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DAIM-FAR-RR # 19-ann DATE: 17 June 1987

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HEADQUARTERS
1ST AVIATION BRIGADE
APO 96384

AVBA 2-2000000 25 August 1967

COMMANDER'S NOTES
NUMBER 15

1. GENERAL: The following matters of information, guidance, command interest and policy are published for appropriate action of those concerned. Most of the items were covered at the USARV Aviation Coordination Conference on 19 August 1967.

2. PERSONNEL AND ADMINISTRATION:

a. Officer Efficiency Reports. This headquarters published 1st Aviation Brigade Regulation 623-1, subject: Officer Efficiency Reports, dated 8 August 1967. This regulation contains an officer efficiency report rating scheme down to company commander level. We still receive late reports and reports with administrative errors. I desire commanders to establish a good OER suspense system to insure that timely and correct officer efficiency reports are submitted as required. Late reports, as you know, particularly around promotion board time, have a very good chance of hurting an officer and this shouldn't happen.

b. Enlisted Promotions. USARV message 53770, subject: Change in Promotion Policy Vietnam, dated 4 August 1967, again gives us an opportunity to promote outstanding enlisted personnel without regard to requirements set forth in AR 600-200. This message deletes requirements for selection boards, time in service, time in grade, and allows for unlimited in-country promotions of enlisted personnel to pay grades E5 and E6. Position vacancy requirements must still be met. I would like to see maximum use of this authority to promote our outstanding young soldiers. A change to USARV Regulation 600-200 is being published. Orders announcing promotion of enlisted personnel under this criteria will quote paragraph 7-15, AR 600-200 and DA message 826311 from DCSPER, dated 4 August 1967, as the authority. We have a lot of fine troops who are only E-4's and if they don't deserve anything else before they leave they deserve to be promoted to the grade they are serving in provided they are doing a good job.

c. Reenlistment. Brigade Career Counselors have made visits to our units and report that the basic reason for our poor showing in this area is due to the following:

(1) Reenlistment NCO's are being assigned additional duties which occupy most of their time. This leaves little time for them to perform their primary function.

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Incl 3

fb Unit designations
7 0 H6 A Nett
8 10 birds per company
Notes No 16 P3 Cobra Nett

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(2) Our people have not deleted from the numbers of eligibles those men barred from reenlistment because of substandard performance. These people should be shelled out of your gross numbers before you figure out your percentage of reenlistment.

(3) Senior noncommissioned officers are not talking up the program. Remember reenlistment is everybody's responsibility.

(4) Let's increase our sales pitch to our young soldiers. We're losing far too many sharp and experienced young men from an expanding career field. My personal concern is keeping these outstanding young men in the Army. Our future performance depends on many of them. Reemphasize the reenlistment program within the Brigade and retain our share of these young men. Intensify your efforts and get these young men to stay in the Army.

d. Awards and Decorations.

(1) We have been receiving too many recommendations for awards containing erroneous information. The effect of this carelessness is obvious from the large number of requests for amendments of orders received. While certain errors (name, rank, service number, etc.) can be detected by checking against our records, it is impossible to determine the validity of such items as previous awards, dates, etc. Further, many individuals do not have a record of previous awards at this headquarters, it is therefore the responsibility of each lower command to thoroughly screen each recommendation insuring that every item is valid and complete. This screening will be verified as directed by paragraph 3c, Appendix IV, USARV Regulation 672-1.

(2) For the award of Air Medals for second tour personnel, request the 1st Aviation Brigade Form 21 be annotated to show General Order Number and publishing headquarters for previous awards of the Air Medal.

(3) Take a good look at your awards processing procedures. We can give you quick service if you will help us. This will enable deserving personnel to receive timely awards while the action is still recent.

e. Reporting of Serious Incidents. We were recently queried by USARV about the disposition of a serious incident which we knew nothing about. Needless to say, we were considerably embarrassed. Remind your units that normal channels of reporting from the two groups is direct to USARV and unless Brigade is an information addressee, we do not get a copy of an incident report. I want to be notified of all incidents of this nature. GET WITH IT!!

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f. Offender Statistics. The USARV Provost Marshal publishes a quarterly report of Class I offenders (murder, larceny, assault, etc.); Class II offenders (narcotics, drunk, curfew violations, etc.); and traffic offenders. The Brigade as a whole was below the command average in all three areas for the 4th Quarter, FY 67. Breakdowns by major units are not furnished, but one area for all to watch is traffic offenders. We are well below the 4th Quarter command average of 16.55 offenders with our 9.38, but this is still too high. Let's stress ground safety and add emphasis to preventing traffic accidents. Now back to incidents -- a recent document from Department of the Army quoted a couple of serious incidents which were very poorly handled by commanders. They tried to investigate, to establish guilt and to learn the circumstances before the incident was even reported. Don't do it! We have CID for this sort of purpose. If you have a serious incident, report it! If CID action or that sort of thing is indicated get it to them as soon as possible after you have reported it and let it go at that. This obviously does not mean that you don't conduct a normal military investigation of something that doesn't warrant CID action.

g. Direct Commissions. A lot of the warrants that we have given direct commissions to over here have been commissioned directly into the Transportation Corps. Why, I don't know -- I suspect it was our board that did it. DA has gotten concerned about this because it is throwing the TC all out of balance -- grade structure-wise, that is. So in the future, they will either be assigned to the branch in which they received their basic training, or they will be assigned to all branches having aviators on a percentage basis in keeping with the overall percentage of aviators in those branches. So, in the future they can expect to get assigned to artillery -- Infantry -- Engineer, Signal Corps -- as well as TC. Commanders who submit recommendations on warrants ought to take a good look at this and include a recommendation for the branch in which he should be commissioned.

h. Command Sergeant Major. The Chief of Staff of the Army has approved a program for command sergeants major. You have a handout on it. This should receive some circulation because it is the first real evidence that the Department of the Army is actively getting into trying to take better care of our senior NCO's. Approximately 1,500 of the sergeants major in the Army are going to be redesignated Command Sergeants Major, with assignments in battalion, brigade and division sergeants major slots. They will have efficiency reports made out on them. The initial 1,500 must be nominated for their job and their assignments are going to be controlled from DA. So, hopefully, in this grade at least we'll get away from the foolishness of people arriving someplace and finding that their job has already been filled. I know DA plans to extend this to lower grades as they gain experience from this program. I think your senior enlisted people will be glad to see this happening, so I want you to make sure that they know about it.

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1. Processing of Personnel. I want you commanders to take an active interest in the replacement activity responsible for processing your personnel in and out of this command. I'm particularly interested in their living conditions and in the treatment of our soldiers during the processing procedures. A visit to your replacement activity will help you to understand some of their problems and may help you and the activity commander to take better care of our people. These things go up and down. If the replacement depots get a good boot from someone they sort themselves out and treat the people pretty good for a while, but invariably they get changes in personnel and then we find mismanagement of people again. You know what we are looking for -- malassignment MOS-wise, people who must wait too long for assignment, being separated from their baggage, etc. I've prepared a questionnaire for use by Brigade unit commanders to get a sampling from replacements just arriving in-country. I would like to get the comments from the privates, middle grades, and senior NCO's as well as the officers. The questionnaire is included in your handouts and I would like you to make a spot-check monthly and have the questionnaires returned through channels to my S-1.

j. Cashing Bad Checks. There is a crackdown on cashing of bad checks all over the country. So pass the word out to your people to be very careful about passing bad pieces of paper.

3. OPERATIONS:

a. GCA's. We are slowly getting more GCA's in-country but it isn't going to be a speedy exercise. We are still having trouble getting people well enough trained because the GCA controllers don't get enough practice. So I would like each of you, again, to try to institute a program in your area to have people shoot GCA's when the tactical situation permits in order to get these guys proficient during decent weather so they can perform properly when it isn't decent. It seems to me the easiest way of doing this is to get your tower operator actually to ask every stray airplane that is coming in if he has time to do a GCA. Remind the pilot of it -- give it a little thought. If you publicize this enough your operator should be able to get more practice.

b. Base Security Plans. I remind you once again to rehearse your base security plans at least once a month. Make sure you are up on this in case of trouble because increased trouble is coming, there is no doubt about that. The VC are getting a pretty hard time all over the country and this is one means they have of getting back at us.

c. New Units. We have got a lot of new units arriving in-country within the next few months. I want you to be sure that they are properly taken care of when they get here. Every incoming unit is given a sponsor unit to make their arrangements and take care

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of them. It makes a big difference to these guys if they come in and find their tents up, floors down, beds in place, and that sort of thing. It is important they get the initial impression that someone is looking out for them, so do the best you can in these areas.

d. Activation of New Units. The Falcon Combat Aviation Group and the Phantom Combat Aviation Battalion were officially activated on a provisional basis on the 1st of August.

e. Dropped Loads. As of the 8th of August we had eight dropped loads within the Brigade. One of these was unavoidable because the wing came off an Otter they were trying to pick up. The other seven, I am happy to say, were reported as caused by faulty sling equipment. And, incidentally, I got a report yesterday of an incident in which one of our outfits (a very good one) got into a heated discussion with some people in an Infantry division because the people in the Infantry division demanded they pick up loads the hook driver didn't feel were safe. You all know the old story. The point is that this driver turned out to be right because they spilled the load. Nonetheless, the Infantry unit complained about not being properly supported. Now, as anything else in this business, you have to tread lightly on this. You people must not get high-handed, hard headed, etc., with the guys you are supporting. This is the sort of thing that can quickly gain an aviation unit a terrible reputation. On the other hand we have got to do something to improve the slinging techniques and equipment in the units we are supporting. Now, most hook companies -- and I want to be sure that all hook companies do this -- have the schooling team that trots around and schools subordinate units on proper slinging techniques, care of equipment, how to sling and other subjects. I want you to make sure you keep doing this. Particularly when you start having trouble with one specific unit, because this is the only way that we can keep a reasonably happy relationship and still avoid dropping loads all over the countryside. Your teams should periodically take a look at the sling equipment of the supported units. Make sure it is up to snuff, and try to check to insure that they are requisitioning the stuff in time to get replacement equipment, etc. I know that when a hook company from one outfit supports a division they don't normally work with you can't expect them to run a school for this bunch. However, in short order we are going to have a hook outfit with every division or large size unit over here. So hook companies should then work with the units they most normally support. In the case of separate brigades, etc., that don't have any one outfit to support them all the time I would like the group commanders to make sure that these brigades do get into the schedule to see that they are receiving proper instructions.

f. Failures. I would like to exploit this once again. Make sure that you discuss failures and goof-ups concerning every aspect of airmobile operations and learn as much from them as we can. Make sure

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our people profit from past mistakes that have been made and don't make these same mistakes twice.

g. Armed Escort for "Dust Off". A recent incident of a gun ship fire team firing into friendly positions while escorting a "Dust Off" points up command-wide need for control in this area. This must not be repeated. Right now, there is no hard and fast rule on who requests escort, through what channels and what the team does when it arrives on station. My staff is aware of this problem and is recommending a command-wide policy to USARV. Your company commanders and platoon leaders should review their SOP's and make sure that especially gun ship drivers know, understand and apply the Brigade rules of engagement. Brigade Regulation 95-4, subject: Rules of Engagement, has just been published. The basic guidelines are on the rules of engagement card each crewmember carries. If these rules are followed, we avoid shooting up our own people.

h. Unit Nomenclature. We've been pushing for a common set of descriptive names for our units and we've recommended them to DA. Let's be consistent ourselves. We use, and recommended to DA, these names:

- Assault Helicopter Company (UH-1)
- Assault Support Helicopter Company (Medium) (CH-47)
- Assault Support Helicopter Company (Heavy) (CH-54)
- Armed Helicopter Company (Armed UH-1/AH-1)
- Reconnaissance Airplane Company (O-1)
- Surveillance Airplane Company (OV-1)
- Utility Airplane Company (U-1)

i. Radar Altimeters. We are taking action to get radar altimeters for gun teams especially for the low man on firefly. It will probably take us a little time to get them. A couple of units have tried them out and have found they work very satisfactorily.

j. Senior and Master Aviator Designation. Brigade is now authorized to award the designation of Senior and Master Aviator within the Brigade. Make sure your personnel people route the requests to the Brigade rather than USARV.

k. Unsatisfactory Equipment Reports. There have been quite a few comments made on certain items of equipment we use being unsatisfactory, for example the Aero Equip sling. But we have not been receiving unsatisfactory equipment reports on these items. Before we can improve on the unsatisfactory equipment or get better equipment we must have documentation which will give our developmental agencies the necessary information. If an item is unsatisfactory let us know about it.

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1. OH-6A NET Team. It appears that the OH-6A NET Team will return to RVN in the near future and begin conducting training again. We still don't know when the aircraft will arrive in-country but we should have sufficient time to train our aviators and maintenance personnel before they arrive.

m. Brigade Briefing Team. At long last our new Operations Manuals have arrived and are being distributed. Unfortunately, it is nine months old now, but it took that long to get it printed and delivered here. Because of some required changes, we are already working on a new edition. I have also put together a Brigade briefing team of personnel with recent field experience primarily to introduce our manual. They will also give our supported units a brief recap of those portions of the manual which would be particularly helpful to them. As a common reference guide, the manual facilitates liaison and planning with various tactical units.

n. Turbine Engines. Our posture with respect to T-53 and T-55 engines remains critical. We must continue to restrict administrative use of UH-1 and CH-47 aircraft. We have not imposed restrictions on use of these aircraft in support of combat operations but we must utilize these assets to the best advantage. This means restricting administrative use and careful planning in all operations to eliminate non-essential flying. General Palmer reemphasized this in a letter of 5 August which you all received.

o. Emergency Procedures. We are going to try to develop at Brigade a set of standardized crew emergency procedures. This can get pretty complicated and I don't know how well we can do, but we are going to give it a try at any rate. In the meantime, your SIP's ought to run their people through all their emergency procedures to include May Day's and all that sort of business when they give people their checkrides. I'd like to ask you to experiment with working the whole crew out on the various emergency procedures. Crewmembers who react automatically in an emergency, stand a much better chance of coming out alive. One of the things that brought this to my attention was a ditching which I cited at the last conference. In this case, the crew had been practicing and talking about it to the extent that every guy did precisely what he was supposed to do and everyone got away from that one with no sweat. Little things, like the guy in the back pulling the side armor protectors on the pilot and co-pilot so that they could get out more easily and so on. In an emergency, people aren't going to think about things like this if they haven't practiced. The same thing goes for gunners and crew chiefs if you have to autorotate out in hostile territory. It wouldn't do a bit of harm to practice autorotations and at the same time go through the drill of getting guns dismounted, getting out and selecting a position.

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p. Names on Choppers. At Benning we used to put crew chief's and pilot's names on choppers where we had pilots reasonably stabilized on one bird. We were able to do the pilot end of it better there than I think we can here, but if it is feasible to do it I'd like to see at least the crew chief's name on his aircraft.

q. Write-ups by Battalion Commanders. I have asked that departing battalion commanders write up -- not their experiences -- but things that they think they did particularly well; good training teams they had, lessons learned, etc., and feed them into us so we can pass them around. Bill Ponder did this just before he left -- I haven't read his report yet -- but one thing he did tell me was that he wasn't able to remember a lot of stuff that he ought to be putting in because he never kept any notes on it. So it might behoove you to scribble things down as you go along to help in your parting reflections. We will try to pull you in for your last week or so to give you time for this.

r. Putting up Birds. I have noticed that we are characteristically and systematically putting up only ten aircraft in each company. We've got to start increasing this number. Even when we have big operations we are still only putting up ten birds per company. When you have a large size operation certainly you can make more effective use of your resources by putting up more than ten. We should be up to 23 birds across-the-board by the end of September. We were putting up ten birds when we only had sixteen. What I am talking about is that when you've got an operation involving a couple of Infantry battalions you should put more birds in the air in order to reduce the number of sorties while putting the maximum number of troops on the ground simultaneously. This is what I am striving for.

s. MTOE Action. When the Chief of Staff was over here during a brief inspection of one hook company he noticed a tent that had a lot of work platforms, etc., in it. He asked how often they used this equipment and the answer was "never". He said, "The next time you put in an MTOE delete it from the program, because everyone puts in MTOE's and asks for more stuff but never takes anything out." I alerted you to this the last time, but I really want you to do away with excess this time. There is an MTOE team coming over here in December that theoretically has -- "on the spot" in-country clearance authority. This is a chance for us to get the MTOE foolishness squared away for the last time. Hopefully, we can go to a standardized MTOE for the whole Brigade for all similar type units. We need your input on this though because if there is a lot of junk and equipment packages that you don't need let's delete them from the MTOE. All this expensive equipment costs the Government a lot of money.

t. Aircraft Incident. There was an incident in a bird that belonged in another outfit recently that at least put a question mark

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in my mind about how well some of our Brigade people are schooled. In this incident a person in the back of an aircraft got shot in both legs -- both were bleeding badly -- the Infantry sergeant major whipped off his belt and put it around the more severely damaged leg. He apparently didn't know, nor did the crew in the back of the aircraft, that there was a tourniquet in the first aid kit. Now the fault here was in not having the crews of these birds reasonably skilled in first aid to know what they had available and to know how to use the stuff. First aid training for rear seat crews is important and I certainly hope we are not letting it slip in the Brigade. We have a tremendous turnover and it is not going to be an easy one to stay ahead of, but it's the same old business of having these people properly checked out and trained. It can make a difference between someone being alive or dead.

u. Rucker Graduates. The Aviation School at Fort Rucker has decided who should be gun pilots and who shouldn't. In the last two classes they have not given familiarization training to everyone. They have taken 1/4 of the people and given them a fairly extensive gunnery course and not given any of it to anyone else. I don't know whether this will work or not but we want to take a good look at it. These people will be getting in here in September and October, so you can expect to get some people whose Form 66's have been annotated to the effect that they are gunnery qualified. You may want to put them in your gun platoons and try them out either now or at some later point. This is up to you.

v. COBRA NET Team. Incidentally, the Cobra NET Team will be running in-country maintenance courses and will have quotas put out in the near future on the basis of who is going to get aircraft and when. Be sure you fill your quotas because you are going to need these people later. Pick good men with good retainability.

w. DA Form 759. USARV review of the DA Form 759 for the last year indicates that a lot of them aren't being properly filled out. There are many deficiencies, omission of remarks, untidiness, to include strikeovers, sloppy work, improper addition, improper totalling of hours, etc. These are permanent records and they are important to these guys, so get on your flight records sections and buck them up.

LOGISTICS:

Aircraft Swap Program. This is moving along but not as well as it could in some instances. I have had reports that units have been pretty slow in giving them up, and in other cases have been slow in picking them up. If you are supposed to pick up or transfer an aircraft I want you to do it as soon as you can because if you don't we will have aircraft out of service and that we can't afford. If other units outside of the Brigade are being slow in turning them over I want to hear about it.

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b. Modification of Aircraft Battery Shelf. There are still Delta models that haven't had the battery case MWO installed. We've been picking up aircraft that have not yet been modified. There are plenty of MWO kits in-country; this is a safety of flight matter and I want the things picked up "Pronto". Make sure your maintenance officers get on this and check over your birds.

c. XM-21's. We are having a lot of trouble with XM-21's; we haven't got enough parts in-country and we are not going to have for a long time. We don't have enough guns to issue on the re-build program and we are not going to for some time. This means simply that we have to do everything we can to take proper care of them; to preserve them and extend their lives to the maximum extent possible. We have found many cases of abuse. Things like people dipping the motors in cleaning solvent in order to get other parts cleaned, resulting in a ruined motor. Since we have no spare motors, we've got a system down. They haven't been properly lubed and cleaned in many instances. I ask that you take the best care of them you possibly can. Make sure that your armorers and gunners are properly schooled and that they treat these things gently. It is a sophisticated system and if you kick them around we will be out of guns. They are coming in at a slow rate and we've got to get the most out of them.

d. Rebuild Program on the Delta Model. We've started a rebuild program on the Delta model. 34th Group's August Newsletter put out states the criteria for retrograding or sending a Huey back. It is 2,200 hours or 30 months whichever comes first. We've been getting some calls wanting to know where aircraft should be delivered. It doesn't quite work that way. We are getting off to a slow start naturally and some of your aircraft are not going to be turned in at 2,200 hours or 30 months. The aircraft will be called by tail number when we want you to send them in. The replacement aircraft must be delivered to USARV prior to the evacuation of the depot maintenance candidate. We must wait upon this delivery before we can replace an old aircraft. Hopefully, by the end of the year we will see a completely successful program.

e. Ground Handling Wheels. In May we had a survey on Ground Handling Wheels because there seemed to be a disparity on basis of issue, how many were operational and so on. At that time we got a report that about 25% of them were operational. As a result we put a message out that we hoped would straighten things out a bit for us and get more of them operational. We got the results of the second survey and now 48% of the things are not operational. Parts are available in the supply system to repair them. It is important because that is the only way you can roll a bird from a maintenance area into a revetment for protection when they are not being worked on at night.

f. Revetments. Now we will talk about revetments again for a moment. We recognize the fact that the various directives that have

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been put out by USARV are a bit confusing at this stage of the game; so, I want very basically to review the bidding. The last directive that was put out specifies that Huey's would be put in "U" shaped revetments. This is not correct!!! There is a change coming out on this. We will use either "L" shaped or parallel-shaped revetments. Although it requires more room, I prefer the parallel shape because you can then change your parking direction according to the existing surface winds. That is, if you have them laid out properly. Be on the lookout for the latest change.

5. SAFETY:

a. Mid-Air Collisions. A recent mid-air collision between an F101 and a UH-1D points up the inherent dangers associated with the high density of air traffic in the Saigon/Bien Hoa area. The collision occurred immediately southwest of the Long Binh compound perimeter with the F101 falling on the west side of the river and the UH-1D falling on the east side of the river. This area is on a direct line with the center line extension of runway 25L at TSN. The Saigon/Bien Hoa highway generally parallels and lies under the final approach path to 25L at TSN. In flying the highway from Bien Hoa/Long Binh to Saigon/TSN, helicopter traffic should remain below 1000' MSL to a point abreast of the Saigon River bridge then descend and remain 500' for approach and landing to Hotel 3 at TSN. This will provide 1000' altitude separation between fixed wing traffic on final to 25L and helicopter traffic landing at Hotel 3. As nearly as we can reconstruct it, there was a broken sky condition at something around 2,000 feet, the F101 was on final approach on GCA and obviously had his head in the cockpit. He did glance up and see this chopper but just before it was too late; he tried to pull up but the tail section went through the rotor blade of the chopper. His aircraft went out of control; he was able to punch out; the Huey went straight in. Incidentally, the GCA operator when questioned on this apparently had not picked the chopper up on the scope, and apparently they do not get all the choppers out there on their scopes. I think the operator should be able to pick up something that close under any circumstances, but I suspect that the F101 probably had his IFF turned on which was giving the GCA operator a much stronger signal than a skin paint and that the GCA operator probably had his set down too low to pick up a chopper under such circumstances. Now before leaving this one, I would like simply to point out that flying just below a cloud cover is a silly place to be because you know that there are going to be aircraft dropping out of the clouds in this area. I will say since that time I have seen a lot of choppers in that area doing the same darn thing -- flying up close to cloud cover. It just ain't SMART!!! And, because of this, I want you to abide by the procedures discussed. Now the accident points up that we need to work out restricted schemes in other areas around the approach ends of high intensity airports. Get this done as quickly as possible. I think specifically, for example, of Pleiku, where we all

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know the centerlines of Holloway and New Pleiku cross at rather a nasty point out in the countryside; Qui Nhon, Cam Ranh Bay, and others. If you haven't got a basic agreement, get one drawn up as quickly as you can. Get copies of it to Brigade headquarters so that we can flash them around the countryside.

b. Weather Accidents. We've had a couple of nasty weather accidents, but do the best you can to be sure your people are properly prepared and that only those people who are qualified get out when you are likely to have nasty weather conditions.

c. Accident Rates. You all know what your rates were for the last FY and I would ask simply that you really bear down on trying to improve it on the next go-around. The overall Brigade rate wasn't all that bad but some elements within the Brigade had exceptionally high rates throughout the year and these are the ones you ought to go to work on. I fully recognize that conditions are a bit worse in some parts of the country than they are in others. We started out this year with not too bad a bang but I would hope we could do better. Keep a close eye on trends and do everything you can to hold the accidents down. I am happy to report that out of the accidents we did have this month, lost RPM as a cause has gone way down. There were only three in the Brigade. This may just be luck but I hope it comes from the pressures that you have all put on and the schooling you've done to keep people from taking off over-gross. We had one incident of a meshed blade that wrecked a couple of birds and a couple of tail rotor strikes. Most of the rest were actually mechanical so I am not unduly unhappy. Keep bearing down on the over-gross problem.

6. SIGNAL:

a. Retrofit Program. The Avionics Retrofit Program has been suspended except for those aircraft now in work and those that must have new radios put in them. I ask that those that must have AN/ARC-54's and AN/ARC 131's be sent in as soon as possible because it will help our communications people.

b. ORLL's. We've discovered from reading ORLL reports that some units don't know where they are supposed to get their signal equipment repaired. Review your procedures. If you are not sure you are right contact my signal officer and find out where you are supposed to get your equipment repairs.

c. SOI's. We lost a couple of SOI's recently. This not only causes us trouble, but it is very inconvenient for the units we are supporting because we normally carry a bunch of ground frequencies with us. I want it SOP in the Brigade that you put the things on a string and attach it to your person. One SOI was actually dropped and another one was removed from an aircraft while the pilot was getting a couple of wounded people out of it. Attaching it to your person will prevent them from being dropped or inadvertently sent to the laundry. So remember, I want it SOP -- all SOI's placed on a chain or string and attached to the person.

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7. MEDICAL:

Medical Detachments (OA) Relationship. There seems to be some misunderstanding among many of our company commanders as to the relationship between the aviation company and the attached medical detachment. These medical detachments are separate TO&E units with their own commander and their own property. The flight surgeon is the commander of the medical detachment and is responsible for its internal administration, including Article 15 jurisdiction.

8. INFORMATION.

a. Praise. I'd like to throw a rose to the information people. Major Foster has some good people working for him -- Frank Mariano who ran the Digest at Rucker, for one. The success of the program is evidenced by the daily news sheets that are now put out through MACV, and the coverage you are getting on the daily Armed Forces Network, etc. This, of course, goes back to what you people have been putting into your daily reports. As long as the stuff you put in is good, our PIO program is going to be good and we are going to get a lot more coverage. So far it has been good. Keep it up because it is important.

b. Hawk Statuette.

(1) The IO has received the first sample of our Hawk statuette to be given as a memento to departing officers and/or EM. It is an original design and is really beautiful.

(2) Essentially we have two options -- order the trophy as it stands now (on the base) for "X" number of people per month at \$10.00 each including engraving and delivery to the recipient's stateside address of choice. Samples, for use during ceremonies, without engraving, can be sent here for \$8.00 each. The second option is to order "X" number of Hawks alone (without the base) each month at approximately \$6.00 each and delivered to your unit for you to have mounted on a base of your choice and design at the expense of the unit. In either case, orders must be paid for prior to delivery.

c. Aerospace International Magazine. A recent letter from LTC Ronald J. Rogers, a one-time commander of the 14th CAB and now Aviation Information Officer, OCINFO, DA, has sent a copy of the July-August issue of the Aerospace International to each battalion level aviation unit in Vietnam. This issue is devoted almost entirely to a tribute to Army Aviation and should be of interest to all of you.

FOR THE COMMANDER:



LEWIS T. TURNER

Captain, AGC

Asst. Adjutant General

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