

ANNEX D

Training Program

When an aviator was assigned to Company A, 101st Aviation Battalion his first helicopter ride in Vietnam was with a company standardization pilot. This check included preflight, starting procedures, emergency procedures and radio procedures. Techniques and procedures used in Vietnam were shown to the aviator, for they may have been different from what he had learned in flight school or from past aviation experience.

The aviator then flew with an experienced pilot rated as an aircraft commander for 150 or 200 hours; thoroughly learning the aircraft, the Mekong Delta, the various outposts, formation flying, and flying on airmobile operations.

Usually for the first 25 hours, the aviator flew on "C & L" missions, learning the terrain, the towns and getting a feel for the different and varied missions before he went on his first combat assault operation.

At least every three months he again flew with a standardization pilot to keep "brushed up" on his emergency procedures. The aviator could become an aircraft commander when he had gained above average proficiency in flying the aircraft, knowledge of the Mekong Delta, and the various missions he would perform. He was recommended by his platoon leader and another aircraft commander to the Operations Officer. He took a check ride and if successful became an "A/C".

The "T-Birds" and gunners of all platoons frequently practiced with their weapons at designated ranges or "free zones". However actual combat assaults kept the men quite proficient.

The training program of Company A, 101st Aviation Battalion insured that all passengers were in safe professional hands when they flew "Warrior" aircraft.