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DAIM-FAR-RR # 19-0mm DATE: 17 June 1987

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DEPARTMENT OF THE ARMY  
HEADQUARTERS 1ST AVIATION BRIGADE  
APO San Francisco 96384

AVBACG

9 June 1969

COMMANDER'S NOTES  
NUMBER 5

SECTION I

1. GENERAL. The following matters of information, guidance, command interest and policy are published for appropriate action of those concerned. These items were covered at the 1st Aviation Brigade Commander's Conference held on 9 June 1969.

2. PERSONNEL AND ADMINISTRATION. a. Ground Safety: (1) Brigade has experienced 10 vehicle accidents, 13 shooting accidents, and seven other types of accidents since the last commander's conference. Most of the accidents, if not all, could have been prevented had the individual followed the prescribed safety procedures outlined within the unit as well as the application of common sense.

(2) Unfortunately this last month a fatality occurred while a soldier was cleaning a Mini-gun on a UH-1C. A number of safety precautions were breached which contributed to this accident:

(a) Not removing the safeing sector.

(b) Not clearing the line of fire in front of the weapon.

(c) Not using the bullet catcher. The use of the bullet catcher alone will prevent accidents of this type. All units which have the Mini-gun weapon system should have on hand a bullet catcher and commanders must insure that it is used. Bullet catcher, FSN 1005-A00-5050, may be requisitioned. An effective field expedient catcher can be made by pouring three to four inches of lead into an empty 105mm casing which will easily slip over the muzzle of the Mini-gun.

b. Payment of Open Mess Assessments: (1) This headquarters continues to receive complaints from Headquarters USARV that open messes are failing to forward monthly assessment payments to the USARV Central Mess Fund. Numerous correspondence and telephone calls are received on this subject. Each open mess is required by USARV Regulations to pay to the USARV Central Mess Fund NLT the 10th of each month a percentage of their gross income for the preceding month. Officers' open messes are assessed 1% and EM/NCO messes are assessed  $\frac{1}{4}$  of 1%. These funds are used by the USARV Central Mess Fund for loans to open messes and to contribute to the expense of building club facilities at R & R sites.

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(2) According to records at USARV the following clubs are delinquent at this time:

210th CAB EM Club	March and April
52d CAB Officers Club	April
Vinh Long Off & EM Club	April
164th CAG EM Club	October
11th CAB Officers Club	November
48th A H C	October
Phu Bai NCO Club	April
155th A H C	November, February, March, April
210th CAB Officers Club	April

(3) In addition, message Headquarters USARV 64348, dated 29 May 1969 announces an increase in the percentage of monthly assessments (Officer's messes increased from 1% to 1½% and EM/NCO messes from ½ of 1% to 1%). This message also changes the date assessment checks are to reach the custodian, USARV Central Mess Fund from the 10th to the 15th of the month following the accounting period. This message has been distributed by letter, this headquarters, dated 30 May 1969.

3. OPERATIONS. a. Use of Artillery and Tactical Aircraft Against Anti-Aircraft Positions: Recent losses in aircraft and personnel while engaging large caliber enemy antiaircraft weapons is a matter of concern. The increased use of such weapons by the enemy must result in a renewed evaluation of our tactics. Armed helicopters are not designed to combat anti-aircraft emplacements and should only engage such a target after all other means are exhausted. Whenever the tactical situation permits, maximum use must be made of artillery and/or tactical air. It is essential that our armed helicopter pilots be aggressive but not overzealous. This aggressiveness must be tempered with keen judgment.

b. Dropped Load Report: An analysis of dropped load reports, compared to other operational reports, reveals that some units are not complying with the existing policy. All dropped loads are to be reported on 1st Aviation Brigade Form 69. Only one copy of this report is required at this headquarters. The purpose of the report is to obtain data upon which changes to existing techniques can be accomplished as required. During the months of April and May, 24 dropped load reports were reported to this headquarters. This resulted in an unacceptable high loss of equipment and supplies. Following is a consolidation of those reported including cause factors:

Defective rigging and/or net	11
Malfunction of hook	3
Crew initiated	7
Other causes	3

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Each aviation commander has the responsibility to assist, advise and train the unit which he supports as authorized in 1st Aviation Brigade Regulation 95-26. This includes rigging of loads and the inspection of the rigging equipment.

4. LOGISTICS. a. Requisitioning of Fire Resistant Flight Clothing (NOMEX) and Sunglasses: Several units have requested assistance in obtaining fire resistant flight clothing (NOMEX) and sunglasses. This flight equipment is stocked in depots and the unit must hand carry requisitions for these items through their direct support activity to depot. In the event depot shows a zero balance of a particular item, the requisition must be hand carried to the USAICCV located in Long Binh so a release can be made on another depot or the request forwarded to CONUS.

b. Turn-In of Unneeded TOE/MTOE Equipment: (1) Various units within the brigade have indicated that several items of TOE/MTOE are not necessary for the present operational requirement.

(2) Units may submit a letter requesting authority to turn in unneeded equipment under the provisions of USARV Regulation 310-32.

(3) Commanders at all echelons will, based upon guidance for future operational requirements, review, evaluate, approve, and consolidate, as appropriate, recommendations by subordinate commanders for reduction of TOE/MTOE equipment.

c. Common Errors on Reports of Survey: (1) Reports of Survey are arriving at brigade headquarters incomplete, insufficiently investigated and incorrectly submitted. This is causing undue loss of time in establishing or relieving pecuniary liability.

(2) Procedures for initiating and preparing the Report of Survey are defined in AR 735-11; however, units and organizations are submitting Reports of Survey containing many administrative errors and with insufficient or vague investigations.

(3) The following items of common errors were noted on numerous Reports of Survey received at this headquarters:

(a) Incorrect nomenclature.

(b) Improper identification of exhibits.

(c) Not signed by either the commander, adjutant, or summary courts officer.

(d) Assignment of warrant officers as surveying officer when commissioned officers were available.

(e) Insufficient or vague investigations.

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(f) Insufficient evidence to support the findings.

(g) Recommendations not supported by the findings.

(4) A complete investigation must be made to protect the best interests of all involved with the loss, damage, or destruction of government property. The findings and recommendations must be supported by proof beyond a reasonable doubt as to the circumstances involving the loss of property.

(5) The use of the 1st Aviation Brigade Report of Survey Checklist will in many cases eliminate most of the common administrative errors.

d. Equipment Improvement Reports (EIR): (1) Reference: TM 38-750, Chapter 3, page 3-48 through page 360.

(2) The submission of Equipment Improvement Reports (EIR) in the event deficiencies are found in equipment, supplies, or parts serves a very important function in product improvement programs. Units have experienced multiple faults on the same piece of equipment without submitting EIRs. Some units have submitted only one EIR while experiencing multiple faults of the same type. Many times units present maintenance problem areas to this headquarters outlining their continued recurrence, but when asked to produce EIR numbers for tracing purposes it is determined that EIRs were never submitted. When material deficiencies are included in ORLLs, the command action should indicate that EIRs have been submitted. The timely submission of EIRs is one of the most efficient ways of promoting information to correct deficient equipment. If EIRs are not submitted each time the fault occurs, the program managers and EIR evaluators interpret a lone EIR as an isolated incident and will shelve action on the project until further EIR experience is gathered.

(3) It is incumbent upon all supervisors to closely monitor the submission of EIRs and to emphasize the product improvement program as a valuable asset to be used in the accomplishment of our mission.

e. Utilization of CONEX Containers: (1) References: USARV Reg 55-7 and 1st Aviation Brigade Reg 55-7.

(2) The above-listed regulations outline the manner in which CONEX containers may be utilized, and are quoted in part for your information:

(a) Order of priority for use:

Mail and personnel property

Intra-RVN shipment

Retrograde shipment (filled)

Retrograde shipment (empty)

Approved temporary storage

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Unit CONEX control officers will submit their requirements for CONEXs to be held in excess of 60 days through command channels to their group or separate battalion CONEX control officer. Requests will contain a statement that supplies require covered storage and that no other storage can be obtained and will include a description, by serial number, of specific storage requirements being met by each CONEX. Estimated date on which container will be returned to the transportation system will also be indicated. Requests will not be submitted for CONEX in excess of COLES.

(b) CONEXs may be used for other purposes such as mail rooms, offices and bunkers only if the CONEX is declared unserviceable and economically unrepairable by qualified maintenance personnel and reported in accordance with paragraph 8c of 1st Avn Bde Reg 55-7. Under no circumstances will serviceable CONEXs be modified by using units. In addition, serviceable CONEXs will not be sandbagged. Such practices only speed deterioration of the CONEX.

(3) It is most essential that all CONEX containers over and above goals established in 1st Avn Bde Reg 55-7 be turned in to the appropriate area support command. Further, it is essential that CONEX containers not be used for unauthorized storage. Recent visits by the commanding general, 1st Aviation Brigade, and CMMI teams have revealed that containers are being used for storage of paint and ammunition and are in a general poor state of police.

5. AVIATION SAFETY AND STANDARDIZATION. a. Survival Equipment: 1st Aviation Brigade Regulation 385-10 lists the survival equipment that is considered minimum essential and required to be aboard our aircraft. Assistance visits indicate that many units are not requiring survival kits and survival radios to be carried on flight missions. Reasons for not requiring this equipment is that when working in a flight of more than one aircraft, emergency equipment is not needed. This is not true as evidenced by the number of single ship missions that are generated enroute and require an aircraft to be vectored away from the remainder of the flight. It is also required that the individual survival kit be attached to the crew member. Experience has proven that unless the survival equipment is attached to the person it will not be available, in most cases, when needed.

b. Aircraft Accident Reports: Many poorly investigated and prepared aircraft accident reports are being received by this headquarters. Too many reports are being received with the findings "unknown" and "pending analysis". This is becoming an "easy out" for the investigator and indicates that a thorough investigation is not being performed. It is proper procedure to have suspected failed parts analyzed but the investigator is not to cease his investigation after the part has been shipped for analysis. Most accidents have a cause or suspected cause that can be found by a thorough investigation. AR 95-5 should be used as a guide by all aircraft accident investigation boards. Common errors with accident reports are as follows

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- (1) Weight and balance form not included when such information is germane to the circumstances of the accident.
- (2) Flight surgeons portion of report, DA 2397-7, not included.
- (3) Inaccuracy and incomplete required forms and photographs.
- (4) Late submission of the accident report. (The report is required to reach this headquarters within 35 days after the accident.)

USARV Regulation 385-10 contains additional information concerning investigation and reporting. Requests for assistance should be referred to the brigade safety section (LB 2081/2626).

c. Aviation Safety Conference: The quarterly aviation safety conference will be held 13 through 15 June at Vung Tau. This conference, for all group and battalion aviation safety officers, will include interesting presentations and discussion periods. Since the last conference we have experienced a rapid turnover with our safety officers; therefore these new officers can gain much from this conference. Past aviation safety conferences have proven extremely successful in the exchange of ideas and it is expected that this meeting will prove beneficial in the furtherance of our brigade accident prevention program.

d. Duties of Aircraft Commander: We have experienced many recent instances whereby the aircraft commander has not performed the duties required of the position. It is the aircraft commander's responsibility to insure that his passengers are secured at all times and that the aircraft is operated in a safe and efficient manner. We continually have passengers thrown from an aircraft and are injured or killed because they were not secured by seat belts. We have crewmen severely burned in post crash fires because of not wearing the NOMEX flight suit that is left hanging in the wall locker. We have aircraft commanders that permit their aircraft to be flown low level, which results in striking water or unseen obstacles, thereby ending with drastic results. Our aircraft commanders must have a sense of responsibility and maturity with flight experience. A responsible aircraft commander can prevent many of the needless accidents that we experience each month.

e. Standardization: 1st Aviation Brigade Regulation 95-6 dated 24 Apr 69 was distributed to all units within the brigade on 22 May 69. This new regulation contains several changes. Attention is directed to three major changes as follows:

(1) Section I, Paragraph 6c, page 2 - units are now authorized one SIP per company or troop per type, model and series of aircraft assigned. However, a unit may have only one SIP qualified in all series of UH-1 aircraft. IP strength is maintained as deemed necessary by the unit commander.

(2) Section III, paragraph 10a(3), page 6 - qualification of instructor

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pilots requires a minimum of 400 flying hours in the aircraft category as a military rated pilot.

(3) Section III, paragraph 11b(5), page 7 - post accident check rides will be given by SIPs at battalion or higher level.

6. INFORMATION. a. Army Daily Summary: Since 16 May when the groups and the 212th CAB began consolidating their nightly wrap-up Daily Summary highlights for USARV PIO there has been some improvement -- but not nearly enough. Some battalions continue to call direct to USARV PIO and USARV is not accepting the reports. In an effort to promote more news interest, it has been decided to discontinue the statistical report except as the statistics are woven into the fabric of the story. For example: "The 145th Combat Aviation Battalion, in support of the 18th ARVN Div flew 218 sorties yesterday killing 73 NVA of the VC 5th Div near Duc Hoa. In the hottest action of the day, CW2 John Byrnes, Philadelphia, led his light fire team into an enemy-filled canal, sinking 13 sampans and killing 34 enemy. Byrnes' wingman was WO1 George Plimpton of Detroit." USARV PIO stresses that they are always in a desperate need of short, newsy human interest stories. The fact that news media -- particularly the press associations and Stars and Stripes -- are picking up these reports from the Summary makes the Summary your most immediate release forum. We have recently had some very favorable comments from those using the material. Units have shown concern for classification; however, you can be assured that every word is cleared by the MACV information officer prior to printing. Finally, make a little more effort to provide home towns and street addresses of personalities mentioned in your stories. The numbers to call for your daily input to Long Binh are 4828/4232/4624/4726.

b. The 510 Report: It is that time again - the Quarterly Command Information Report (DA Form 510) is due by 3 July. It is worth reiterating that this report will be submitted by each group and separate battalion and all sections of the report must be complete.

7. COMMAND INTEREST. a. Army Aviation Refresher Training School (AARTS) Prerequisites: During the first two months of the fourth quarter FY 69, units of the brigade lost 13 quotas from the various courses taught at AARTS due to sending individuals who failed to possess the prerequisites for their specific course. Prerequisites are listed in letter, Headquarters, 1st Aviation Brigade, dated 18 March 1969, Subject: Army Aviation Refresher Training School (AARTS) Course for 4th Quarter FY 69. Students failing to meet these prerequisites are returned directly to their units and the quota remains unfilled. Commanders must insure that quotas are not wasted and that only qualified personnel are selected. Waivers may be granted by submitting a written request to this headquarters, ATTN: AVBAGC-O. Requests must be approved prior to the individual departing his unit.

b. Loss of Inflight Safety Equipment: (1) Reference: 1st Aviation Brigade Regulation 385-10.

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(2) Paragraph 24c of Section V, page 15 of the above-referenced regulation describes the safety and survival equipment each crew member should wear or carry while in flight. The Combat Losses and Reports of Survey submitted during the past 90 days indicate a high percentage of loss of survival equipment. Further, it is stated in the remarks that the aircraft burned and/or exploded upon impact and that the crew escaped without injury or received only minor injury. Indications are that either this equipment is being abandoned immediately after impact or it is not being worn or both.

(3) The following items were reported lost during the past 90 days:

<u>ITEM</u>	<u>AMOUNT</u>	<u>COST</u>
Helmet, flying	89	\$11,125.00
Radio, survival	44	5,049.00
Armor, body	110	27,500.00
Survival kit	38	2,790.00

(4) Commanders must take immediate steps to preclude the unnecessary loss of this equipment.

c. Commander's Critical Items List (CCIL): (1) References: 1st Logistical Command Regulation 700-29 and 1st Aviation Brigade Regulation 700-29 with Change 1.

(2) The importance of submitting this report on a timely basis with complete information listed on the appropriate brigade form cannot be over emphasized.

(3) The following discrepancies were noted on the most recent CCIL submitted to this headquarters:

(a) DSU/DOC number must be a combination of fourteen letters and numbers to be complete.

(b) UIC must have a combination of six letters and numbers to be complete.

(c) Due-In column must be the total amount of items requested on the DSU/DOC number cited.

(d) The total of the O/H and Due-In column cannot be greater than the figure shown in the Authorized column.

(e) Paragraph 4-8b of AR 735-35 requires followup action to be taken at certain intervals, depending on the priority of requisition.

(f) Status codes provided by the DSU are being ignored by some units. For example, status code CA and CQ inform the unit that the requisition was rejected.

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g. The Auth Data column must have the complete tabular authority. If an item is a component of a set, the TOE/MTOE must be shown on an AOE (exception data) requisition, with Line Item Number (LIN) of the set.

h. The report is not being signed by the commander.

(4) The deficiencies noted above only detract from the overall value of the report, add considerably to the time required to process and prepare the report at this and higher headquarters and finally, result in that item being deleted from the CCIL. Further, it has been noted that the Issue Priority Designators (IPD) are not in consonance with the report in that many items listed had an IPD 05, the requisition was less than ten days old and yet it was a CCIL.

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SECTION II

1. GENERAL. The following subjects of information, guidance, policy and command interest were discussed at the Command Sergeant's Major Conference on 9 June 1969. Other items were discussed that are too numerous to mention.

2. SEPARATION IN VIETNAM. USARV UNCLAS Message 61153 AVNAG-PA(PS) dated 10 May 69, subject as above, is quoted for your information and compliance:

"Reference USARV Regulation 635-1.

1. Persons who have received approval for separation in the Republic of Vietnam continue to report to the USARV Special Troops personnel section without physical examination and all required records.

2. Paragraph 4, USARV Reg 635-1 requires that individuals in this category report to HHC, Special Troops, USARV, APO 96375, not later than five days prior to their ETS date with the following records in their possession: a. Complete 201 file, financial data records, health and dental records, and reassignment orders.

b. Report of final type physical examination.

c. Documents authorizing continued presence in the Republic of Vietnam.

3. It is the responsibility of the losing command to insure that all records listed in paragraph 2 above are complete and up to date at time of EM's departure."

3. IDENTIFICATION OF DECEASED PERSONNEL: a. A recent survey of divisions with organic graves registration capability and follow-up survey with the two mortuaries in RVN revealed that less than 50% of the remains were found to have identification tags and identification cards. Less than 10% had identifying marks on their boots and belts.

b. One of the most important aspects of casualty reporting is the accurate identification of the remains of deceased personnel. Improper identification contributes to unnecessary embarrassment of the military and added grief to the next of kin of the deceased. The wearing of identification tags and carrying of identification cards (DD Form 2A), together with proper markings of boots, are of the utmost importance in identifying the remains. The wearing of identification tags is mandatory in RVN; the identification card containing current information is required to be marked with the individual's full name and service number.

c. A positive system will be established at all levels of command to ensure that all personnel are issued identification tags and a current identification card. The identification tags will be properly worn and the identification card carried at all times. Procedures will also be established to ensure that boots, headgear, belt, web waist, and helmet liners

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are properly marked IAW AR 746-10. Since many personnel are engaged in operations in inundated areas, continuous command emphasis must be exerted to maintain legible markings in boots.

4. APPLICATION FOR DA DIRECT APPOINTMENT TO 2LT, USAR. Applications for appointment to 2LT, USAR, which have been forwarded to Fort Benjamin Harrison by major subordinate commands, are being returned to HQ, USARV for evaluation under the USARV Direct Commission Program. This process results in an untimely delay of the individual's application in those cases where an individual does not qualify for a USARV Direct Commission and a DA Direct Commission is applicable. To preclude unnecessary delays, recommendations from major subordinate commanders must specify that application is being submitted for a DA Direct Commission in lieu of a USARV Direct Commission and the reason there for, i.e., lack of specific instances showing demonstrated leadership qualifications in a combat situation. Subordinate commands please republish.

5. REGULAR ARMY APPOINTMENTS. Applications for Regular Army Appointment submitted by commissioned officers continue to arrive at USARV Hq unnecessarily. Paragraph 5f of AR 601-100 states that applications will be forwarded through channels to the first commander in the chain of command having general court-martial jurisdiction. This commander will submit applications direct to the Adjutant General, ATTN: AGPB-OR, DA, Washington, D. C. 20315 and furnish this Hq with an information copy of the application. Applications for RA appointment submitted by warrant officers will continue to be forwarded to Hq USARV as required by paragraph 16e, AR 601-101.

6. WEAPONS SAFETY AND CARELESSNESS. There cannot be enough said about weapons and safety of weapons. We continue to have entirely too many accidents from carelessness and horseplay. This reflects poor supervision. The non-commissioned officer can play an important part here by "knowing his men" and giving them proper guidance.

7. SHAKE-DOWN INSPECTIONS. These inspections are required by regulations for a definite purpose. There are cases where inspections have been conducted in a haphazard manner. Persons making the inspection should know what they are looking for and make a thorough shakedown.

8. CONGRESSIONAL AND SPECIAL INTEREST CORRESPONDENCE. A review of Congressional and special interest inquiries during the past months reveals that significant areas which require attention are follow-up on compassionate reassignments and hardship discharges. In the last eight months the brigade has made tremendous improvement in this area; this is attributed in part to the letters forwarded to a new arrival's parents.

9. REENLISTMENTS. The retention of qualified, trained enlisted personnel is vital to each unit as well as the Army and is of vital importance to the combat effectiveness of the Army. Know your good men, talk to them, explain the benefits and let's improve our reenlistment program.

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10. 1969 SAVINGS BONDS AND FREEDOM SHARES CAMPAIGN. The following is a quote from President Nixon's memorandum to heads of departments and agencies dated 21 April 1969.

"The Federal Payroll Savings Plan is one way in which federal employees can continue the tradition of voluntary participation in the Defense of Liberty and the maintenance of free institutions. It is a way to share in protecting the strength of our economy against the challenges to its stability and security. It is a way to help assure the future of the individual and our nation. I encourage every employee of the Federal Government to participate in the Federal Payroll Savings Plan for the purchase of United States Savings Bonds and Freedom Shares. A Savings Bond is a bond with the past, with those who helped to build a strong and free nation, and with the America of tomorrow which we are trying to build."

11. UNIFORM FOR PERSONNEL IN LEAVE STATUS. Effective 15 May all military personnel departing Vietnam in a leave status aboard R & R aircraft must have an Army Khaki, Army Tan, or Army Green uniform in their possession since they may be required to perform return travel on other than R & R aircraft.

12. DON'T DELAY THE PROCESSING OF PERSONNEL ACTION. Requests for hardship discharge and compassionate reassignment are sometimes being delayed unnecessarily in the field. Some soldiers in AIT even have been told to wait until near the end of their training cycle to make such applications. Requests of this nature should be submitted as early as possible and must be processed speedily to avoid needless personal inconvenience and inappropriate reassignments. Therefore, commanders and personnel officers are urged to insure that the individual has the necessary supporting documents and then to expedite his application. References are AR 635-200 for hardship discharge and AR 614-6 for compassionate assignment.

13. MAJOR COMMAND SERGEANT'S MAJOR CONFERENCE PROPOSALS. All 51 proposals submitted at the Major Command Sergeant's Major Conference held 2 - 4 December 1968 were discussed.

14. SPECIAL INTEREST ITEMS TO BE DISCUSSED.

- a. Appearance of Personnel.
- b. OCS Program (AR 350-5 & USARV Reg 350-50).
- c. R & R Bookings.
- d. Management (Efficiency Reports).
- e. 212 Cases.
- f. Vehicle Safety (Speeding, Unauthorized use, Security, etc.).

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- g. Appearance of Guards.
- h. Sponsors for Key Non-Commissioned Officers.
- i. Control of Clubs (Hours and Funds).
- j. Accountability of Property.
- k. Extensions (Only Recommend Good Men).
- l. Standards of Conduct.
- m. Stockade Visits and Control of Marihuana.
- n. Security of Aircraft.
- o. Malaria.
- p. Shortages of MOSs.
- q. Awards (Cooks and Clerical Personnel).
- r. Morale Problems (Keep Me Informed).
- s. Supervision of Junior NCOs (Teach Them).
- t. Port Calls.
- u. Casualty Reporting.
- v. Military Courtesy.
- w. Development of a Sense of Respect Between Lower and Higher Headquarters.
- x. Weapons Security and Inspections.
- y. DA 41, Keep Updated.
- z. Police of Airfields and Helipads.
- aa. Soldiers' Deposits.
- bb. Emergency Leaves (Pay Records).
- cc. Maintenance and Motor Stables.
- dd. Blue Bell Reports (Accident, Fighting, Drinking, Weapons, etc.).
- ee. Non-Commissioned Officers Drinking on Duty.

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- (1) Duty 24 hours per day.
- (2) Must be able to do job day or night.
- (3) No excuse for not doing job.
- ff. CMMI Teams.
- gg. Hospital Visits (See Your Men).
- hh. Appearance of Wheel Vehicles.
- ii. Check Areas of Suspicion, Use Caution.

FOR THE COMMANDER:

1 Incl  
Accidental Shooting Summary

*George E. Handley Jr.*  
GEORGE E. HANDLEY, JR.  
Colonel, Field Artillery  
Chief of Staff

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ACCIDENTAL SHOOTING SUMMARY

1. 2 May 69 - 135th AHC - Accidental Shooting - (12th CAG)

Subject clearing .38 caliber pistol when weapon discharged striking victim in penis and upper left thigh. (Non-fatal)

2. 10 May 69 - C/7/17 ACS - Accidental Discharge - (17th CAG)

Subject on guard duty, sitting down with M-16 across lap. Stood up and weapon fell with muzzle pointing downward, discharged and struck subject in left foot. (Non-fatal)

3. 13 May 69 - 155th AHC - Accidental Discharge - (17th CAG)

Subject cleaning M-14 rifle when weapon discharged causing injury to himself. (Non-fatal)

4. 19 May 69 - 129th AHC - Accidental Discharge - (17th CAG)

Subject was cleaning M-16 rifle when weapon discharged striking floor, ricocheted and struck subject in left leg. (Non-fatal)

5. 20 May 69 - 121st AHC - Accidental Shooting - (164th CAG)

Subject accidentally shot himself in leg with .38 caliber pistol. (Non-fatal)

6. 21 May 69 - 336th AHC - Accidental Discharge - (164th CAG)

Subject was cleaning mini-gun on helicopter when it discharged one round striking victim in chest. (Fatal)

7. 21 May 69 - C/7/1 ACS - Accidental Shooting - (164th CAG)

Subject came in from sweep of perimeter to secure weapon when it discharged striking victim in left forearm and right thigh. (Non-fatal)

8. 24 May 69 - 173rd AHC - Accidental Discharge - (12th CAG)

Subject riding to guard mount in back of 3/4 ton vehicle. Vehicle hit bump in road causing subjects weapon to discharge striking victim in left hand. (Non-fatal)

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