



1385

UNITED STATES MARINE CORPS  
MARINE AIRCRAFT GROUP 29  
2d MARINE AIRCRAFT WING, FMF, ATLANTIC  
MARINE CORPS AIR STATION  
NEW RIVER, JACKSONVILLE, NORTH CAROLINA 28545-6080

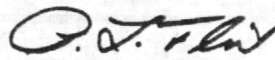
IN REPLY REFER TO:  
3000  
305  
10 Sep 87

FIRST ENDORSEMENT on CO HMH-464 ltr 3000 over 3 dtd 9 Sep 87

From: Commanding Officer Marine Aircraft Group 29  
To: Commanding General 2d Marine Aircraft Wing

Subj: RECERTIFICATION OF TERF ROUTES/LANDING ZONES IN THE CAMP MOSBY, GA AREA

1. Forwarded, recommending approval.

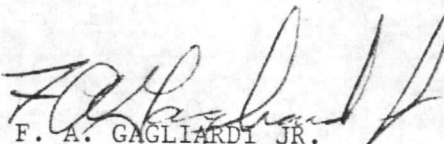
  
P. L. FLICK  
By direction

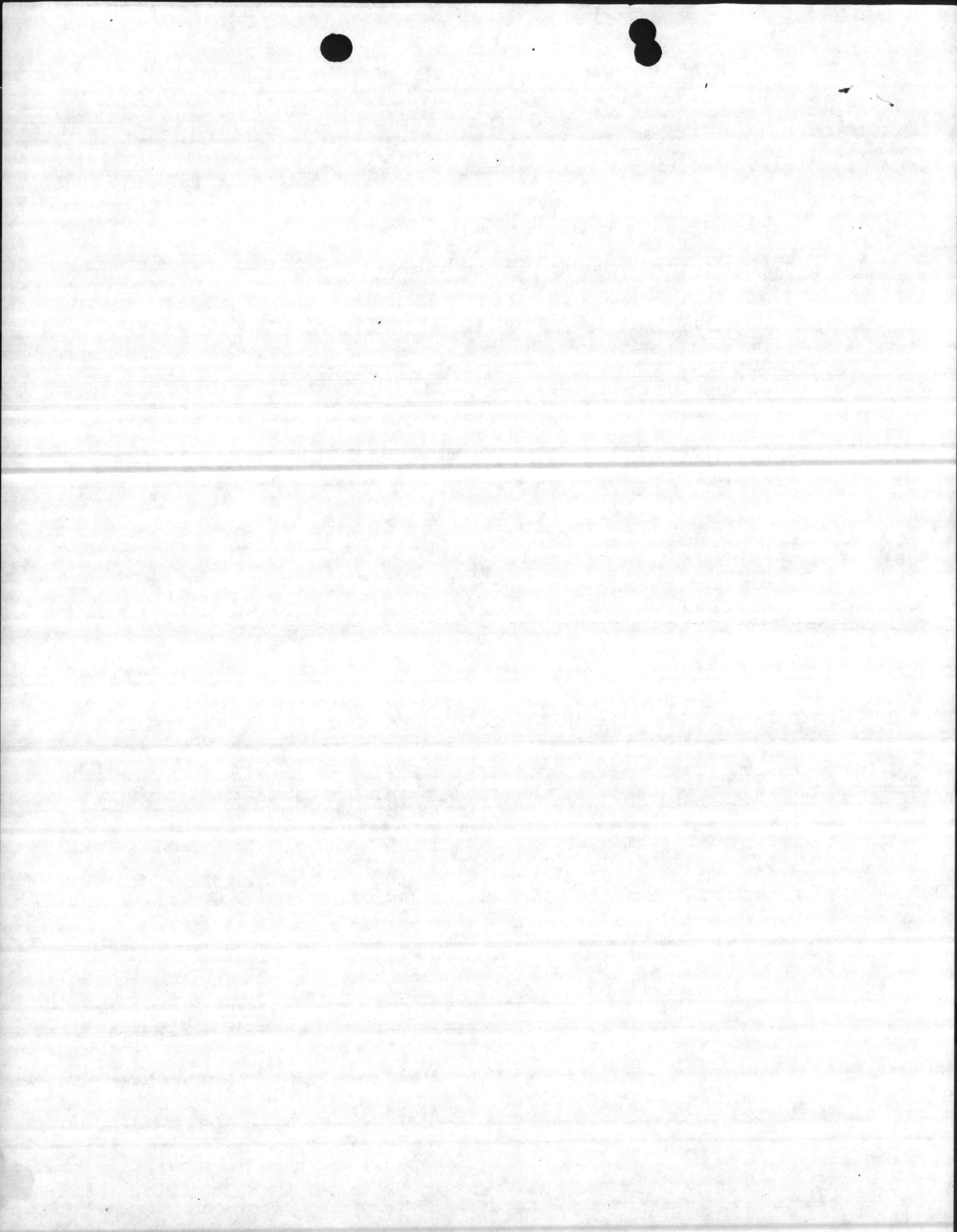
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SC 302  
10 Sep 87

SECOND ENDORSEMENT

From: Commanding General, 2d Marine Aircraft Wing  
To: Commanding Officer, Marine Heavy Helicopter Squadron 464  
Via: Commanding Officer, Marine Aircraft Group 29, MCAS New River, NC  
28541

1. Routes as depicted are approved for flight check by squadron WTI.
2. Upon completion of successful flight check, the Squadron Commanding Officer (Det OIC) will certify the acceptability of the routes to this Headquarters (SC 304).

  
F. A. GAGLIARDI JR.  
By direction





UNITED STATES MARINE CORPS  
MARINE HEAVY HELICOPTER SQUADRON 464  
MARINE AIRCRAFT GROUP 29  
2d MARINE AIRCRAFT WING, FMF, ATLANTIC  
MARINE CORPS AIR STATION  
NEW RIVER, JACKSONVILLE, N.C. 28545-6087

IN REPLY REFER TO:

3000  
3  
9 Sep 87

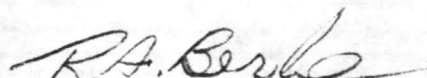
From: Commanding Officer, Marine Heavy Helicopter Squadron 464  
To: Commanding Officer, Marine Aircraft Group 29

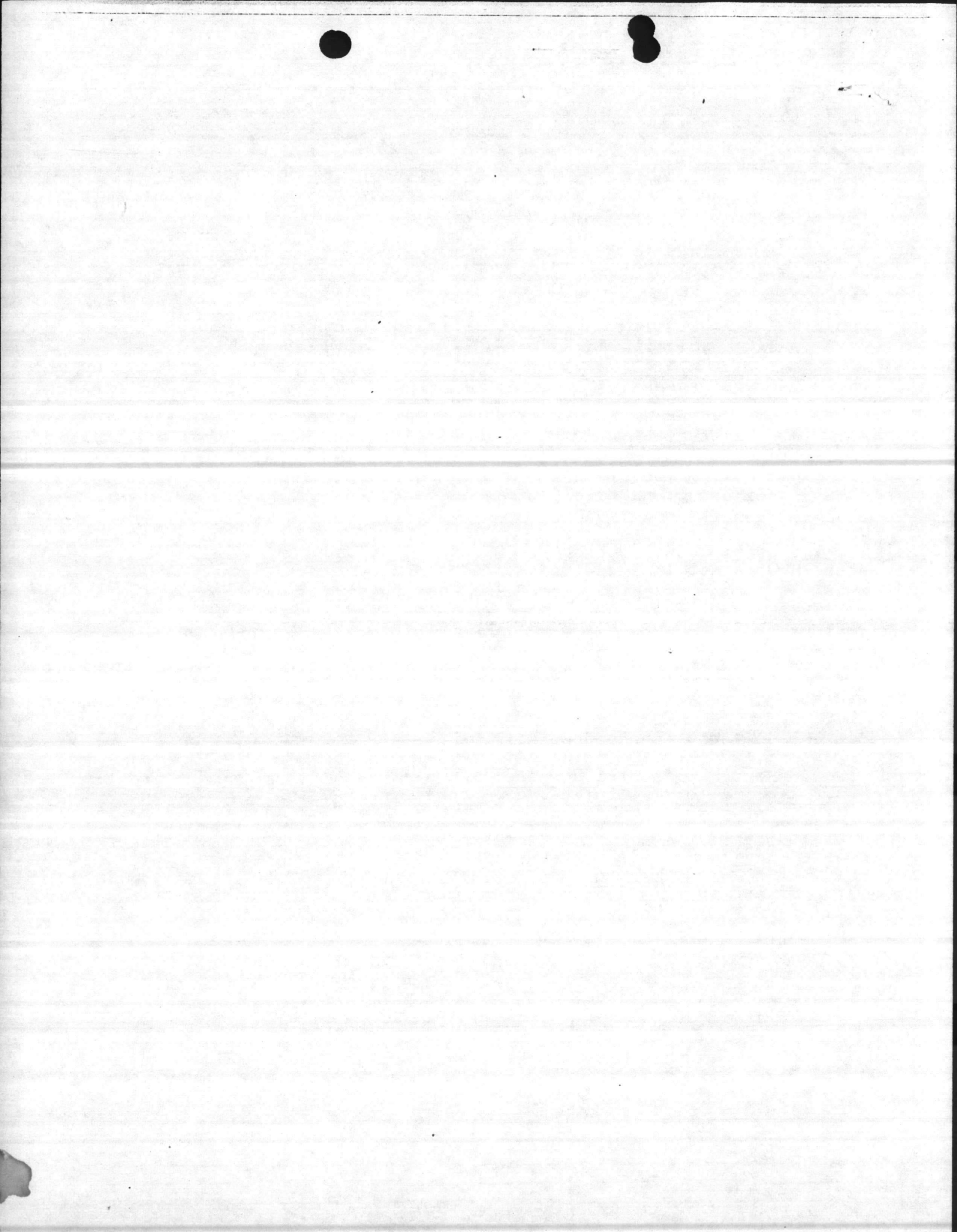
Subj: RECERTIFICATION OF TERF ROUTES/LANDING ZONES IN THE  
CAMP MOSBY, GA. AREA

Ref: (a) WgO P3120.9

Encl: (1) 1:50,000 maps, sheet 4153 11 series V745 Suches, sheet  
4153 1 series V745 Nottory Dam

1. HMH-464 will deploy 3 CH-53E's to Dobbins AFB, GA from 11-13 Sep on a Squadron Cross Country to conduct TERF, CAL's, and MAL's in the Camp Mosby area.
2. The reference directs that CG 2nd MAW will approve all TERF areas/routes not included in the reference.
3. Enclosure (1) depicts TERF routes/MAL's that have been used by 2nd MAW units at Camp Mosby. It is believed that enclosure (1) has been approved as a TERF/MAL area for MAG-29 Squadrons.
4. Request authorization to recertify those TERF routes/MALS depicted in enclosure (1).
5. The following procedures will be adhered to:
  - a. Routes/LZ's will be certified by a Squadron WTI.
  - b. All pilots will receive a local area FAM and course rules brief prior to flight operations.
  - c. Updated hazard maps will be carried in each cockpit.
  - d. Qualified TERF crews/instructors will be in each aircraft.
6. A Master route/hazard map will be provided to MAG-29 S-3 upon completion of training.

  
R. A. BERUBE  
By direction



PAGE 01 02	DTG RELEASE TIME			PRECEDENCE		CLASS	SPECAT	ENR	CIC	ORIG MSG IDENT
	DATE TIME	MONTH	YR	ACT	INFO	UUUU				0560800
BOOK	MESSAGE HANDLING INSTRUCTIONS									

FROM: MAG TWO NINE//S-3//

TO: CG SECOND MAW//S-3//

INFO HMH FOUR SIX FOUR

UNCLAS //NO3000//

SUBJ: CERTIFICATION OF TERF ROUTES/LANDING ZONES AT CAMP MOSBY, GA

REF: (A) WGO P3170.9

(B) 1:50,000 MAPS, SHEET 4153 II SERIES V745 SUCHES, SHEET 4153

I SERIES V745 NOTTERY DAM WITH TERF ROUTES LOCATED AT CAMP MOSBY.

(PASEP)

1. REF (A) DIRECTS THAT CG 2D MAW WILL APPROVE ALL TERF AREAS/ROUTES NOT INCLUDED IN THE REF. REF (B) DEPICTS THE TERF ROUTES/MALS SITES AT CAMP MOSBY. COPY OF REF (B) PASSED TO CG SECOND MAW S-3 FROM MAG TWO NINE ON 9 SEPT 87.

2. HMH-464 WILL DEPLOY A DET OF FOUR (4) CH-53E HELICOPTERS TO NAS DOBBINS AFB, GA FROM 13 JUN TO 27 JUN 88 TO CONDUCT TRNG IN TERRAIN FLIGHT (TERF), MOUNTAIN AREA LANDINGS (MALS), TACTICS AND NIGHT VISION GOGGLE TRNG.

3. REQ AUTHORIZATION TO RECERTIFY THOSE TERF ROUTES/MALS SITES DEPICTED IN REF (B).

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DISTR.

*R. A. Berube*  
R. A. BERUBE, OPSO, HMH-464  
25 FEB 88

SPECIAL INSTRUCTIONS

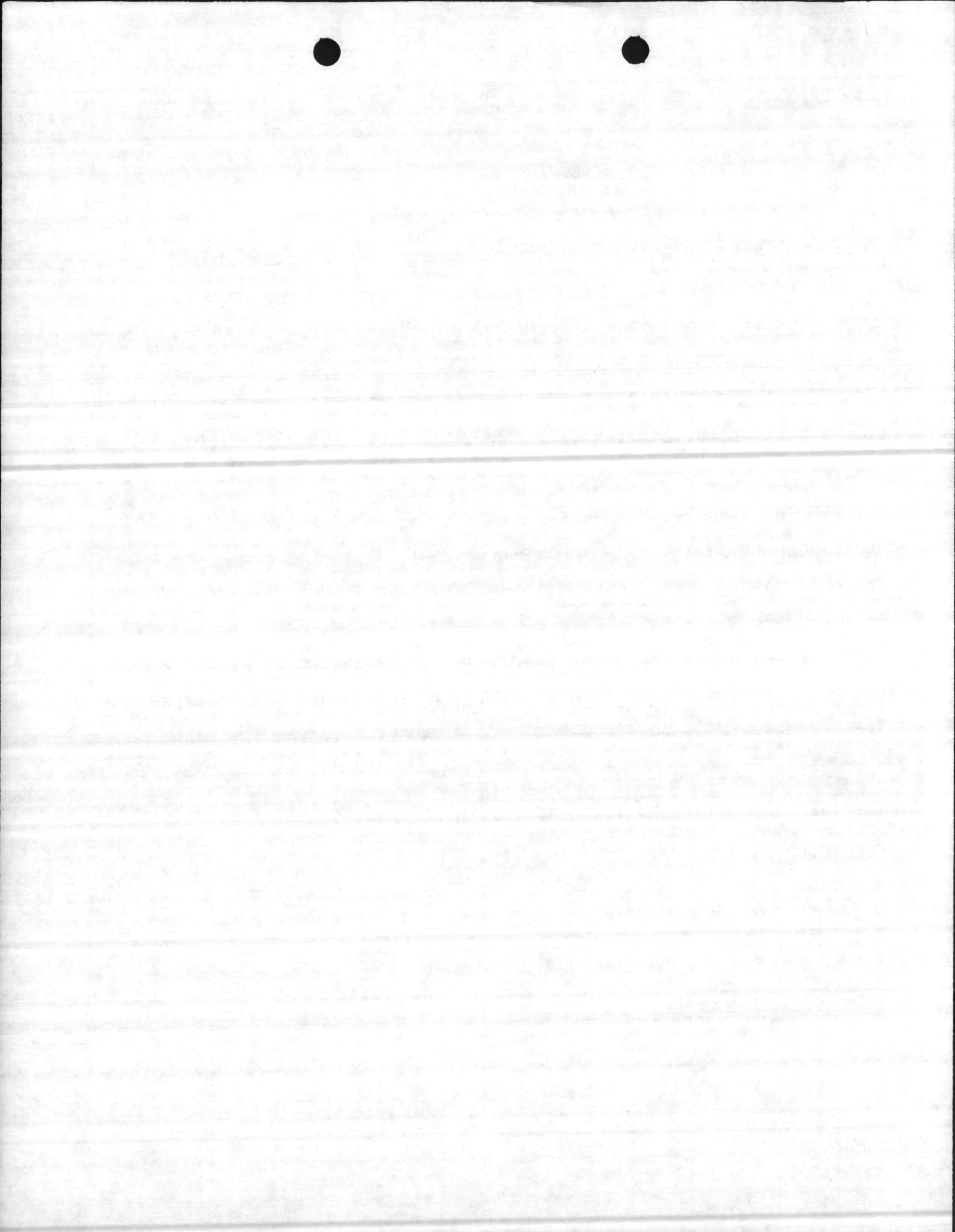
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE

SIGNATURE

SECURITY CLASSIFICATION

UNCLASSIFIED

DATE TIME GROUP



JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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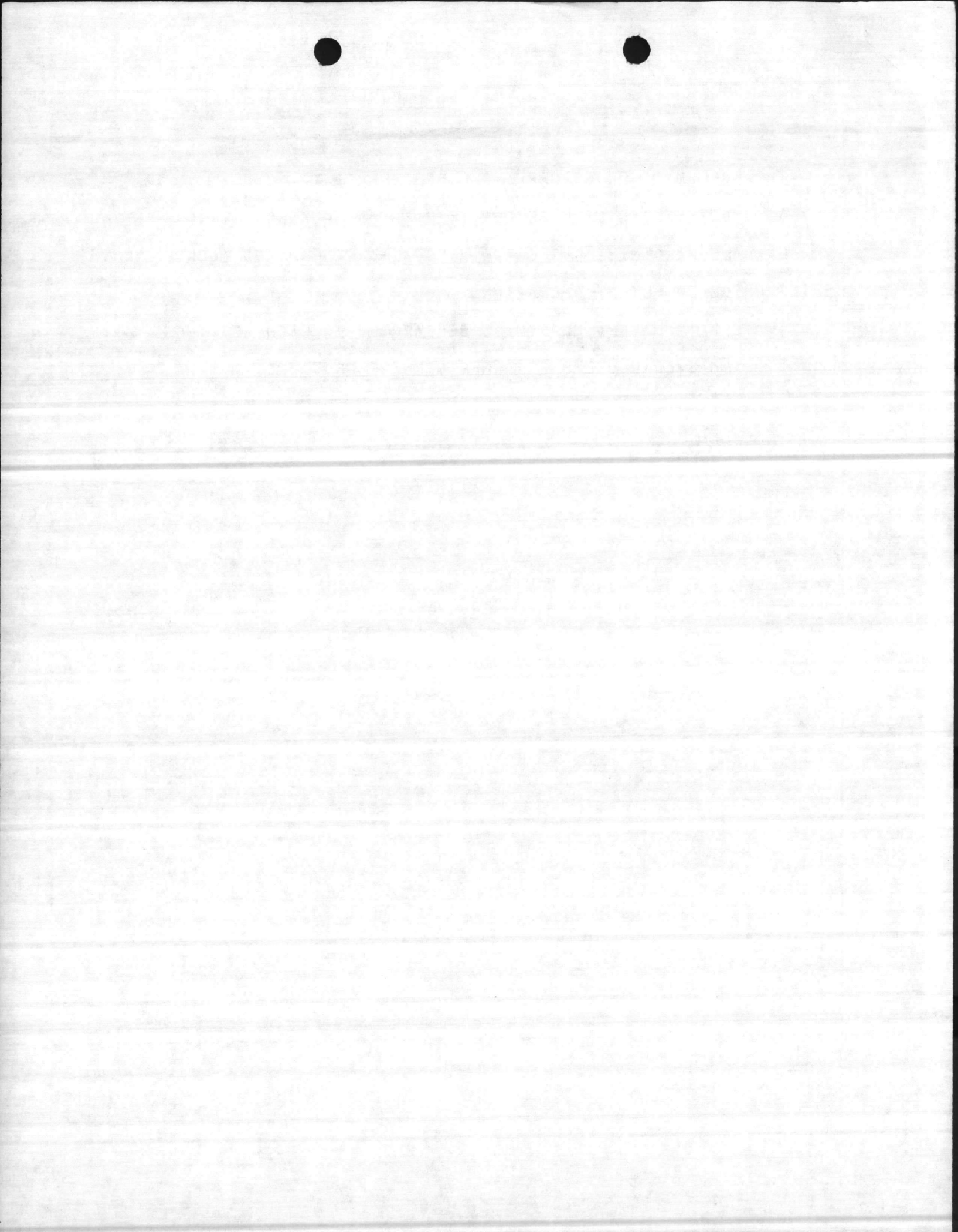
PAGE 02 02	DTG/RELEASER TIME			PRECEDENCE		CLASS	SPECIAL	LM	CM	ORIG MSG IDENT
	DATE TIME	MONTH	YR	ACT	INFO	UUUU				0560800
BOOK	MESSAGE HANDLING INSTRUCTIONS									

4. THE FOLLOWING PROCEDURES WILL BE ADHERED TO:
- A. ROUTES/LZ'S WILL BE CERTIFIED BY A SQUADRON WTI.
  - B. ALL PILOTS WILL RECEIVE A LOCAL AREA FAM AND COURSE RULES BRIEF PRIOR TO FLIGHT OPERATIONS.
  - C. UPDATE HAZARD MAPS WILL BE CARRIED IN EACH ACFT.
  - D. A MASTER ROUTE/HAZARD MAP WILL BE PROVIDED.

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RELEASER	SIGNATURE			SECURITY CLASSIFICATION	DATE TIME GROUP
				UNCLASSIFIED	





UNITED STATES MARINE CORPS  
Marine Light Helicopter Squadron 167  
Marine Aircraft Group 26  
2nd Marine Aircraft Wing, FMF, Atlantic  
Marine Corps Air Station (Helicopter)  
New River, Jacksonville, N. C. 28545

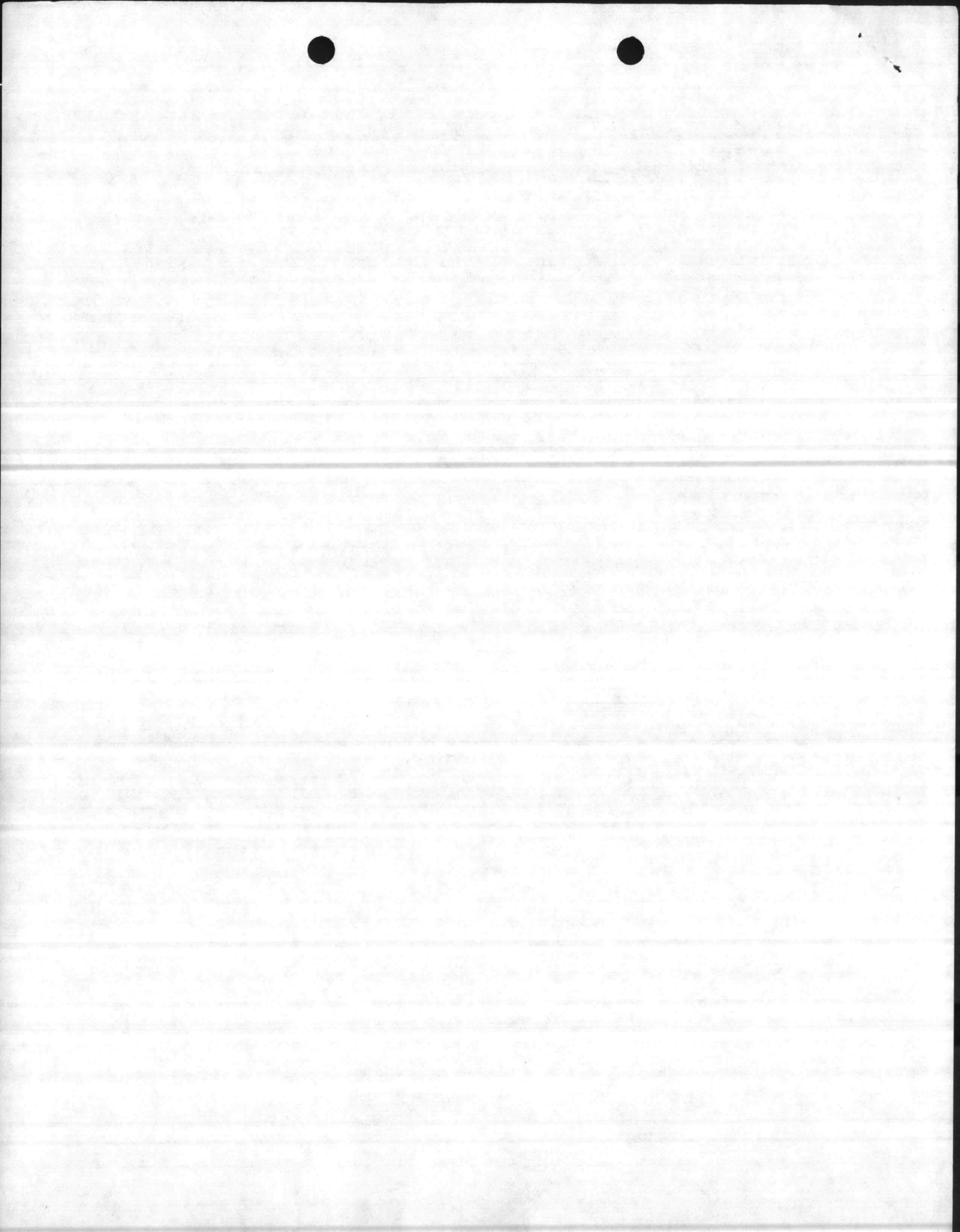
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3120

AUG 7 1983

From: Commanding Officer  
To: Commanding General, 2d Marine Aircraft Wing (Attn: SC-103)  
Via: Commanding Officer, Marine Aircraft Group 26  
  
Subj: Camp Frank D. Merrill (Mosby AAF) Post Deployment Report  
  
Ref: (a) WgD 3502.1  
  
Encl: (1) HML-167 Post Deployment Report  
(2) HML-167 Operation Order 1-83

1. In accordance with the reference, enclosure (1) is submitted. Enclosure (2) is appended to provide a more detailed overview of the pre-deployment planning and preparation which layed the foundation for an extremely successful deployment.

R. J. DOUGAL



I. COMMANDER'S COMMENTS

a. The Mosby deployment provided the Squadron with an outstanding opportunity to sharpen aviation skills in a mountainous, high-altitude environment and contributed substantially towards the preparation for the upcoming MCCRES evaluation. The operation was exceptionally valuable when viewed from the perspective of training. HML-167 was able to train in unfamiliar terrain and conduct operations which would have been impossible at New River (MALs, mountainous area TERF, and low-level mountain navigation). Additionally, maintenance crews were required to perform aircraft maintenance in a high-tempo field setting, increasing both their versatility and overall technical proficiency.

b. Viewed from virtually any standpoint, the deployment was a complete success. CRP was raised, deployment readiness was tested, and crew coordination as well as general Squadron esprit were enhanced.

II. DATA

a. Deployment Site:  
Camp Frank D. Merrill (Mosby AAF)

b. Dates:  
15 Jul - 24 Jul 1983

c. Number of Aircraft:  
Eight (8) UH-1Ns

d. Number of Personnel (Officer/SNCO/Enlisted):  
20/12/74 (includes two Navy officers and one Navy enlisted)

e. Training Objectives Achieved:  
Most preplanned training objectives were realized at <sup>Cecil</sup> Mosby with all aircrews updating day and night MALs, TERFNAV, and division formation hops -- all conducted in mountainous, unfamiliar terrain. Additionally, there was a marked increase in NVG proficiency and one 7565 (cobra pilot) received a secondary MOS as a combat capable 7560 huey pilot; the first conversion pilot in HML-167 to earn the MOS. During the deployment cycle CRP was increased across-the-board, raising the Squadron average to an 89% readiness level.

f. Flight Hours (Day/Night):  
192.2/26.9

g. Sorties:  
Not Applicable

h. Ordnance Expended:  
19,153 blank 7.62MM

i. Targets/Ranges Utilized:  
Not Applicable

j. CEP for Delivered Ordnance:  
Not Applicable

### III. LESSONS LEARNED

#### a. Personnel

##### (1) Topic: Rescheduling Paydays

Discussion: Because the squadron deployed on payday, paycall was rescheduled to relieve any undue hardship on squadron and augment personnel. This procedure worked smoothly for all personnel who were identified to Disbursing from the stabilization roster. Disbursing's assistance was superb in this effort, asking only a five day notification on who would require early paycall.

Recommendation: That early liaison be made with Disbursing to take advantage of their demonstrated flexibility.

#### b. Operations

##### (1) Topic: Advance Liaison

Discussion: Twice before the actual deployment took place, advance trips were made to Mosby to establish liaison and discuss particulars. Some of the items resolved during the trips included: TERF routes, chow schedules, billeting spaces, work spaces, course rules, no-fly areas, storage of weapons, aircraft refueling, examination of nearby fields for training/emergency/divert use, and identification of any hazards to flight.

Recommendation: That, in future operations at Mosby, advance liaison trips continue to be funded and that the participants include representatives from all major departments.

##### (2) Topic: Discrete Radio Frequencies

Discussion: UHF and VHF (FM) frequencies were requested over 30 days prior to the Squadron's deployment to Mosby. Discrete frequencies may be obtained by sending a written request to the 2d MAW CEO via the MABS-26 CEO. The request must include deployment dates, type and number of required frequencies and the geographic coordinates of the operation area. Requests must be made at least 30 days prior to deployment if the operating area is inside CONUS. Although the frequencies were requested IAW the guidelines published by 2d MAW, frequencies still were not assigned and the squadron had to deploy without them.

Recommendation: That all requests for discrete frequencies be forwarded as soon as possible to ensure that 2d MAW has adequate time to process the request.

(3) Topic: Operations at Winder Airfield

Discussion: Winder proved to be an excellent facility at which to practice autorotations and conduct low work. The airfield has a low traffic density and contract fuel is available from the civilian FBO. The ANG is a tenant at the airfield and can usually man a crash crew if notified on the FM frequency they monitor. However, to ensure crash crew availability, it is advisable to call the ANG prior to departing Mosby.

Recommendation: That Winder airfield be utilized during future training evolutions at Mosby.

(4) Topic: Operations at Wimpy's Airfield

Discussion: Wimpy's airfield (located SE of Mosby) was useful in that it provided the squadron with a nearby hard-surface runway from which to practice NVG work and which additionally served as a VFR emergency divert field. The proprietors were contacted during one of the advance trips and were amenable to our usage request on a not-to-interfere or emergency basis.

Recommendation: That Wimpy's airfield continue to be used during future training evolutions at Mosby.

c. Supply

(1) Topic: Sleeping Bags

Discussion: The Squadron S-4 checked-out 120 sleeping bags and embarked them to Mosby (in four 48 cube boxes) where they were made available for individual issue. Subsequently, only 33 were issued and experience showed that most individuals chose to bring personal linen to use on the racks and mattresses already at Mosby.

Recommendation: That sleeping bags be individually checked-out prior to leaving New River. This would reduce the embarkation load and not subject the unused bags to theft while at Mosby.

(2) Topic: Forklift Support

Discussion: Loading docks at Mosby are primitive. To facilitate offload and onload of civilian trucks, an RT 10,000 is necessary. Blade width and depth are critical when loading yellow gear and an RT is the smallest lift that can move every form of yellow gear (forklifts are not available at Mosby).

Recommendation: That an RT 10,000 be embarked to Mosby if yellow gear is to be transported in civilian trucks. Also, that two pieces of SATS matting be embarked to improve and augment the existing loading dock.

(4) Topic: HERS Unit

Discussion: The HERS fuel system is not leak-free, and a small loss of fuel is normally an acceptable consequence of operating in the field -- provided that field is not in a U. S. National Forest. Every effort to reduce spillage is absolutely necessary and drip pans proved to be the only viable method of containing leakage.

Recommendation: That drip pans (one for each filter and refueling point) be embarked to catch drips and that an empty 55 gallon drum be taken to collect spilled fuel for transportation to an approved dump site.

(5) Topic: Spare Parts for HERS Units

Discussion: Problems were caused by fuel unit components which became inoperable during the course of the deployment. Due to a lack of on-hand replacement parts, refuel mission capability occasionally suffered.

Recommendation: That sufficient spare parts be embarked for HERS units.

(6) Topic: Refueling Nozzles for HERS Units

Discussion: To enhance refueling flexibility the capacity to both gravity or pressure refuel at all refueling points is a necessity.

Recommendation: That one gravity and one pressure refueling nozzle be embarked and available at each refueling point.

(7) Topic: Tanker Fuel Augmentation

Discussion: A 3,000 gallon tanker with contract fuel was utilized to augment the HERS unit after the bladders had been emptied prior to departure. The tanker enabled the squadron to use all the fuel in the bladders and then "top-off" remaining aircraft before the fly-away.

Recommendation: That, prior to departure, a tanker-truck be contracted to augment the HERS unit.

e. Embarkation

(1) Topic: Advance Party

Discussion: The advance party was sent to Mosby (400+ miles from home base) on D-2 and squadron gear was loaded the same day on commercial flatbeds. By all estimates the trucks should have arrived on D-1, but, in fact, the most critical shipment arrived on D-day. While allowance for a three day advance party and rear detachment might seem excessive for a ten day deployment, it proved necessary to accommodate last minute problems and the irregular punctuality of civilian contractors.

Recommendation: That advance party and rear detachments be allocated adequate time to perform their missions.

d. Maintenance

(1) Topic: Advance and Rear Parties at Mosby

Discussion: When the main body arrived by bus, the maintenance tents had not been set up and the maintenance supply/pack-up had not been distributed to allow for the establishment of individual workcenters. The reason for this centered around a lack of sufficient maintenance personnel in the advance party. Upon completion of the operation at Mosby, main-body personnel were tasked with disassembling the tents and pack-up gear, which should have been a function of the rear detachment.

Recommendation: That a larger maintenance advance and rear detachment be provided for in the planning stage to ensure the necessary support.

(2) Topic: Transportation of Ground Support Equipment

Discussion: The movement of the ground support equipment by flat bed trucks caused two pieces of valuable gear to break. The first was the NC-8 which had to be towed instead of driven due to a circuit board which was jarred during transit (a spare was not available). The second piece of gear damaged was the portable light unit. All of the bulbs were broken enroute and it was several days until replacements could be found. The damage occurred even though qualified GSE personnel supervised the loading before transit.

Recommendation: Since ground transportation is and will continue to be the principle method of moving GSE gear, enough spare parts should be brought to repair any damaged gear. Also,



any easily broken parts should be removed prior to transit and properly packaged before shipment by commercial transportation or organic helicopter assets.

(3) Topic: Circuit Breaker Malfunctions in Extreme Heat

Discussion: Often, during afternoon hops, pilots found CBs popped and were unable to reset them prior to start. Little is known on why the CBs malfunction, but avionics personnel were able to reset them by first spraying the breaker and surrounding area with freon.

Recommendation: That future deployments bring a large quantity of freon in the avionics pack-up when extreme heat is anticipated in the operating area.

e. Facilities

(1) Topic: Limited Reproduction Facilities

Discussion: While, overall, facilities at Mosby were adequate in every respect, reproduction machines were in short supply. Mosby only has one duplication machine and any unit using the machine must arrange for its use in advance and bring paper. Any recurring requirement for duplication (such as flight schedules, PODs, etc.) should be examined in light of the limited facilities.

Recommendation: That thought be given to either embarking organic reproduction equipment or cutting back on daily duplication requirements and using the equipment already at Mosby.

