

DEPARTMENT OF THE ARMY
HEADQUARTERS, 2D SQUADRON, 11TH ARMORED CAVALRY REGIMENT
APO SAN FRANCISCO 96257

SUBJECT: Commander's Notes Number 9

26 September 1971

SEE DISTRIBUTION

INFORMATION

1. Visit from TRAC. CG, TRAC, visited Andrews on 17 September for a periodic update. He mentioned four areas in which the Squadron should place continuing emphasis:

- a. Rodent control, particularly in and around living areas.
- b. Appearance needs buttressing throughout Army (See Army Times, 22 Sep 71, page 1). Sideburns, hair, and mustaches must be neat and in accordance with Army policy. Officers and NCO's should set the example.
- c. Camp/base police.
- d. Attack on drug abuse.

2. Commo Maintenance Tips.

a. Many radio sets are turned in for repair because they have been damaged internally when drivers start their engines without turning their radios OFF. A new radio set will take this kind of punishment a few times with no noticeable ill effects, but repeated treatment like this results in inoperative radio sets and no commo.

b. Improperly mounted intercom components put unnecessary stress on cables and connectors. Insure that all components are securely fastened in their mounts to reduce maintenance delays.

3. Ammunition. In about another week the Squadron will receive its new ASR for the period 25 September - 24 October. G-4, TRAC, has already informed us that allocations for this reporting period will be significantly less than before. When the new ASR is received, it will be further allocated for use by the line units. Quantities used by all units will be closely monitored. Commanders should insure that all ASR munitions are employed judiciously.

4. Reenlistments. SFC Orville D. Sifers, Headquarters & Headquarters Troop; SSG Ronald C. Ward, Air Cavalry Troop; SGT John E. Keith, Howitzer Battery; SP4 Dennie L. Sprouse, Air Cavalry Troop; and SP4 Michael A. Stull, E Troop.

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5. Phu Loi Security. Insure that your units realize the importance of our guard mission at Phu Loi. This security mission is one of our major combat tasks. All should understand that we were moved from Frenzell Jones for one purpose -- to defend Phu Loi.

POLICY

1. Combat Loss and "Wash-Out" Vehicles. Once a determination is made to classify a vehicle a combat loss or a "wash-out", it will be expeditiously evacuated to Phu Loi. Units will not remove parts from the vehicle without the specific approval of the Squadron Maintenance Officer and then only to repair a like item currently deadlined. When a serviceable item is removed, it must be replaced with the defective part and completely installed in the "wash-out" or combat loss vehicle.
2. Payment of Housegirls. Individuals are prohibited from paying housegirls in any type of currency. This payday, an October DOHIF fee of \$7.00 will be collected from all individuals utilizing maid service and will be paid to the housegirls in accordance with USARV Reg 230-2.
3. Profiles. There has been an increasing number of patients coming through the dispensary desiring profiles, possibly in order to avoid field duty or work details. The only time a person will receive a not from the dispensary limiting his duty will be when there is a valid medical reason. The fact that a man is getting "short", does not want to be in the field, or work, are not medical reasons, and profiles are not warranted in such cases. The only valid sick slips from the dispensary will be those signed by Dr. Weiss, Dr. Cifelli, or Dr. Prahmus. If there is any question as to the authority of the signatures, check with the dispensary. The only exception to the above is when the sick slip states "Return to Duty." These may be signed by the medic.
4. Off-Post Travel. Effective immediately, all single vehicles will be required to have an E-6 or above for off-post travel. All convoys of ten vehicles or less will be required to have an E-6 or above in both the lead and trail vehicles. Additionally, all personnel will be required to comply with the inter-installation travel regulations which are summarized in Inclosure 2.
5. Conexes and Other Gubby Holes. Clean them out. Turn excess items in to S-4, Squadron Commo, or Squadron Maintenance, as appropriate. Insure that items stored in dark corners are stored properly.
6. MACV Information Topics. Attached to these notes is a group of three topics currently being stressed by MACV. All of the items discussed are relevant to us. Insure that the information is disseminated as widely as possible.

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DRIVING IN NAM VERSUS US/VIETNAMESE RELATIONS

Of the more than 60 serious incidents which have occurred between Vietnamese and Americans since the beginning of this year, traffic accidents have been the cause of approximately 40. Traffic accidents not only kill and injure those unfortunate enough to be directly involved, they also do serious harm to the future of the Vietnamese - American relations. For example, many of these accidents have made the American soldier appear as if he really does not care about the welfare and safety of Vietnamese citizens. One who has driven in Saigon during the rush hour must readily admit that the Vietnamese are not the most skillful drivers in the world. However, the very fact that we as Americans have more experience with motorized transportation places a larger amount of responsibility upon us for the observance of safe driving practices. Each of us can contribute towards a significant decrease in Vietnamese/US traffic incidents. Drivers who avoid unnecessary horn blowing, speeding through hamlets and other senseless driving practices will also more often avoid accidents. Remember that safe and courteous driving habits will result not only in improved American - Vietnamese relations but will also save many lives.

Commander's Note. The extended lines of communication over which the Squadron is supported increases significantly our exposure to driving hazards. Since I took command in late June, our accidents have killed one Vietnamese and injured several others, and destroyed quite a bit of private property. Alarming numbers of traffic violations (excessive speed, excessive use of the wrong lane) come to my attention. From firsthand knowledge I know that our track convoys frequently drive too fast or seemingly without regard for Vietnamese traffic. My words here are just that - words. Vehicle commanders are the key to the avoidance of accidents; they must meet their responsibility.

THE USARV DRUG PROGRAM

Are you apprehensive about departing Vietnam because you'll be required to undergo the Army's urinalysis program? Don't freak out. You're not headed for jail... you're given a chance to overcome a problem, and you're still going home. First, however, individuals who test positive will be required to accept medical treatment and rehabilitation. Following this treatment, they will be medivaced home, and if further observation is necessary, admitted to one of several hospitals in CONUS. The important thing to realize about the Army's program is that it is more than just a means of detection - for those who wish it can also be an escape from a tragic problem. In addition to the DEROS program, the Army also has a number of rehabilitation center throughout Vietnam, similar to 2d Squadron's drug amnesty ward. Individuals willingly submit themselves to this treatment which includes individual & group counselling sessions, recreation, books and plenty of encouragement from concerned supervisors. These programs are worth considering. Problems involving drug use which are large in Vietnam are monsters in the states. Penalties for drug abuse are extremely severe and rehabilitation programs are highly expensive. The Army, however, gives the drug user a chance to stop without any fear of suffering legal repercussions. If you're a drug user, you might think about that. You'll be lucky if you get a second chance.

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7. Wear of the Summer Service Uniform in Saigon. Effective 1 Oct 71, personnel stationed outside the Saigon area will be required to wear the summer service uniform while off-duty outside a military installation. This is a change to a former policy which only included those stationed in the Saigon area. Personnel may wear the tropical fatigue uniform while proceeding to and from their duty stations and while in the conduct of official business; this represents no big change for us.

8. Loss of SOI's. During the past three months, two SOI's have been lost. These losses were undoubtedly accidental, but nevertheless could have resulted in serious security compromises of all Squadron communications; certainly their loss could have been avoided. SOI's are sensitive documents. They must be protected and secured at all times. SOI booklets will be securely fastened to your person. Care will be taken to insure that SOI's are removed from clothing before clothing is sent to the laundry.

9. Security of Vehicles. Since I joined the Blackhorse in June there have been four vehicles stolen; this indicates to me that the Squadron policy on vehicle security which I outlined in Commander's Notes Number 2, Policy, para 6, is not being enforced. I want to reiterate that policy at this time. No vehicle will be left unattended, except in front of unit orderly rooms, staff offices, and in motor pools. Regardless of where the vehicle is parked, it will be secured by a chain and lock. Even though this policy has been widely disseminated, personnel are failing to adhere to the policy. It is the vehicle commander's responsibility to assure this policy is enforced.

2 Incl
as

William M. Stokes III
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LTC, ARMOR
Commanding

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