

DECLASSIFIED

DAIM-FAR-RR #

19 *enm*

DATE:

8 Apr 87

~~CONFIDENTIAL~~

TROOP "C"

1ST SQUADRON 9TH CAVALRY

1ST CAVALRY DIVISION (AIRMOBILE)

APO San Francisco 96490

AVDAS-C

15 Jun 69

SUBJECT: Lessons Learned

1. If you fly into IFR condition, do a 180 turn and continue on VFR unless you are experienced in flying with instruments.
2. Preflight checks of the aircraft, prevent trouble before it starts.
3. High airspeed and fast rate of descent don't mix. Damage may result to the aircraft. Use caution in handling the OH-6A.
4. Check and make sure you are clear of obstacles and moving vehicles, when you move your aircraft out of the revetment.
5. A good post flight is well worth the pilots time. Many times missions have been delayed because things have been caught on preflight that should have been caught on post flight. A good post flight will help yourself and your fellow aviator.
6. When working and firing close to a friendly unit, know the location and whereabouts of every element of this unit. This will prevent the injuring of allied personnel.
7. When engaging enemy targets, try to determine the location of each position. Approach from different headings, and break in a different manner to prelude setting up a pattern.
8. Practice flying in IFR conditions. This will give you confidence, a steady hand, and a clear mind to cope with inadvertant IFR flights.
9. On Night Hawk missions, never wait for the fuel warning light before heading for POL. With the monsoon weather, IFR may have to be flown and with minimum fuel makes it more dangerous.
10. High speed, low level take offs are sometimes very dangerous, for RPM may bleed off, or power failure may occur which could cause an accident.
11. On Night Hawk missions, make sure the weight of the equipment used is evenly distributed, for an accident could occur if it is not.

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2-12
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

DAVID L. K. L.
1LT 1LT
Ops. Officer

FILE
DR