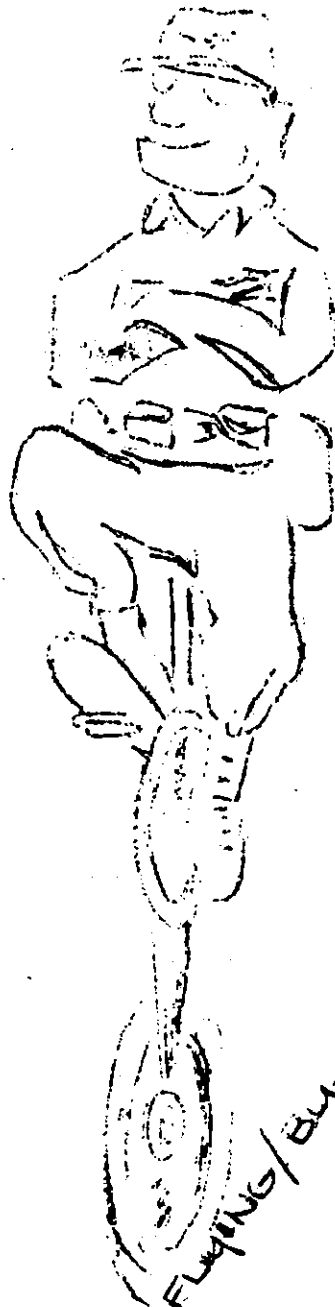


# LETTER OF INSTRUCTION



BY-THE-BOOK FLYING / BY-THE-BOOK MAINTENANCE / CHECK LISTS

DEPARTMENT OF THE ARMY  
155TH AVIATION COMPANY (ASSAULT HELICOPTER)  
APO SAN FRANCISCO 96297

28 July 1970

SUBJECT: Letter of Instruction to Aviators

1. This letter has been prepared to insure that the requirements and procedures necessary to become an Aircraft Commander are fully understood. It is not intended to duplicate or replace regulations in existence, but rather implement and amplify the doctrine and policy contained therein.
2. The selection and training of Aircraft Commanders is our primary means of maintaining continuity and insuring standardization within the company. The Aircraft Commander must be the true professional and the example for all to emulate. Unfortunately the cause of accidents is most commonly you and me, the aviator. All too often the accident results from our failure to know and comply with established procedures or in their absence, failure to exercise common sense and good judgment.
3. I expect each aviator to fully understand the capabilities and limitations of his aircraft and himself and instill in each other a sense of aviation safety. To excel and be selected as an Aircraft Commander demands constant vigilance and study. He must be confident of his ability, yet aware of his responsibility to those intrusting their lives to him. Risk is inherent in any combat mission, but accomplishment at any cost is stupid, unprofessional, and will result in your judgment and flying ability being challenged.

*Rowland G. Steele*

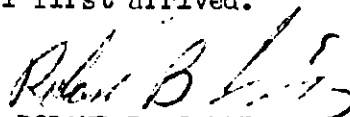
ROWLAND G. STEELE  
MAJ FA  
Commanding

DEPARTMENT OF THE ARMY  
155TH AVIATION COMPANY (ASSAULT HELICOPTER)  
APO SAN FRANCISCO 96297

28 July 1970

SUBJECT: Letter of Instruction

1. The 155th Aviation Company (Assault Helicopter) has proven itself many times in the past as being a modern "up-to-date" fighting machine capable of completing almost any task assigned.
2. As the units experience level fluctuates it becomes difficult for new aviators to acquire a working knowledge of policies and procedures put forth for his guidance and safety.
3. This letter is not a substitute for the regulations, it is a quick reference to them. If read and understood the instructions contained within will guide you through your tour as safely as the information is followed.
4. Aviation losses in Viet Nam by hostile action are equalled by death due to aircraft accidents. So the safer we become the closer to home we get.
5. Here's to your health and safe flying. I would have appreciated this letter when I first arrived.

  
ROLAND B. JARVIS  
CPT, INF  
Operations Officer

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4. Thorough working knowledge of and proficiency in all weapons systems mounted on the aircraft.

I. Aircraft Commander/Pilot-In-Charge, Selection and Responsibilities-AR 95-1

The minimum criteria for the selection and designation of Aircraft Commander is as follows:

1. Aviators to be considered for appointment as Aircraft Commander will:

- A. Be recommended by their immediate commander. The recommendation will be based on an evaluation of the applicant's maturity, judgement, knowledge of Brigade, Unit, and local procedures, proficiency in aircraft in which he will be an Aircraft Commander, and leadership ability.
- B. Be unanimously recommended by existing Aircraft Commanders after a different mission evaluation ride by each Aircraft Commander.
- C. Be knowledgeable in the Brigade Safety Program, Artillery Advisory Procedures, and Air Traffic Control Procedures.
- D. Pass a standardization check ride to include a Preflight Test, stressing duties of Aircraft Commander with unit IP or SIP.
- E. Pass a closed book written examination on the -10 operators manual of the appropriate aircraft with a score of 96 or above.
- F. Complete indoctrination training required by AR 95-1, (Appendix I), (To include two weeks with maintenance officer to learn forms and records, maintenance techniques, and test flights.

2. Aviators selected to be an Aircraft Commander must meet the following minimum requirements for type, model, and series aircraft:

A. UH-1D/H:

- 1. 300 hours flown in-country in model- \_\_\_\_\_
- 2. 25 Hours flown in-country in aircraft series within the past thirty days.

B. UH-1B/C:

- 1. 300 hours flown in-country in model- \_\_\_\_\_.
- 2. 25 hours flown in-country in aircraft series within the past thirty days.
- 3. 50 hours in weapons control position of the aircraft.

Aircraft Commander/Pilot-In-Charge Responsibilities:

1. The Aircraft Commander/Pilot-In-Charge is responsible for the SAFE OPERATION of the aircraft. This responsibility includes determination of airworthiness, decisions concerning weather operations, aircrew duties and evaluation of all factors pertaining to safe operation WITHIN THE CAPABILITIES OF THE AIRCRAFT AND CREW.
2. The Aircraft Commander/Pilot-In-Charge is held responsible for the adherence of passengers to regulations governing conduct in and around the aircraft. In such matters, passengers are subject to the orders of the Aircraft Commander/Pilot-In-Charge, regardless of grade, seniority, or service.
3. On administrative flights, providing transportation from point to point, the Aircraft Commander/Pilot-In-Charge will select the safest altitude and flight path considering weather, air traffic, artillery fire, possible enemy fire, and force landing areas. If the senior passenger proposes a course of action contrary to that pursued by the Aircraft Commander/Pilot-In-Charge, the above will inform the senior passenger of all hazards and considerations affecting his decision. On Administrative Flights, the decision of the Aircraft Commander/Pilot-In-Charge will be final.
4. On airmobile operations, the US Tactical Commander must make all decisions other than those outlined in para 3 above, related to the employment of his unit and accomplishment of his mission. In cases where his decisions conflict with those of the Air Mission Commander or Pilot-In-Command, the decision of the Tactical Commander will be overriding. Commanders are not expected to over rule the advice of the Air Mission Command or Pilot-In-Command except when justified by the tactical situation and after being apprised of all hazards involved.
5. Aircraft Commanders are expected to train their pilots in preflight, maneuvers normally expected to accomplish a mission, post flight, and administrative procedures required from filing a flight plan to filling out the log book. Under no circumstances will the Aircraft Commander demonstrate or allow performance of emergency procedures.

1. Ideally there would be an Aircraft Commander in each aircraft on each mission. However, this is not always possible nor is it required.

The minimum criteria for the selection and designation of Pilot-In-Charge is as follows:

1. Same as No.1 above for the selection of Aircraft Commanders with the exception of paragraph D. In place of standardization check ride, the perspective Pilot-In-Charge is required to complete a MINIMUM of two mission check rides, preferably with two different IP's or SIP's. A written critique of each flight by the IP or SIP will be entered in the aviators flight records and retained until the individual becomes an Aircraft Commander.

The Pilot-In-Charge will be closely monitored by the IP's and SIP's, and constant revaluations will be made as necessary.

NOTE: If an IP or SIP is not available, the mission check ride/rides may be executed with a qualified and experienced Aircraft Commander. However a written critique is required.

2. There are no set requirements for flight time in type model, and series for qualification as Pilot-In-Charge.

IMPORTANT: The recommendations and evaluations of the IP's, SIP, and AC's should be primary considerations in the selection of aviators for duty as Aircraft Commanders or Pilot-In-Charge.



## II. Flight Minimums and Limitations, Standardizations and Orientation Check Rides.

### Semiannual flight training requirements:

1. In accordance with CINCSARPAC message (U) GPOP-AV 46197 DTG 270546 2 Dec 67, the following training requirements are waived for ....Rotary Wing Army Aviators stationed in ...Vietnam in either PCS or TDY status:
  - A. Maintenance of Instrument Qualification
  - B. Completion of Annual Aviation Written Examination
  - C. Accomplishment of Instrument and Night Flying Minimums
2. Aviators who allow their instrument rating to expire while serving in SEA will be required to renew their instrument rating within six (6) months after reporting to a new unit, either PCS or TDY status, unless further exempted under provisions of AR 95-63.

NOTE: Semiannual and annual cross-country and total flight time training requirements are not waived.

	<u>SEMIANNUAL</u>	<u>ANNUAL</u>
CROSS COUNTRY	7	20
TOTAL	30	80

3. In accordance with 1st Avn Bde Suppl 1 to AR 95-1, each aviator is required to accomplish a minimum of two (2) hours hooded flight and two (2) ADF or GCA (A talk down GCA may be substituted) approaches monthly.

### Flight Limitations: (AR 95-1)

1. No aviator will be allowed to perform flight duties until:
  - A. Completion of ground orientation to include those items listed on DA Form 2496 (Aviator Orientation) and explanation of individual crew duties.
  - B. Completion of flight orientation with an IP or SIP to include those items listed on USARV Form 177/178.

NOTE: Orientation rides may be conducted during operational missions to reduce loss of aircraft available to meet mission requirements. However, all training in aircraft emergency procedures will

be conducted at controlled airfields with only minimum crew required to accomplish the training.

c. Completed DA Form 2496 (Aviators Orientation) and USARV Form 177/178 have been entered in the individuals flight records.

2. No aviator will be allowed to perform flight duties without rest if:

A. More than 140 hours have been accumulated by the individual within a running 30 day period.

B. 10 Hours are excluded in any one day.

NOTE: Total flight time will be computed daily and will include days when no flying was performed.

c. A certificate of the aviator's fitness to continue accumulating flight time over 110 hours signed by the Flight Surgeon and Unit Commander, has not been entered in the aviator's flight records. This certificate will be valid for thirty days.

NOTE: An aviator who has accumulated 90 hours in a 30 day period will be closely monitored by the Unit Commander and Flight Surgeon.

D. Over-Due a 90 day standardization/Proficiency check ride.

E. Due a post accident check ride.

F. That aviator has not made at least one flight of a minimum one hour duration in the past thirty days. If 30 days elapse without the aviator having logged one hour, he must demonstrate his proficiency to a qualified aviator who has flown within the preceeding 30 day period.

G. Grounded for administrative or medical reasons.

### Orientation and Standardization Check Rides:

1. Orientation check rides will:
  - A. Include those items listed on USARV Form 177/8.
  - B. Include an oral and book written examination on the appropriate items.
  - C. If possible, include a general orientation of the local flying area.
2. Standardization/Proficiency Check Rides Will:
  - A. Include those items listed on USARV Form 177/8.
  - B. Emphasize knowledge of the aircraft and its limitations (oral).

NOTE: Orientation and Standardization/Proficiency check rides will be administered by an IP or SIP and will include touchdown autocrotations, touchdown hydraulics-off landings, and touch down landings with simulated anti-torque failure. Simulated forced landings WILL NOT be conducted on take-off. The results of flight check rides will be entered on USARV Form 177/8 and retained in the aviators flight records. (USARV Suppl 1 to AR 95-1)

IMPORTANT: An Aircraft Commander/Pilot-In-Charge is in essence, an instructor pilot, in that he sets the example; but he is not authorized to execute practice emergency procedures (et, simulated forced landings, running landings, etc). This should not preclude, however, oral examinations on operational missions.

### III. The Mission

Local flight clearances DD Form 1080, will be filed in operations one (1) hour prior to take-off.

NOTE: DD Form 1080 is required for all flights with the exception of Performance Test Flights.

1. Local flight clearances, DD Form 1080 will be filled out as follows:

- A. Location: BMT
- B. Date: Current day, month, and year.
- C. Type A/C: UH-1H/C, whichever is applicable
- D. A/C No: Seven digits
- E. Mission: Mission number as per mission sheet
- F. Duty Symbol: AC-Aircraft Commander, PIC-Pilot-In-Charge, P-Pilot, CP-CoPilot, CE-Crewchief, and G-Gunner.
- G. Name and Initials
- H. Grade
- I. Service number: May be entered as on file (O/F)
- J. Home Station: BMT
- K. ETD (Estimated Time of Departure): Should coincide with take-off time on mission sheet.
- L. ETE (Estimated Time Enroute): Anticipated total flight time.
- M. Hours of Fuel: Based on a consumption rate of 600/700 lbs per hour as average.
- N. Auxillary Base of 1st intended landing: anticipated first stop enroute.
- O. DD Form 365F (Weight and Balance) filed at N/A
- P. Date filed (Day, Month, and year, DD Form 365F was filed): N/A
- Q. Clearance Authority: AR 95-1. Are you familiar with this regulation?

R. Pilot's Signature: Do you know what you are signing? You are stating that your flight will be in compliance with the following statement as per DD Form 1080:

Weather is forecasted to remain VFR for the duration of the flight. I am familiar with all current regulations affecting this flight and this flight will be conducted in compliance with such regulations.

S. Actual Departure: Entered by Operations.

T. Actual Arrival: At Home Station.

U. Remarks: R.A.N. (Refuel as necessary) R.O.N. (Remain over night) and other

2. Local flight clearances, DD Form 1080 will be closed out 30 minutes after completion of the flight in the following manner:

Closed/Time

Date (Day, Month, and Year)

Signature

Aircraft Mission Sheets, 1st Avn Bde Form 192 will be picked up one (1) hour prior to take-off.

1. Blocks 1 thru 5 and 7A thru 7F will be completed by operations 2 blocks 6A and 6 thru 19 will be completed by the pilot.

NOTE: The Aircraft Commander/Pilot-In-Charge should insure all weapons have been cleared upon completion of the flight and a note to such effect, followed by his signature, is entered in block 7G.

Preflight Inspection: The Aircraft Commander/Pilot-In-Charge will insure that all four (4) crewmembers are at the aircraft one (1) hour prior to take-off and that the pre-flight inspection is performed in the following manner:

1. Check the form 2408: Insure that the crewchief performs as per -20 and signs off the daily inspection. Insure that the uniball engine and tail rotor inspections have been performed as per USARV Directive to such and signed off.

NOTE: The uniball engine and tail rotor inspection should be performed and signed off on the preceding day's post flight. But why not be sure? Check them yourself!

2. Perform exterior check as per -10 check list.
3. Perform interior check as per -10 check list.
4. Make run-up check as per -10 check list.
5. Perform FM radio and secure voice commo checks: report mission ready only when you are sure.
6. Shut the aircraft down in accordance with -10 check list.
7. Insure that the aircraft has 1000 lbs of fuel on board.

NOTE: Numerous references are made to the -10 check list. Each aviator in this command is expected to have and use this check list. They may be procured from Operations.

Prior to take-off, the Aircraft Commander/Pilot-In-Charge will conduct a crew briefing and insure that each individual is equiped and dressed properly.

2. Crank time will be 10 minutes prior to scheduled take-off. Operations will be notified upon departure and return of all aircraft.

#### Artillery Advisories and Flight Following Procedures:

1. Artillery advisories may be obtained from Ban Me Thuot radio (42.0 FM, 339.2 UHF, or 122.0 VHF) or Pyramid Control (225.7 Tac UHF, 133.2 VHF or 337.5 Admin UHF after 1800 hours) when in the local flying area.
2. Artillery advisories are given in the following manner:
  - A. Gun position: Azimuth and number of nautical miles off a fixed position (such as CH 117 BMTE).
  - B. Direction of fire: In degree clockwise, (ET245 to 260)
  - C. Maximum range: Meters, kilometers, and miles (Nautical).
  - D. Maximum ordnance: Maximum altitude above ground (AGL)
  - E. Time effective.

3. Flight following will be maintained at all times with another aircraft or a ground radio facility.

4. Flight following with a ground radio facility is preferable and should be initiated as follows:

- A. Identification (Unit and last three of tail number)
- B. Type aircraft
- C. Departure point
- D. Destination
- E. Route of flight
- F. ETA Destination
- G. Altitude
- H. Number of persons on board.

5. Position reports required:

- A. When directed by flight following station
- B. Arriving at destination
- C. Termination

NOTE: Failure to close flight following is subject for disciplinary action.

NOTE: Flight following frequency publications ~~may~~ be procured in Operations.

Weather Operations: (AR 95-63) The weather system within the Republic of Viet Nam is highly unpredictable and frequently presents hazardous flying conditions. Each aviator must be able to execute the following basic maneuvers with reference only to flight instruments;

- 1. Straight and level flight
- 2. Standard climbs and descents
- 3. Level turns
- 4. Climbing and descending turns
- 5. Unusual altitude recovery
- 6. Proficiency at CCA and ADF approaches

Platoon leaders will insure that each aviator meets the Hoped flight requirements as outlined in CH2, para 2 under semi-annual and annual flight training requirements.

The unit instrument instructor will be actively engaged in Flight and Ground instruction.

The proficiency of all aviators at the above maneuvers while engaged in hooded flight will be checked on each standardization/proficiency check ride by an IP or SIP, and included on the USARV Form 177/8 entered in the aviator's flight records.

Formation Flight and Airmobile Operations: All air mission commanders/Pilot-In-Charge and Platoon Leaders will be familiar with and conform to 1st Avn Bde handbook, Aviation Operational Procedures Guide.

NOTE: Two (2) rotor discs is the minimum separation between helicopters engaged in formation flight.

Rules of Engagement: (AR 95-4) All Army Aviators providing air-to-ground fire support will endeavor to eliminate incidents involving friendly forces, non-combatants, and destruction of civilian property.

Prior to engaging a target, aviators will insure that the rules of engagement outlined below are applied and firing will commence only when each applicable requirement is satisfied:

1. Under control and having radio contact with the designated control agency. Commanders at all levels are responsible for establishing and maintaining communications with the appropriate control agency in whose sector they are operating. Platoon, Section, and Aircraft Commanders are responsible for controlling their respective fire delivery systems.
2. Target or target markers are visually indentified.
3. Friendly and civilian positions are positively indentified. After visually locating a target or target marker, the location and disposition of friendly forces and civilian personnel must be accurately determined. This determination must be made through direct radio contact, Signal smoke, or panel display by the ground element.
4. Defending yourself against ground fire and:
  - A. You can visually indentify the source.
  - B. You can positively orient your strike against the source.



C. The fire is of such intensity to warrant counter action. Return fire should only be that required to silence or neutralize the hostile force.

5. These rules of engagement are not intended as a substitute for sound judgement, but are a reminder of elements to be considered in deciding if a target should or should not be engaged.

Post Flight: The Aircraft Commander/Pilot-In-Charge will insure that all four (4) crewmembers remain with the a/c until completion of the post flight and that the 2408 is filled out properly.

The Post Flight will include:

I. A thorough exterior check (same as -10 check list dictates for pre-flight inspections)

II. Completion of uniball, tail rotor, and engine inspections as per USARV directive to same.

III. Completion of DA Form 2408-13:

- A. Number of hours flown
- B. Number of landings
- C. Sign off post-flight
- D. Sign off flight to include write-ups
- E. Sign off uniball and tail rotor inspections of next days -13.
- F. Insure crewchief has filled out oil and fuel added correctly.

IV. Turning in of maintenance slips no later than thirty (30) minutes after completion of day's flight. The maintenance slip will include total time and landings and all write-ups that must be corrected prior to the next flight.

IMPORTANT: The number of hours and landings logged must coincide on the 2408-12, -13, maintenance slips and mission sheet.

NOTE: The Aircraft Commander is responsible for insuring that the daily engine reading is performed, recorded on the 2408-13, and maintenance slips.

DA Form 2408-12 will be completed and turned in to operations no later than one (1) hour after completion of day's flight.

I. DA Form 2408-12 will be filled out as follows:

1. The crewchief or mechanic assigned the aircraft will:

- (a) Determine that sufficient copies of DA Form 2408-12 to complete the assigned mission are in the equipment logbook for the aircraft.
- (b) Prepare a new DA Form 2408-12 after the last flight of the day as follows:

- 1. Block 1: Enter applicable month and year (Aviator will enter applicable day)
- 2. Block 2: Enter aircraft model
- 3. Block 3: Enter aircraft serial number
- 4. Block 4: Enter organization to which aircraft is assigned
- 5. Block 5: Enter the home station of the aircraft

(c) Close out the DA Form 2408-12 after the last flight of the day as follows:

- 1. Block 12: Enter the subtotal time on the front and reverse. Enter the total time on the bottom of the reverse in the space indicated.
- 2. Total Time: The total time will then be transcribed to Block 8, DA Form 2408-13, on the "TIME TODAY" line.

2. The aviator in command of the aircraft will ascertain that DA Form 2408-12 is properly completed and that all essential flight information is accurately entered for all crewmembers aboard for each flight. He will complete the form as follows:

- (a) Block 1: Enter the applicable day the aircraft is flown.
- (b) Column 6: Print the last name, first initial, grade, and service number of crewmembers, and any additional information required locally. When a series of consecutive flights are made by the same crew, the names of crewmembers need not be repeated. Only those on flying status will be listed on this form.
- (c) Columns 7 thru 11:

- 1. In the upper left box of each line and column used, enter the flying duty symbol signifying the type of flying duty performed by each individual listed on the form.

If during the flight and individual changes his flying duty status, the next open column to the right will be used.

2. In the upper right box of each line and columns used, enter appropriate symbol for the flight conditions under which the flight was performed.

NOTE: A flight symbol is not required for day VFR.

NOTE: Only one pilot may log Hood time per column. Any aviator logging CoPilot time MAY NOT log Hood time.

IMPORTANT: CREWCHIEFS AND GUNNERS DO NOT LOG HOOD TIME.

3. Enter the total flying time accomplished under each duty symbol and flight condition.

(d) Column 12a, "missions" column

1. From and To boxes. In boxes From and to enter the place of departure and the place of arrival. The word LOCAL may be used for flights within the local flying area.

NOTE: -12 must reflex the final destination of the day, i.e. if cross country time is logged to a point, it must also include the return trip to home base if one is made. In case of RON's, the return flight must be logged as cross-country on the next day's -12.

2. Mission Symbol: Enter the mission symbol which describes the purpose of the flight; (S-Service, T-TRAINING, C-COMBAT, F-TEAT FLIGHT, CA-COMBAT ASSAULT, AND RESUPPLIES, DCS-DIRECT COMBAT SUPPORT, and OCS-OTHER COMBAT SUPPORT.

3. Landings; Enter total number of landings. For helicopters, a distinction between normal landings and autorotation landings will be made. This will be accomplished by citing the number of normal landings, then the number of autorotative landings followed by the letter A.

(e) Column 12b "TIMES COLUMN"

1. Opposite the entries "To and From" enter the time of take off and time of landing in terms of 24 hour clock.

When aircraft fly between different time zones, the "To and From" entries will be recorded in terms of the time zone at point of takeoff. A flight that takes off before 2400 hours and lands after 2400 hours will be credited to the date of take off, except for flight originating on the last day of month in which case a new form will be initiated as of 0001 hours.

2. On the line where the mission symbol and landings are recorded, enter the elapsed time of the flight in minutes and hours to the nearest five minutes.

3. Flying time for each flight will be computed as prescribed in current directives.

(f) Block 13, Other, will include:

1. UH-1H, total number of:

- a) Sorties
- b) PAXS
- c) Cargo
- d) 7.62 rounds expended

2. UH-1C: If any ordinance has been expended, must fill out separate AVGD Form 109 (1st Avn Bde Standard Aircraft Target Engagement Report)

NOTE: If anything other than zero (0) has been entered in para I, a4, a AVGD Form is required.

3. No. of ADF and GRA approaches

d. Disposition.

(1) If DA Form 2408-12 is completed while aircraft is detached from parent unit or on cross-country flight, keep in logbook with aircraft until it returns to home station.

(2) DA Form 2408-12 will be maintained for three months and then will be destroyed.

## Stand By Missions:

### Stand By Missions Include:

#### I. Day Stand-By Missions:

- A. The crew is required to be at the aircraft one (1) hour prior to scheduled stand-by time.
- B. All other aspects are the same as a regular scheduled mission.
- C. The Aircraft Commander/Pilot-In-Charge will keep operations posted as to his and his crew's location should it be out of the local area.

#### II. Nightly Stand By:

##### A. Flare Stand-By:

- 1) The flare crew and aircraft number will be posted in operations prior to 1700 hours daily.
- 2) The aircraft must be mission ready prior to sunset.

##### B. Gun Stand-By:

- 1) The gun stand-by crews and aircraft numbers will be posted in operations prior to 1700 hours daily.
- 2) The aircraft must be mission ready prior to sunset.

C. In the event of attack all night stand by crews will report to the COC ASAP.

D. In the event a mission is received prior to 2400 hours, all night stand-by crews will report to operations ASAP. After 2400 hours all crews will report to the COC.

NOTE: Alcoholic consumption by stand-by crews is PROHIBITED

### III. Emergency Procedures

#### Survival Equipment:

The following is a list of survival equipment that will be procured by each individual Aircraft Commander/Pilot-In-Charge:

1. Knife (survival/hunting type)
2. Medical/survival kit
3. Signal devices;
  - a) Survival radio
  - b) Mirror
  - c) Smoke/pen flares
  - d) Strobe light
4. Appropriate maps/charts
5. Compass
6. Insect repellent
7. Water purification tablets
8. Canteen of water
9. Individual weapon w/reasonable amount of ammunition

NOTE: Most of the items listed above are included in either leg or vest type individual survival kits issued from supply.

IMPORTANT: The only items that can reasonably be expected to survive an aircraft crash are those which are secured to the person of a crew member.

All pilots are required to have on their person a blood chit. Blood chits may be obtained from S-2. It is intended that blood chits be used as a last resort when all other methods of independent evasion and survival have failed.

All crew members are required to have and use armor chest protectors during combat assault operations.  
(AR 95-1)

The following standardized procedures for the use of the survival radio have been implemented by the 7th USAF SAR:

1. Attempt voice contact via survival radio; if voice contact cannot be immediately established, institute beacon tone/listen cycle.

2. Beacon Tone/Listen Cycle:

- a) Transmit tone for 15 seconds
- b) Transmit call sign
- c) Listen for 15 seconds
- d) Repeat until voice contact is established

3. When voice contact is established, follow instructions from aircraft making contact.

## THE BASIC RULES THAT MAKE SAFETY SIMPLE

### 1. KNOW YOURSELF -

If you can't do something, or you haven't yet learned how, admit it.

### 2. KNOW WHAT YOU ARE DOING

Blind man's bluff is a peachy game for children's parties. The pilot who plays it in the cockpit of an aircraft is risking damage to some valuable property.

### 3. BE ALERT -

You can afford to make a wrong turn while day-dreaming if you are strolling down to the corner store for a package of cigarettes. A wrong turn in the sky can bring the aircraft into contact with something more solid than air.

### 4. KNOW THE PLANE -

A piece of machinery has no way of telling anybody it can't do something. A pilot has got to know in advance the limitations and behavior patterns of his aircraft. Experimenting while carrying out a mission is no way of finding out.

*Rowland G. Steele*  
ROWLAND G. STEELE  
MAJ, FA  
Commanding