnel in and around the aircraft.

c. Insure that crewmembers are present during the loading and unloading of cargo in an insecure area.

d. Monitor your personnel baggage at all times and if left unattended inspect it prior to loading it aboard the aircraft.

e. Be alert to any unusual or unfamiliar package or containers which are not part of your baggage or cargo.

f. After off-loading indigenous passengers, make an extensive inspection of the aircraft interior for any explosive devices.

g. Monitor the activities of all passengers during flight.

SECTION B-AIRCREW QUALIFICATION AND EVALUATION

8-23. General. This manual, AFM 60-1 and 7AFR 60-1 are applicable to all assigned and attached flying personnel of the 315 Air Commando Wing. Evaluation of the individual aircrew member is the responsibility of the unit commander through the Wing/Squadron Standardization/Evaluation function.

8-24. Evaluation. The Stan/Eval flight evaluation will consist of:

a. A theater indoctrination flight check will be administered by an SEFE. The successful completion of this flight check will qualify the aircrew member as theater qualified/combat ready.

b. The Stan/Eval ground evaluation will consist of:

(1) A tactical proficiency written examination which will be successfully completed by all aircrew members:

(a) Prior to the theater indoctrination flight check.

(b) Either before or after the no-notice flight check. If the no-notice flight check is performed first, the written examination will be completed within three days.

8-25. Aircrew Qualification Requirements. The following requirements will be completed before an examinee will be scheduled for the appropriate flight check.

a. Complete ground training and theater indoctrination training as specified in PACAFR 51-6.

b. Be recommended for the flight check by the examinee's squadron commander or operations officer.

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c. In addition to the requirements listed in AFM 51-123, aircrew members will meet the following criteria to upgrade to Phase IIIA:

	<u>C-123 Flying Time</u>	<u>Hours In Country</u>	<u>Days In Country</u>	<u>Total Time Pilot Hours</u>
PILOTS *	120	60	45 (90Max)	1000
PILOTS, 12ACS	120	40	30 "	1000
CO-PILOT	120	60	45	
NAVIGATOR	50	20	30 "	
FLIGHT MECHANIC	100	40	15 "	
LOADMASTER	50	40	15 "	

* Except pilots assigned to the 12th Air Commando Squadron.

(1) Co-pilots with 750 hours total time who meet all other requirements for upgrading to pilot, may make take offs and landings in the left seat at Type II and III fields when no passengers are aboard and a qualified aircraft commander occupies the right seat.

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d. Phase IIIA aircrew members will meet the following criteria to upgrade to:

(1) Instructor Pilot:

- (a) 120 days in country.
- (b) 300 hours in country. (200 hours 12ACS).

(c) 150 hours in country as first pilot.

(d) 2000 hours total flying time.

(e) 1000 hours total first pilot/aircraft commander time.

(2) Instructor Navigator:

- (a) 90 days in country.
- (b) 90 Hours in country.

(3) Instructor Flight Mechanic:

(a) No additional requirements.

(4) Instructor Loadmaster:

(a) 50 sorties, of which four will be airdrops.

(b) 100 hours in aircraft.

e. A records review panel consisting of the squadron commander, operations officer, flight commander, SEFE member and training officer will select the individuals who will upgrade to instructor.

8-26. Instructors. Instructors will be designated on Wing orders. The number designated will be as desired by the squadron commander, but should not exceed a reasonable proportion to the number of personnel assigned. They will be selected from experienced crew members thoroughly familiar with the equipment and functions of their crew positions, whose judgement and personal proficiency are of professional caliber, who have the ability to impart instructions, and who are qualified in accordance with this manual. They will demonstrate to a flight examiner their proficiency and ability to impart instructions. Results of the flight will be recorded on AF Form 8 and 7AF Form 43. After a pilot has completed the requirements for upgrading to instructor, he will have a personal interview with the Wing Commander prior to performing these duties.

8-27. Flight Examiners. Flight Examiners for each crew position are authorized in a ratio of one for every ten assigned aircrew members. They will be selected from the best qualified and most competent instructors and will demonstrate to the Wing Stan/Eval Division representative of the applicable crew position, their ability to administer flight checks. Results of the flight will be recorded on AF Form 8 and 7AF Form 43. After a pilot has completed the requirements for upgrade to flight examiner, he will have a personal interview with the Wing Commander prior to performing these duties.

Flight examiners will be scheduled as a basic aircrew member.

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during the theater indoctrination flight check. A pilot flight examiner will occupy one of the seats when administering a phased or phase II flight check and when simulating emergencies on a flight check.

b. Pilots receiving flight checks will be designated in command and will perform all associated duties required of an aircraft commander. The overall responsibility of insuring safe mission accomplishment rests with the flight examiner.

c. The Wing Stan/Eval Division Chief, or his assistant, will administer all flight checks to squadron commanders, operations officers, and flight examiners.

d. If the pilot examiner observes the aircraft commander to be incompetent, so that safe mission accomplishment is jeopardized, he is authorized to take command; if this happens he will advise the examinee and crew and assume full command of the aircraft for the flight.

e. If any other examiner observes his examinee to be incompetent, so that safe flight is jeopardized, he will advise the aircraft commander. At the aircraft commander's request, the examiner will assume the duties of the incompetent crew member.

8-28. Flight Check Reports: Within two days after administering a flight check, the examiner will submit the completed AF Form 8 and 7AF Form 43 which will be completed in accordance with AFM 60-1 and 7AFR 60-1 and the following directions:

a. In the Status/grade block, Section III, AF Form 8 will include "Qualified or Unqualified"/7AFR 60-1.

b. Unsatisfactory performance or knowledge will result in an unqualified entry on the Form 43 and will require a remark by the examiner on the AF Form 8. In some cases the unsatisfactory items may be corrected by the examiner during the mission and result in a final grade of qualified. Whether the final check grade is Qualified or Unqualified depends on the nature of the unsatisfactory items and their impact on safe mission accomplishment.

c. The reviewing officer and final approving officer will take action on all items indicating need for further training and on all recommendations of the flight examiner.

d. The examinee will not make entries on AF Form 8 or 7AF Form 43.

e. The forms will be completed in duplicate, the original to remain in the examinee's AF Form 846 and the duplicate to be forwarded to 315ACW (DGLSE).

f. All blocks will be marked Unqualified, U; Qualified, Q; or non-applicable, NA. The remarks section will include a brief description of the flight, the examinee's judgement, techniques and instructor potential. 8-29. General. Selective aircrew scheduling is an important process which requires the constant attention

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of supervisory personnel to achieve the maximum potential of safe mission accomplishment. The aircrew members will be qualified in accordance with AFM 51-123 as supplemented, and as prescribed by this manual.

8-30. Distribution of Flying Time.

Aircrew members will be scheduled so that flight time is evenly distributed among those in the same aircrew specialty.

8-31. Alert Duty. Aircrew members will receive a 12 hour crew rest before starting alert duty. Upon completion of alert, they will not be dispatched on an airlift mission until afforded 12 hours crew rest. If the aircrew is dispatched during the alert period, flight duty time will expire 12 hours after the start of the alert duty period.

SECTION C. CREW COMPOSITION AND AUTHORIZED MANEUVERS

8-32. Definitions.

a. Phase I: A Phase I crew member is one who is undergoing Phase I training in accordance with AFM 51-123 as supplemented.

b. Phase II: A Phase II crew member is one who has completed all Phase I requirements and who is undergoing Phase II training requirements.

c. Phase III: Since continuation training requirements are waived within 7th Air Force, a Phase III crew member is one who has completed all Phase II tactical training requirements.

d. The suffix "A" is added to indicate that the required theater orientation and indoctrination has been completed.

Thus, a Phase IIIA co-pilot may also be a Phase II pilot. A Phase III co-pilot may be upgraded to a Phase IIIA co-pilot at the discretion of the Squadron Commander.

8-33. Aircrew Scheduling Policy.

a. The forming and scheduling of integral crews is desirable, but not mandatory.

b. All upgrade training, (Phase I to II, or II to III), will be accomplished with an instructor or flight examiner in the appropriate crew position.

c. Except as authorized in paragraph b, above, all aircrew members on tactical missions will be Phase III qualified in their respective crew position.

8-34. Airbase Familiarization.

During Theater Indoctrination Training a concerted effort will be made to familiarize the NTI pilot with as many airfields as possible. After becoming theater qualified, pilots who have not operated into a field within 30 days will study that airbase folder for familiarization prior to landing there.

8-35. Selective Scheduling.

By this procedure, the aim is to prevent the scheduling of two relatively inexperienced pilots together. The new pilot should fly with an experienced co-pilot and be scheduled for the less hazardous airfields. An Instructor pilot or two experienced pilots should be scheduled for all marginal fields. Although not always possible, it should be a scheduling objective to

avoid having any pilot see an airfield the first time from the left seat.

a. It is incumbent upon the pilot to accept only those missions into Type I fields on tactical emergency, emergency aeromedical evacuation, emergency resupply or a waiver is contained in the frag order. A Type I field is the lowest standard of construction that can be used under favorable operating conditions. If in the opinion of the pilot, conditions are not favorable, or if he has any doubt that he can make a safe landing or takeoff, he should abort the sortie.

b. Instructor pilots or flight examiners will be granted waivers by the Wing Commander or Vice Commander to open a Type I field into which no one has previously operated.

c. Under adverse conditions, the aircraft commander designated in command will personally control the aircraft and will make all takeoffs and landings from the left seat. Adverse conditions include, but are not limited to; minimum weather, marginal runways, and aircraft emergencies.

SECTION D-AIRDROP PROCEDURES

8-36. Under wartime conditions, multiple passes over a DZ are undesirable due to the possibility of hostile ground fire. Enemy forces must be denied the opportunity to track and fire on low slow flying troop carrier aircraft. The one pass drop procedure is designed to deliver cargo bundles on a small DZ while reducing aircraft exposure to hostile ground fire. Using proper techniques, five bundles can be placed in a single pass on a DZ which is 300 yards long.

a. Consistent with the goal of least possible exposure to hostile ground fire,

the following airdrop techniques are established: (The mission will determine which tactic can best be utilized.)

(1) The primary and most utilized procedure will be a high altitude approach to the drop zone. Then penetrating to drop altitude in the vicinity of the DZ making a single pass for dropping.

(2) A minimum number of wet-run passes over the DZ, consistent with the size of the DZ, using the above procedures. NOTE: This procedure may be used for maximum aircrew training only if the DZ area is known to be secure.

(3) The technique utilized in support of special missions, or as directed, will be the Hi-Lo profile.

b. Passengers will not be carried on cargo drop missions without permission of the Wing Commander or his designated representative.

c. One flak vest and helmet for each crew member will be carried on all drop missions, and will be worn during the drop. Crew members in the cargo compartment are to wear groin protection armor.

d. Each person positioned aft of station 365 during the drop operation will wear a safety harness which is securely attached to the anchor cable.

e. The appropriate aircraft maintenance support organization at each C-123 beddown base is responsible for configuring an aircraft for its initial sortie, and insuring that the proper type and

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amount of equipment is aboard to satisfy the requirements of all subsequent sorties in the fragmentary order.

(1) Missions requiring aerial delivery of cargo will be configured with good condition tubular, heavy duty rollers or skate wheel rollers. Tubular heavy duty roller conveyors will be used only on the ramp, mated to standard skate wheel conveyors in the cargo compartment. When skate wheel roller conveyors are used, configure the aircraft with three rows of conveyors.

(2) For paratroop drop missions the aircraft will be configured with center aisle seats unless otherwise specified.

(3) For bundle drops, the bundles will be placed in the aircraft with the last bundle at approximately station 460.

(4) The gate assembly will be installed using tie down fitting E-18 and tie down ring A-18. The ramp support links will be in position "B".

Airdrop Mission Planning Procedures:

(1) Meticulous mission planning and preparation are necessary to avoid confusion at critical points during the flight. Mission crew members will pre-plan each mission and thoroughly review all aspects of required crew coordination prior to flight. Once the DZ's have been selected, suitable maps/charts will be used for planning the route profile. The routes should be planned taking into consideration all factors that will insure a successful mission. When selecting descent and ascent points in the vicinity of the DZ, such factors as terrain features, location of

known enemy high threat areas, and weather must be taken into consideration. Chart construction should include all information needed to successfully accomplish the mission without reference to other documents in flight. This includes headings, altitudes, ETE's, emergency airfields, prominent check points and enemy "high threat" areas. The tear drop/270° pattern should be annotated to facilitate crew coordination during the descent phase.

g. Enroute Procedures:

(1) Upon departure, a safe altitude above effective range of small arms will be attained and maintained to the descent point. The crew should establish radio contact with the control reporting center/control reporting post (CRC/CRP) in the area giving them flight following information, rendezvous control times, and time over target. Radio contact should be established with the FAC prior to arriving over the DZ. The fighters and FAC should be in position to counter any enemy threat encountered by the drop aircraft in the proximity of the DZ.

(2) The standard warning signals will be given to the crew by the navigator. 20 and 10 minute warnings will be based on planned release time. NOTE: Proximity of a hostile border will be given prime consideration when approaching the DZ. DZ approach headings parallel to such borders are desirable. In cases where this is not possible, time from a preselected IP will be recomputed for an accurate ETA to the DZ. If the DZ is not sighted at the expiration of the ETA, the

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aircraft will immediately turn away from the border, return to the IP, and repeat the procedure. Time pads of up to fifteen minutes are desirable to aid in controlling ETAS to rendezvous points and DZ.

h. The Drop Procedure:

(1) At the six minute warning the pilot should maintain the aircraft in straight and level flight and reduce the airspeed to 130 knots.

(2) The co-pilot or navigator should attempt radio contact with the DZ. If no contact, then communications will be relayed through the FAC (for clearing the DZ, request for smoke, etc.).

(3) After the aircraft has reached 130 knots, the pilot should clear the loadmaster to open the door and position the load. Position the load aft against the gate. When the last bundle has been positioned, secure the load with two MC-1 straps and chock it so it will not move forward in descent.

(4) Descent to drop altitude will normally be made only in time to allow for pre-drop stabilization of the aircraft. On normal mission two types of patterns for descent to drop altitude will be made. These are:

(a) A tear drop pattern where the descent will be made starting on a reciprocal to the drop heading and continuing descent, rounding out at drop altitude and on drop heading approximately one minute from the DZ. The pattern should always be made to the right if possible so the pilot can maintain a cross check on the desired axis of approach. Upon executing a left turn in to the release heading, the navigator will accomplish the line up and

give the 1 minute and 10 second warnings. When approaching the DZ, smoke should be displayed for wind evaluation and the navigator will point out the desired axis of approach to the pilot controlling the aircraft.

(b) The 270° pattern when approaching the DZ 90° off the axis of drop heading. Again the descent will be executed in the proximity of the DZ. The navigator will evaluate the smoke and DZ while passing over and point out the desired axis of approach to the pilot. The descent to drop altitude will be accomplished with all turns to the left if possible so the pilot can best judge the rate of descent required and the size pattern for a one minute stabilization at drop altitude prior to release. The navigator will give the one minute warning and the loadmaster will acknowledge the load in place and ready for drop.

(5) The navigator will make any minor heading corrections necessary and call out once again the drop altitude and airspeed.

(6) The navigator will call out the 10 second warning and position himself for the drop. At this time, the pilot not controlling the aircraft will place his hand near the warning horn and light switch.

(7) When the navigator announces "green light", the pilot will add power smoothly and initiate a nose-up aircraft attitude. The co-pilot will simultaneously activate the troop drop light and horn switches.

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(8) The loadmaster will initiate the release mechanism; should this fail, the restraining strap (gate) will be cut immediately.

(9) Exit and ascent after release will be in the direction away from known enemy positions. The FAC can advise the aircrew, on most DZ's, the safest direction for post release withdrawal. Immediately after release, the pilot will apply METO power and execute a rapid ascent to minimum safe altitude above ground fire.

(10) At any time, during the mission, enemy ground fire is encountered the individual/individuals detecting it will inform the aircrew. The loadmaster will immediately mark the approximate location with smoke. This will necessitate a troop door being blocked open with a chock when the ramp is not open. The smoke should be of a color other than white or green so it can be readily seen by the FAC. The FAC will be notified immediately of location and color of smoke.

i. Airdrop Aborts:

(1) When smoke is not displayed, either a prebriefed visual signal will be displayed at the point of impact or radio clearance will be received prior to making a drop. If this condition is not provided, abort procedures will be initiated and the cargo will be returned to home station.

(2) No multiple passes will be made to alert the ground personnel unless the DZ is known to be located in a safe area.

(3) Multiple passes for

student training or theater indoctrination checks will only be accomplished in a safe area and with permission of the Squadron Commander.

1. Miscellaneous:

(1) Only the scheduled flight crew required to accomplish the mission will fly on drop missions. Additional observers must have permission from the Wing Commander.

(2) Anytime the aircraft encounters ground fire, the tower will be advised of "battle damage" and will be requested to provide crash rescue service prior to landing.

8-37. Special Airdrop Mission Procedures. In support of special operations, there will be cases when the High-Low profile must be used to accomplish the mission. This type mission involves considerably more planning for closer crew coordination.

a. Mission Planning Procedures. The same procedures will apply as indicated in normal airdrop procedures. Additional annotations will be required, however, on map/charts. When selecting a descent point to enter the contour portion of the route, the factors that must be taken into consideration are weather, terrain features, location of known enemy high threat areas, and previous approaches. Variation in the approach routes to the DZ will enhance the element of surprise. Charts will be constructed for both navigator and co-pilot to include all data necessary to successfully accomplish the mission. The low level portion of the route will be annotated with one minute track marks

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from the level off point to the start ascent point exiting the low level. In addition to all action points being annotated; i.e., PAC and fighter rendezvous points, the range and bearings from the nearest CRC/CRP to prominent turning points should be obtained and given to these agencies for flight following.

b. Enroute Procedures

(1) The crew should establish radio contact with the CRC/CRP in the area giving them rendezvous control times and time over target. Radio contact should also be established with the FAC prior to descent giving him the tactics being utilized, time on target, desired rendezvous point and fighter deployment information.

(2) Descent to low level will be initiated over the selected safe area at a rapid rate of descent, reducing exposure time of crew and aircraft to hostile fire. Normally, the rate of descent will approximate a thousand feet per minute. The start of the low level route should be near a readily recognizable check point for initiation of timing and initial heading. Once the low level navigation is started, the approach then becomes a time, speed and distance problem. A constant monitoring of desired headings are essential since few check points are readily recognizable at 25 to 50 feet absolute altitude. While at low altitude, the aircraft will be trimmed in a slight nose-up attitude. The amount of trim should not be unduly uncomfortable to the pilot, yet enough so that if all pressure was released from the yoke, the aircraft would

commence a gentle climb. If the ramp door is not opened, the troop door will be strapped to a partial open position to facilitate expeditious deployment of smoke. Use of an aircraft wheel chock is recommended. It is recommended that the flare gun be installed and ready for use in the event immediate location of the aircraft, in relation to the fighters, is required.

(3) At the six minute warning, the pilot should maintain the aircraft in straight and level flight and reduce the airspeed to 130 knots.

(4) After the aircraft has reached 130 knots, the pilot should clear the loadmaster to open the ramp door and position the load. If the load has not been positioned prior to descent, position the load aft against the gate. When the last bundle has been positioned, secure the load with MC-1 straps.

The Airdrop Procedures

(1) Approximately two minutes prior to the drop zone, the crew will make radio contact with personnel on the drop zone and request smoke to be displayed. This should be accomplished no later than one minute prior to drop. Communication with the ground, direct or through the FAC, should be established as early as possible, and latest ETA given, so the smoke can be displayed at the proper time without delay. If contact by radio, direct or indirect, cannot be established, and if smoke is not displayed on the BZ, the airdrop will be aborted.

not necessary equipment (C)

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(2) The navigator will give the one minute warning and the loadmaster will acknowledge the load in place and ready for drop. The loadmaster will have in his possession, and ready to use, a sharp knife for cutting the gate in the event of a release malfunction.

(3) The navigator will make any minor heading corrections necessary and recheck drop altitude and airspeed.

(4) The navigator will call out the 10 second warning and position himself for the drop.

(5) When the navigator calls "green light", the pilot will pull the nose up a minimum 5 to 10 degrees and increase power.

(6) The loadmaster will initiate the release mechanism; should this fail, the restraining strap (gate) will be cut immediately.

d. Post Airdrop Procedures:

(1) As soon as the bundles are clear, the static lines will be retrieved and the ramp and cargo door closed.

(2) A descent or ascent, as applicable, will be initiated immediately. If the ascent point is not located in the proximity of the DZ, a descent to minimum altitude and application of meto power will be made.

e. Miscellaneous:

(1) If no fighter cover is available, the mission will be flown at the discretion of the aircraft commander.

(2) Missions should be planned to include a 15 minute enroute delay to control time to rendezvous and time on target.

(3) Aircrew qualification for airdrop mission will be determined on a proficiency basis.

(4) Upon mission completion, the navigator will annotate maps with his name, date of mission, time of airdrop, location of any ground fire and other pertinent intelligence data obtained during the mission. These maps and associated data will be filed in accordance with appropriate security requirements and will be used as a basic reference during the planning phase of the next mission to that particular drop zone.

(5) During personnel drops, the flight mechanic will lift all center aisle seats to the verticle, at the 10 minute warning when the paratroops stand and hookup.

8-38. Drop Zone Folders. In addition to those requirements outlined in 834 Air Division Regulation 55-2 and paragraph 8-36f above, DZ folders will contain a data card indicating the following information:

- a. DZ military grid coordinates.
- b. DZ dimensions.
- c. DZ elevation in feet.
- d. Drop axis.

8-39. Free Drops. In addition to the information in paragraph 5-5, free drops

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in The Republic of Vietnam, are accomplished at altitudes of 50 to 200 feet absolute, and airspeeds of 115 to 120 KIAS, terrain and other obstructions permitting. The approaches to the DZ should be oriented away from structures, storage areas, and clear of personnel and livestock. The navigator or co-pilot selects a release point located a minimum of 200 yards prior to desired impact point and oriented along the axis of the DZ. When this point passes from his view, using the normal 70 degree sighting angle, he calls "green light". The accuracy of free dropping is increased if two pallets are the maximum number released per pass. If more pallets are released per pass, the minimum DZ dimensions increase 50 yards per pallet

over the recommended two pallet release.

8-40. Additional Airdrop Procedures.

U.S. Army Special Forces employ a system of verbally directing the aircraft to a designated release point. The ground force personnel (RCL), taking into consideration chute characteristics, altitude of the aircraft, and surface wind apply these factors to the desired impact point. The RCL will then give the aircraft directions, normally by F.M. radio, and hack the point of desired drop. With employment of this system, no navigator is needed and all the aircrew must accomplish, is to follow the directions of the ground force RCL, while maintaining heading and airspeed.

8-41. Parachute Delivery Data. The following altitudes and airspeed will be adhered to when dropping in the Republic of Vietnam. The desired drop altitude has been proven, by past experience, to result in minimum chute deployment failures and most successful overall results. The minimum drop altitudes depicted below allow for minimum deployment times, and should be used with extreme caution only when the particular tactical situation dictates.

CHUTE	IAS	DESIRED DROP ALTITUDE	MINIMUM DROP ALTITUDE
G-1&1A	115	400	300
T-7&7A	115	400	300
*G-12C	120	500	400
G-12D	130	700	600
G-13	130	400	300
T-10	115	As required	750

*Skirt hesitator removed.

OFFICIAL:

George T. Broderick
GEORGE T. BRODERICK, Major, USAF
Chief, Administrative Services

V. W. FROELICH, Colonel, USAF
Commander

A/C's MISSION BRIEFING GUIDE

1. Mission & itinerary (Frag Order).

2. Forecast wx.

3. Crew Duties:

a. Co-pilot: See before T/O Checklist
(PP-N-11)

b. Flight Mechanic:

(1) Exterior interior inspection
(Fuel, Oil, ADI).
(2) Fuel management (Dip Tanks)
(3) Through flight inspection (brakes,
tires, engines, etc.).

(4) Fire guard & chocks (as required).
(5) Assist in inflight outside watch.
(6) Responsible for all FM checklist
items.

c. Loadmaster:

(1) Check load destination.

- (2) Brief all pax.
(3) Secure all cargo & tie down
equipment prior to each T/O & landing.
(4) Green light prior to untying
cargo.
(5) Clear acft. in all backing ops.
(6) Inspect aircraft after all pax
movement.
(7) Responsible for all LM checklist
items.
d. Navigators (If Applicable):
(1) Nav equipment.
(2) See Air Drop Briefing Guide.
e. Emergency Procedures:
(1) Bailout.
(2) Crash Landing.
(3) Fire in cargo compartment.
(4) Cargo jettison procedures.
(5) Call any unusual circumstances to
the attention of the pilot.
(6) Personal equipment: Dog Tags -
survival & professional gear.