

TRANSMITTAL SLIP		DATE
TO:		
ROOM NO.	BUILDING	
REMARKS:		
<p>Mr. COFFEY ^{AD} 6 JAN 1969</p> <p>MR. BANNERMAN B</p> <p><i>J. M. Bannerman</i></p> <p>How's THIS FOR AN EMPLOYEE SUGGESTION?</p>		
<div style="border: 1px solid black; padding: 2px;"> APPROVED FOR RELEASE DATE: 13-Oct-2009 </div>		
FROM: <i>A MW</i>		
ROOM NO.	BUILDING	EXTENSION

FORM NO. 24
1 FEB 55

REPLACES FORM 36-6
WHICH MAY BE USED.

(47)

SAFETY COMMENT

CLOSE
CALL

OPERATIONAL
HAZARD

12 DEC 1968

SAFETY
SUGGESTION

TO: DSAFE Via MSAFE

RECEIVED

FROM: ANONYMOUS

7 December 1968

Description of: (problem, hazard, occurrence gripe)

Since my last RON up-country (Dec 3-7th), it is my opinion that several hazards exist concerning helicopter operations. Separate VHF frequencies should be assigned the various units in operation, especially during maneuvers such as are being conducted in the Ls36 area at present. Air America aircraft are using the same frequency which is being used by the customer, the ground forces, and this frequency is also a tactical Air Force frequency. A 'May-Day' would very likely not be heard, as so many persons are talking at the same time. Also, too many people are directing the helicopters, some of whom cannot speak clear English and cannot be understood by the pilot. These same persons also get excited on the air and yell into the microphone, thus causing more confusion.

Another major hazard, in my opinion, is the fact that the ground forces are moving so rapidly that they do not wish to take the time to clear decent operational heli-pads. This actually slows down the operation, as our aircraft must then carry much lighter loads in order to work these pads, and danger of an accident

Suggested Solution:

is much more prevalent. The pilot making these safety suggestions, advised the customer and the ground forces of this hazard and was told to return to Ls20A, if he didn't want to carry the prescribed loads. The many troops sitting around the so-called pads all day long, watching the helicopters land, could easily construct a decent pad with approximately thirty minutes work.

Poor communications, moving rapidly, and lousy helipads can only lead to a serious accident one of these days. During this confusion, a pilot can also be sent into an unfriendly area by mistake, especially when he cannot understand the instructions being given him and when he himself becomes confused and angry and frustrated through poor coordination and cooperation of all units concerned.

In the opinion of this pilot, all measures should be taken immediately to alleviate the above existing conditions.

Received for MGDR
BM VTE
AP LEA

Dec 16, 68

4 - 1/3/69

**HELP SAVE LIVES AND EQUIPMENT !
IF IT'S UNSAFE - WRITE IT UP**