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HEADQUARTERS
MILITARY ASSISTANCE ADVISORY GROUP, VIETNAM
APO 143, San Francisco, California

MAGAR-OT (CB)

SUBJECT: ⁽⁶⁾ Lessons Learned ⁽⁸⁾ Number 17 [U.S.]

⑪ 25 Jun 1962.

⑫ 4 p.

TO: See Distribution

1. Attached for your information are the latest "Lessons Learned" from Counter-Insurgency Operations in South Vietnam.

2. The information contained in "Lessons Learned" is primarily intended for use by U.S. Advisors in Vietnam. They may be of value for direct application or simply to reinforce existing tactics, techniques and doctrine based on the combat experiences in South Vietnam.

3. Comments, questions and/or requests for changes in distribution of "Lessons Learned" should be addressed to this headquarters, ATTN: O&T Division, USASEC.

FOR THE CHIEF:

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as

s/t DAVID PENSON
Lt Col, AGC
Adjutant General

DISTRIBUTION:
Special (Lessons Learned)

A TRUE COPY:

Joseph Grezaffi
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LTC, GS
Doctrine Branch, J343

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HEADQUARTERS
U.S. ARMY SECTION
MILITARY ASSISTANCE ADVISORY GROUP
APO 143, San Francisco, California

MAGAR-OT (CB)

25 June 1962

MEMORANDUM FOR: See Distribution

SUBJECT: Lessons Learned Number 17

1. GENERAL: This lesson deals with techniques which will permit airmobile assault troops to move quickly from the LZ to assigned objectives without loss of orientation. It suggests solutions to problems frequently encountered where language barriers do not permit effective communication between helicopter crews and assault troops.
2. PARTICIPATING UNITS: US helicopters, either Army or Marine, and regular or para-military units of the RVNAF.
3. MISSION: To land assault troops on LZ s in a manner which will permit prompt movement of the assaulting units to their assigned objectives.
4. PROBLEM: During recent airmobile operations, it has been noted that at the moment of landing and debarking from the helicopters, there has been a temporary loss of orientation on the part of the assault troops. When, due to winds and local obstacles, helicopters land in a direction other than anticipated, many times troops are momentarily confused as to the proper direction to their assigned objectives. This is particularly true when landings take place near noon and will be equally true during night operations. Language barriers do not permit communication between US crew members and participating RVNAF elements to prevent this loss of orientation.
5. SOLUTION OR LESSON LEARNED:
 - a. By providing crew chiefs of the helicopters 5"x8" cards imprinted with an outline of an H-21 or H-34 helicopter as appropriate, loss of orientation can be avoided. Immediately prior to touchdown, the pilot uses the intercom to tell the crew chief the direction to the primary objective in reference to the direction of landing, e.g., "Objective

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lies at 9 o'clock." The crew chief then draws on the 5x8 card an arrow to indicate the direction from the helicopter to the primary objective. (See attached sheet.) The arrow not only indicates the direction from the helicopter in which the troops are to move but also reminds them of the proper manner of movement around the helicopter should it be necessary.

b. When flying in helicopters which permit (H-21 s), the leader of the assault troops should be encouraged to stand between the pilots during the final approach to the LZ. He will then be able to see the LZ, the approach to the LZ and note any changes from the established landing plan. However, the leader must be the first out of the helicopter as troops may be reluctant to move away from the machine until the leader debarks and gives the order as to the direction they should move.

6. There are other solutions which are equally acceptable and may be used. For example, a 5"x8" card may be imprinted with a circle to represent the LZ and the cardinal compass points marked thereon. Just prior to touchdown, the pilot tells the crew chief over the intercom the compass direction of landing and the direction to the objective. These are marked by arrows on the card by the crew chief. The direction of landing is identified by an "X" on the arrow and the direction to the objective can extend beyond the limits of the circle. This offers not only relative directions to the assault troops but also provides actual compass bearings. Another solution is to have the crew chief, from his position in the helicopter, use arm and hand signals to indicate to the troop leader the direction to the objective. (It is presupposed that the pilot orients the crew chief prior to touch down.) Regardless of the techniques employed, participating troops and helicopter units must know and understand the system which is in use.

7. These suggestions are offered for units confronted with similar problems but which have not yet satisfactorily resolved them.

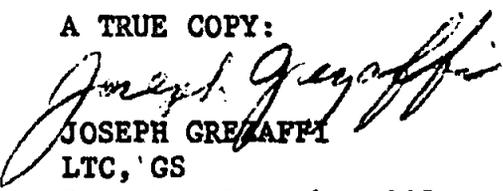
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s/t H. K. EGGLESTON
Brigadier General, USA
Acting Chief

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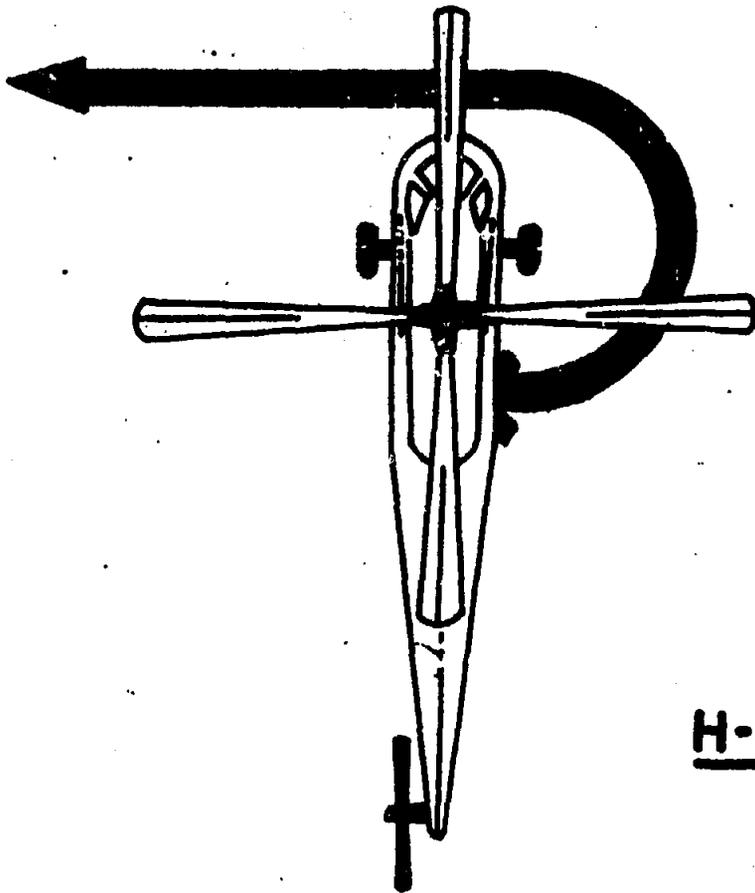
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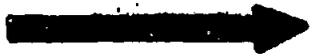

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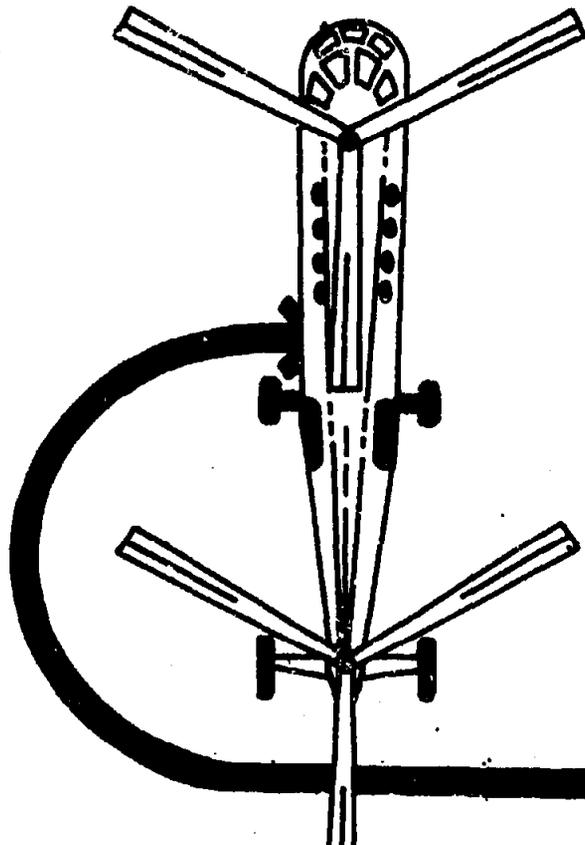
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H-34 TYPE



DIRECTION TO PRIMARY OBJECTIVE



H-21 TYPE