

U.S. ARMY AVIATION SCHOOL  
FORT RUCKER, ALABAMA  
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## VIET NAM NEWSLETTER

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### Helpful Hint for Slinging OH-6A

The 611th Trans Co (ADS) RVN tried slinging an OH-6A with the tail boom off and the doors installed. It was impossible to keep it from oscillating excessively, so they removed the doors and tried again. This time the swinging and oscillation was down to normal load swinging. (AASDM)

### Door Gunner's Foot Mike Switch

Door gunner's foot mike switches are being installed by retrofit teams throughout RVN. The modification takes 16 to 20 hours and is a welcome addition to the gunners of the UH-1's. Several hundred Huey's have already been retrofitted and all aircraft in RVN should have the modification completed by 1 January 1969. The switch is placed on the door post, outboard of and on a level with the upper air vent, or on the floor, in accordance with the MWO specified (55-1520-211-30/31). (AASDM)

### Carrying Explosives

During operations in a combat area you will be hauling many type loads of personnel and equipment. Be especially alert for combat-equipped troops with hand grenades or other explosives. The majority of infantrymen carry grenades on their webbing and numerous cases are on record of in-flight explosions. Check all passengers and properly note and secure their baggage prior to takeoff: you may not have another chance. (AASAFW)

### Requisitioning Aircraft Armament Subsystems

Aircraft armament subsystems (M21, M23, XM18, etc.) are strictly controlled by the Aviation Section, Headquarters USARV. The subsystems cannot, repeat cannot, be requisitioned through normal supply channels. To replace aircraft armament subsystems, the major subordinate command's G4 or Aviation Officer should call the Armament Branch, Long Binh, and request the issue of the particular subsystem needed. (AASDM)

### UH-1 Rotor Downwash

A man was drowned by a UH-1 pilot attempting a water rescue by not hovering high enough and not centering the helicopter directly over the man before descending for the pickup. Rotor downwash kept pushing the man under the water. Had the pilot hovered closer to the man in the water, the rotor wash velocity would have been less and possibly the rescue would have been successful. A higher hover and a longer rope would also work. (AASRW)

### OH-6 Skid Shoes

It has been reported recently from RVN that some OH-6's there have not been equipped with skid shoes. Also, it was reported that the four replaceable abrasion pads, which are installed on each skid to resist skid wear on hard surfaces, are wearing at an excessive rate - and replacement pads are becoming critical items. It should be noted that in most cases skid shoes are locally manufactured items by a field maintenance unit.

Skid shoe installation not only precludes pads and skid wear, but greatly reduces chances of damage to the landing gear if the pads are broken or lost on landing or takeoff. Units in RVN utilizing OH-6's should recognize the advantage of skid shoe installation, which will certainly increase OH-6 availability and enhance mission accomplishment. (AASRW)

### Helicopters Versus O-1's

O-1 drivers should be especially careful when taxiing near hovering armed/attack helicopters. Normally a tower will request the gunship to come to a high hover when near fixed wing aircraft. Usually this is impossible due to their high gross weight. Use caution and let them pass prior to taxiing. (AASAFW)

### O-1 Engines (0-470-11B)

Are you having malfunctions with your O-1 engines, plugs fouling too fast, excessive oil consumption, or loss of power? A possible solution is to check that the piston ring grooves are staggered in accordance with good maintenance procedures and TM 55-1510-202-35. The best time to check the alignment of the rings is before the engine is installed. Should you find this fault, do not forget your EIR. (AASDM)

### CMMI Inspections (RVN)

USARV Aviation CMMI inspectors are finding an excessive number of errors in aircraft logbook forms and the Equipment Serviceability Criteria (ESC) Program. Listed below are the most common errors:

- a. DA Form 2408-3 not properly closed out.
- b. DA Form 2408-3 not listing FSN or quantity on action code "A" entries.
- c. Current DA Form 2408-7 missing for aircraft, UHF radio, FM radio, or other reportable items.
- d. DA Form 2408-8 missing for many items.
- e. DA Form 2408-17 not maintained as TM 38-750 says.
- f. DA Form 2408-19 missing.
- g. Equipment serviceability criteria checks not performed by current TM's for aircraft, electronic, and armament equipment. (AASDM)

Dust and Hovering

Dust is a hazard to flight during the dry season in Vietnam. Many accidents have occurred because of improper technique while operating in dusty areas.

The major problem is inadvertently going IFR in dusty conditions at a hover and upon termination of an approach.

To prevent going IFR in dust at a hover, hover altitude should be adjusted to 8 to 12 inches above the ground. All approaches to dusty areas should be terminated on the ground to avoid hovering and stirring up dust. (AASRW)