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DAIM-FAR-RR #

19-Imm

DATE:

17 June 1987

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AVHAV-CPT (11 Jan 71)

SUBJECT: Analysis and Evaluation of Operational Reports - Lessons Learned for 25th Infantry Division

TO: ADCSCPS

FROM: Aviation Officer

DATE:

CMT 2

LTC Helmick/cer/5435

1. Attached ORIL has been reviewed and the following comments are submitted:

a. Reference item concerning "Airlifting Equipment With CH-54 Sky crane Helicopter" page 51, para 2c(8). Concur. Information sheets concerning static electricity are provided each supported unit by the supporting CH-54 unit. Procedures recommended are:

- (1) The person to hook the equipment to the CH-54 must wear heavy gloves.
- (2) The equipment to be lifted must be grounded by connecting it to a ground rod and with an attached second rod the CH-54 is touched so that all static electricity is discharged.
- (3) When grounding rods are not available the CH-54 is touched to the equipment to be lifted to discharge the static electricity prior to the hooks up man touching either.

No action by USARPAC or DA is recommended.

b. Reference item concerning "Utilization of Night Hawk in Conjunction with Attack Helicopters," page 52, para 2c(9). The desirability of having gunship escort for each night hawk mission is recognized; however, these assets belong to the military region commander and it is his decision whether or not to provide gunship support.

c. Reference item concerning "Requirements for XM-35 Stand-off Capability versus Maintenance Man Hours," page 54, para 21(1). The need for the XM-35 armament subsystem in RVN has previously been determined. As with any new system which is introduced into a combat theater there have been problems

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associated with it. The environment in which this unit operated during the reporting period negated the use of the XM-35 armament subsystem. However, lack of use during a short time in a particular locale is not sufficient rationale for removal of these subsystems. No action by USARPAC or DA is recommended.

d. Reference item concerning "Inadequate Safety Margins in Hasty Landing Zones," page 55, para 21(2). Concur. The 1st Aviation Brigade has established the minimum criteria for a LZ which is a clear 35 meter diameter area. Since implementation of this policy there has been a significant reduction in tree strikes. No action by USARPAC or DA is recommended.

2. Concur with all other paragraphs and command action.

FOR THE AVIATION OFFICER:

3 Incl
no

THORVELD R. TORGENSEN
Colonel, Infantry
Deputy Aviation Officer

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