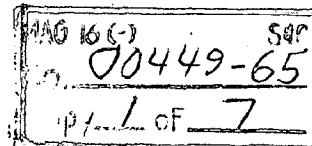


HEADQUARTERS
 Marine Aircraft Group 16
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96601



UNCLASSIFIED

3:CAH:mbb
 003A25865
 15 September 1965

From: Commanding Officer

To: Commanding General, First Marine Aircraft Wing

Subj: Command Chronology

Ref: (a) MCO 5720.2
 (b) WgO 5750.1A

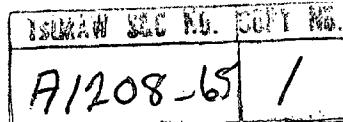
Encl: ✓(1) Extract of VMO-2 Command Diary
 ✓(2) Bronze Star Medal Recommendation
 ✓(3) Silver Star Medal Recommendation
 ✓(4) Operation "MIDNIGHT" Narrative
 ✓(5) Operation "MIDNIGHT" News Release
 ✓(6) Operation "STARLIGHT" News Release
 ✓(7) News Clipping on Operation "STARLIGHT"
 ✓(8) News Clipping on Civil Affairs
 ✓(9) MAG-16 (-) OPLAN 1-65
 ✓(10) MAG-16 (-) Movement Order 1-65
 ✓(11) MAG-16 Statistical Summary. Daily. July.

1. Narrative.

A total of forty-one preplanned strikes were flown as the Group continued operations in support of the 1st MAW, III MAF, and ARVN I Corps.

Rear elements of VMO-2 were transferred from MCAF Futema to bring the Squadron to full strength.

On 2 July, a group helicopter experienced an engine failure while returning from the Nong Son area and was forced to land in the vicinity of AT 950-600. The crew and weapons were picked up and eight Vietnamese "Nungs" were left to secure the zone. The "Nungs" came under fire immediately by small arms, including an automatic weapon. UH-1E's and A-4C's were called for and UH-34D's circled the zone using machine gun fire to suppress the Viet Cong forces until their arrival. Four of the "Nungs" were wounded during their heroic defense of the zone in a fire fight that lasted nearly an hour. With aid of suppressive fire from UH-1E's, two UH-34D's landed in the zone to evacuate the



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"Nung" force. The evacuation was successfully completed despite the fact that the H-34's took fifteen hits in the zone. The downed helo was destroyed by the A-4C's due to the unfeasibility of recovery. One crewman received minor wounds. He was treated and returned to duty.

On 6 July, elements of Marine Infrantry, Air and Army Air coordinated in covering the dismantling and lifting of a downed UH-1E from coordinates BT 159-528 while under hostile fire. (see enclosure 1)

On 12 July, Group aircraft participated in the emergency withdrawl of a Marine patrol that had been ambushed and surrounded at night. The landing zone was under heavy automatic weapons fire. The evacuation was successful. As a result of the action and because of its heroic conduct, Hospital Corpsman-3 Daniel J. BENNETT was recommended for the Bronze Star. (enclosure 2) The pilots of the three aircraft were recommended for the Distinguished Flying Cross.

On 17 July, while assisting in the removal of casualties from landing zone AT 952-678 under mortar and small arms fire. Hospital Corpsman-3 Daniel J. BENNETT was fatally wounded by Viet Cong fire. Corpsman BENNETT was recommended for the Silver Star. (enclosure 3)

Aircraft of the Group transported Secretary of Defense MC NAMARA and his party on a tour of the Danang enclave. Other notables flown during the month included: Assistant Secretary of the Treasury REID, Under Secretary of Defense SHERIDAN; Chairman of the JCS, General WHEELER; COMUSMACV, General WESTMORELAND and other senior officers of all five branches of the armed services; CINCPACFLT, VAdm BLACKBURN; LtGen CONWAY, USA; LtGen DOLAND, USA; LtGen GOODPASTER, USA; LtGen MOORE, USAF; CG III MAF, MGen WALT; MGen OSMANSKI, USA; CG FMAW BGen MC MUTCHEON; BGen KARCH and BGen CARL.

During August Marine Aircraft Group 16 continued operations in support of the III MAF, 1st MAW, and ARVN I Corps units. A total of 44 pre-planned strikes were flown in the I Corps area.

On 7 August, MAG-16 helicopter, fixed wing elements and Infrantry ARVN I Corps units participated in Operation "THUNDERBOLT", a joint Marine ARVN strike at suspected Viet Cong concentrations south of Chu Lai.

On 2 August, HMM-263 relieved HMM-365. HMM-365 had a total of seven months in Vietnam, and was subsequently awarded the CNO Safety Award, and recommended for the Commandant's Efficiency Trophy.

On the night of 12 - 13 August, twenty-four Group aircraft participated in Operation "MIDNIGHT", the first night helicopter assault in Vietnam. Artillery was used to prepare the landing zone as well as mask the sound of the assault wave. The helicopters landed with the aid of parachute flares, debarked the infrantry and returned to Danang without encountering resistance. (see enclosures 4 and 5)

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On 18 August, aircraft of the Group took part in a major battle employing the vertical envelopement concept. Operation "STARLIGHT" also involved Marine Infrantry, fixed wing elements and ARVN units. Following the initial assault, resistance stiffened, as an estimated Viet Cong regiment was encountered. UH-34D's and UH-1E's received numerous hits while evacuating wounded and resupplying troops during the operation. One UH-34D was completely disabled by enemy fire and was landed just prior to becoming totally uncontrollable. The pilot, administered first-aid to a badly wounded crewman until the crew was evacuated by other UH-34D's. The aircraft was destroyed intentionally due to the irreparable damage. A UH-1E was forced to land as a result of ground fire damage, but was repaired in the field and flown to safety. The pilot, Major Donald REILLY had two additional UH-1E's disabled by hostile fire. He was prevented from returning to the battle a fourth time by lack of available UH-1E's. He was recommended for the Distinguished Flying Cross. Group aircraft continued med-evac and resupply missions on a twenty-four hour basis until completion of the operation when Marine infantry units were withdrawn by helicopter to the Chu Lai area. The operation resulted in over five hundred Viet Cong killed and approximately one hundred confirmed or suspected Viet Cong prisoners. (enclosures 6 and 7)

During the month of August the Group Commander issued instructions to prepare for a movement to Marble Mountain, MCAF. Planning began immediately. On 14 August, MABS-16 installed a water purification system at the Monkey Mountain Water Point (a natural spring with approximately a 400 GMP flow). The 15th of August equipment was staged and certain items of heavy construction were relocated in the Marble Mountain Airfield area. The 16th of August the first echelon of MABS-16 moved to the Marble Mountain Airfield. Construction began immediately upon arrival and by nightfall the galley and carpenter shop, (both permanent construction), plus mess hall and first strongback tent for living area were 80% completed. During the week that followed, the MABS-16 working and living spaces were constructed and all was made ready for the arrival of the lumber for the construction of the Marble Mountain Airfield, cantonment. On the afternoon of 22 August the See Bees (Company "D") arrived with the first load of lumber, and construction began. By 31 August, the first block of 60 strongback tents were completed. In addition, shower units, heads, reefers, galley extensions, ice house and electrical systems were built and installed. The See Bee Construction Company laid one service road into the area. HMM-261 moved into Marble Mountain Airfield and began operations on 25 August 1965.

The Group Chaplain was instrumented in a local goodwill program whereby three hundred bags of wheat were delivered to Vietnamese residents of a village near Tra Kieu in Quang Ngai Province. The village includes an Orphanage, Home for the Aged and a Refugee Camp, housing over eleven hundred who have fled the Viet Cong.

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Distinguished visitors transported during the month of August included:
Gen WESTMORELAND, USA, COMUSMACV; BGen THI, ARVN CG I Corps; Adm
SANANG NISALAK, RTN; LtGen KRULAK, CG FMFPAC; VAdm JOHNSON, USN; LtGen
THROCKMORTON, USA; MGen WALT, CG III MAF; MGen FIELDS, CG 1st MARDIV;
BGen MC CUTCHEON, CG FMAW; BGen KARCH ASS'T CG, 3rd MARDIV and RAdm's
BROWN, HOOPER, HULL and WELHAM, USN.

O. A. House

O. A. HOUSE
By direction

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[REDACTED]
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PART I

ORGANIZATIONAL DATA

[REDACTED]
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Part I - Organizational Data

MAG-16 (-), Danang, Republic of South Vietnam

Period Covered - 1 July 1965 thru 31 August 1965

Task Organizations:

H&MS-16 (-), Danang Vietnam (1 July - 31 August)

MABS-16, Danang Vietnam (1 July - 31 August)

VMO-2 (-), Danang Vietnam (1 July - 31 August)

HMM-161, Hue Phu Bai Vietnam (1 July - 31 August)

Detachment # 1, Qui Nhon Vietnam (8 July - 31 August)

HMM-163, SLF (1 July - 31 August)

HMM-261, Danang Vietnam (1 July - 31 August)

HMM-361, Danang Vietnam (1 - 31 August)

HMM-365, Danang Vietnam (1 - 30 July)

Command Rank Composure:

<u>Billet</u>	<u>Name/Rank</u>
CO, MAG-16 (-)	J. H. KING, JR. (1 July - 7 August) Colonel
CO, MAG-16 (-)	T. J. O'CONNOR (8 - 31 August) Colonel
XO, MAG-16 (-)	L. R. TUCKER, LtCol
Adjutant	P. M. PULETZ, Capt
S-1 Officer	A. M. PATSKO, CWO-4
S-2 Officer	C. K. BRESLAUER (1 July - 8 August) Capt
S-2 Officer	L. D. GLENN (9 - 31 August) 1stLt
S-3 Officer	J. L. DAVIS (1 - 30 July) LtCol
S-3 Officer	R. D. FOSTER (1 - 7 August) Major
S-3 Officer	C. A. HOUSE (8 - 31 August) LtCol
S-4 Officer	R. J. EITEL, Major
CO, H&MS-16 (-)	J. J. MC MASTERS, Major
CO, MABS-16	T. E. VERNON, LtCol

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CO, VMO-2 (-)	G. F. BAUMAN, LtCol	UNCLASSIFIED
CO, HMM-161	G. W. MORRISON, LtCol	
CO, HMM-163	N. G. EWERS, LtCol	
CO, HMM-261	M. B. PORTER, LtCol	
CO, HMM-361	L. F. CHILDRESS, LtCol	
CO, HMM-365	J. KOLER, JR. LtCol	

Average Monthly Strengths (July and August)

<u>Squadron</u>	<u>July</u>				<u>August</u>			
	<u>USMC</u>		<u>NAVY</u>		<u>USMC</u>		<u>NAVY</u>	
	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
H&MS-16 (-)	25	168	0	0	25	168	0	0
MABS-16	9	228	3	7	9	247	3	5
VMO-2 (-)	29	115	0	0	32	123	0	0
HMM-161	46	166	1	3	47	171	1	3
HMM-163	-	-	-	-	54	172	1	2
HMM-261	56	181	1	2	56	181	1	3
HMM-361	10	19	1	1	57	179	1	3
HMM-365	54	168	1	3	-	-	-	-
MAG-16 (-)	229	1145	7	16	282	1282	7	16

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PART II

SIGNIFICANT EVENTS

UNCLASSIFIED

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UNCLASSIFIEDCIVIL AFFAIRS

Period 1 July - 31 August 1965

During the months of July and August MAG-16 (-) Chaplains, in cooperation with other FMAW Chaplains delivered clothing and other materials necessary for living comforts to the World Wide Evangelization Crusade Orphanage and the Christian Missionary Alliance Compound.

On two August transportation to the village of Hoi An in Quang Ngai Province was arranged by Chaplain LECKY through MAG-16 S-3 for Miss Nancy COSTILLO, Missionary, and her protege Montenand.

One hundred pounds of clothing were delivered on 3 August to the World Wide Evangelization Orphanage, Danang East. This clothing was donated by the enlisted men of the Utilities Section, MABS-16.

On 14 August Chaplain P. TOLAND was responsible for the delivery of 15 tons of food from the Catholic Relief Society to the village of Tra Kieu in Hoi An Province.

On 17 August 200 dolls were distributed to children of the Sacred Heart Roman Catholic Orphanage, Danang, and World Wide Evangelization Crusade Orphanage, Danang East. This distribution was made in conjunction with other FMAW Chaplains.

Close contact and liaison between MAG-16 Chaplains and Roman Catholic, Protestant and Buddhist leaders in Danang was established during this reporting period.

On 25 August, Lt RAULSTON, USN(MC) of HMM-161, treated 25 people for scalp infections in the town of Dong Da, and an artificial leg was made by HMM-161's Metal Shop for a woman in Duc Anh Kim Orphanage. 250 Mattel dolls and various clothing collected by the wives of the SNCO's in 161 were given to the children of Duc Anh Kim Orphanage in Hue.

On 29 August Chaplain TOLAND celebrated Mass at St. Joseph's Catholic Church, Danang for 1,400 worshippers. Rosaries and medals were given to the congregation. 15,000 piasters were distributed to 30 recently befeated families. 150 dollars were presented to children of these families.

Vietnamese language classes were begun by Chaplain TOLAND with registration being held 10 August 1965. Classes are held on Tuesdays and Thursdays at 1900 in the MAG-16 (-) Chapel. Average attendance has been about 30 personnel.

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~~UNCLASSIFIED~~MORALE AND WELFARE PROGRAMS

Period 1 July - 31 August 1965

Instruction and informal classes are continuing to be stressed by this command on the vital topics of current events, particularly the United States position in South East Asia and the progress of our own commitment to the people of South Vietnam.

Moral and Religious programs conducted by MAG-16 (-) Chaplains are as follows:

Roman Catholic. Daily Mass is held at 1700 in the Chapel with confessions immediately preceding. Two Masses are held each Sunday in the Chapel at 0800 and 1100. Due to the fact that a portion of MAG-16 (-) personnel are now located at Marble Mountain Air Field, a Sunday Mass is also being said there. Personal counseling and religious instructions are held by appointment.

Protestant Worship is held on Sunday in the MAG-16 (-) Chapel at 0930. An 0815 service has been established for the personnel at Marble Mountain Air Field. A discussion group meeting is held in the Chapel at 1830 on Wednesday, and a Choir rehearsal is held at 1900 on Friday. Personal counseling and instruction is by appointment.

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PUBLIC INFORMATION

UNCLASSIFIED

Period 1 July - 31 August 1965.

Aircraft of this command have carried journalists and reporters to various areas of operations during this reporting period.

A feature story on VMO-2 was planned by "LEATHERNECK" Magazine, whose representatives accompanied a UH-1E aircraft on a typical combat mission, photographing them in the attack for possible use as a cover picture.

UPI Reported Bob MILLER visited the Hue Phu Bai area from 23 - 25 August, covering various aspects of HMM-161's role as an Operating Helicopter Squadron in Vietnam.

UNCLASSIFIED

~~UNCLASSIFIED~~CASUALTIES

Period 1 July - 31 August 1965.

Killed in Action

<u>Name</u>	<u>Rank/SerNo</u>	<u>Date of Incident</u>
BENNET, D. J.	HM-3/5943086	17 July 1965

Wounded in Action

REESE, C. E.	Major/063327	12 July 1965 (*)
MYATT, R. D.	1stLt/088389	18 August 1965 (*)
SANDERS, W. L.	1stLt/085068	18 August 1965 (*)
KENDALL, S. O.	1stLt/085049	18 August 1965 (*)
SLOWEY, K. L.	1stLt/087648	18 August 1965
MIELKE, D. D.	SSgt/1064874	18 August 1965 (*)
HOWARD, R. G.	Cpl/1952617	2 July 1965
ELY, R. E.	LCpl/2029522	18 August 1965 (*)
CLOUSE, J. R.	LCpl/2060906	18 August 1965 (*)
WORRELL, J. D.	PFC/2006383	12 July 1965

(*) Casualties evacuated to Clark AFB Hospital, Phillipines. Others treated locally and returned to duty.

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~~CONFIDENTIAL~~
INTELLIGENCEUNCLASSIFIED

Period 1 July - 31 August 1965.

The Intelligence Section(s) of this command participated in the daily dissemination of intelligence matters relating to helicopter operations in support of the assigned mission of MAG-16 (-) which included :

a. Landing Zone Analysis

- (1) Enemy ground defenses
- (2) AA weapons reported of fire encountered
- (3) AA, Automatic and small arms fire previously encountered.

b. Hostile fire or limiting factors on approach and retirement routes.

c. Daily enemy Order of Battle dissemination.

Collection, evaluation and dissemination of intelligence matters used in Operations "STARLIGHT" and "MIDNIGHT" gave all units a complete and understanding of the enemy situation.

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AIR OPERATIONS STATISTICS

UNCLASSIFIED

Period 1 July - 31 August 1965.

July Totals

<u>VMO-2</u>	<u>O-1B</u>	<u>UH-1E</u>	<u>HMM-161</u>	<u>UH-34D</u>
Pax	1	43	Pax	10,735
Sorties	256	86	Sorties	3,664
Cargo	0	0	Cargo	509,965 lbs
Hours	115.9	457.9	Hours	922.8
Med Evacs	0	0	Med Evacs	31
Hits	3	1	Hits	1
<u>HMM-261</u>	<u>UH-34D</u>		<u>HMM-365</u>	<u>UH-34D</u>
Pax	14,034		Pax	16,233
Sorties	4,676		Sorties	7,537
Cargo	1,208,669 lbs		Cargo	747,852 lbs
Hours	1,841.1		Hours	1,218.9
Med Evacs	156		Med Evacs	405
Hits	23		Hits	2

-July-Total (All Squadrons)-July-

Pax	41,047
Sorties	16,219
Cargo	2,466,486 lbs
Hours	4,556.6
Med Evacs	592
Hits	30

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August Totals

<u>VMO-2</u>	<u>O-1B</u>	<u>UH-1E</u>	<u>HMM-161</u>	<u>UH-34D</u>
Pax	0	7	Pax	6,582
Sorties	102	403	Sorties	3,330
Cargo	0	0	Cargo	782,375 lbs
Hours	217.2	510.3	Hours	982.5
Med Evacs	0	0	Med Evacs	24
Hits	0	7	Hits	3

<u>HMM-261</u>	<u>UH-34D</u>	<u>HMM-361</u>	<u>UH-34D</u>
Pax	12,058	Pax	11,815
Sorties	4,644	Sorties	8,330
Cargo	1,173,247 lbs	Cargo	614,164 lbs
Hours	1,816.2	Hours	2,069.3
Med Evacs	78	Med Evacs	187
Hits	9	Hits	156

-August-Total (All Squadrons)-August- Total July and August

Pax	30,462	Pax	71,508
Sorties	16,809	Sorties	33,025
Cargo	2,569,786 lbs	Cargo	5,036,272 lbs
Hours	5,595.5	Hours	10,152.1
Med Evacs	289	Med Evacs	881
Hits	175	Hits	205

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GROUND DEFENSE

Period 1 July - 31 August.

In the defense of the 1st MAW Compound, H&MS-16 (-) has the mission of defending the West Wall. In various alerts during the months of July and August H&MS-16 (-) demonstrated their ability to man the wall quickly and effectively.

HMM-161 at Hue Phu Bai continued a squadron perimeter guard in the immediate area of the airfield. Limited incidents occurred during the reporting period which included attempted probes by person(s) unknown.

The MABS-16 (-) Security Section, comprising of 20 men from various sections of MABS-16 provided security during the hours of darkness at Marble Mountain Airfield. HMM-261 augmented the security group with 20 men upon arrival at Marble Mountain Airfield. During the reporting period small probes were attempted by what appeared to be groups of one, to four person (unknown) in various places around the perimeter of the cantonment. No casualties reported.

All other squadrons provided both Flight Line and Interior Guards for their own respective units.

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~~SECRET~~
COMMAND AND CONTROL

UNCLASSIFIED

Period 1 July - 31 August 1965.

1 August 1965 - HMM-365 previously based in Danang RVN, changed location to MCAF Futema, Okinawa and HMM-361 based at Futema changed location to Danang RVN.

Command and Control were established at the Marble Mountain Airfield on 16 August 1965. (See enclosure 6 (Movement Order 1-65))

The psywar public address system was used on 29 August 1965 by a Marine Company commander being utilized from a UH-1E of VMO-2. Broadcasting from a position above them, he repositioned the entire unit in an area 1500 meters from where they had been, putting them in a better location to participate in a sweep of a village.

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NBC WARFARE

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Period 1 July - 31 August 1965.

All NBC work has consisted of chemical defoliation around the perimeter of Danang Air Base. The entire perimeter of the Air Base has been cleared with the assistance of personnel of 2/9.

All NBC equipment currently held by H&MS-16 (-) has been inspected and found to be in sufficient quantity and in serviceable condition.

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LOGISTICS/SUPPLY

Period 1 July - 31 August 1965.

Logistic support of all organic units continues. Sources of supply remain the same. MABS-16 displaced Command Post from Danang Air Base to the newly constructed Air Facility at Danang East (Marble Mountain). The facility is in the early stages of construction. Mobile Construction Battalion 9 with the assistance of MABS-16 are constructing a cantonment area and working spaces. Units of MAG-16 are phasing to Danang East as facilities become available. HMM-261 has displaced Command Post to Marble Mountain Air Base and is currently operational. A detachment of six (6) CH-37's from HMM-462 joined MAG-16 permanently. The advance echelon of Marine Tactical Control Unit 68 reported aboard. The complete unit is expected in the near future.

The Marine Corps Supply formal account which was in Futenma, Okinawa shifted to Danang during the month of August.

MAG-16 (Rear) loaded aboard LST 1168 WEXFORD COUNTY on 30 August 1965 at Naha, Okinawa. They are expected to arrive in Danang on or about 12 September 1965. They will be phased into Danang upon their arrival.

COMMUNICATIONS

Period 1 July - 31 August 1965.

The primary task of MAG-16 Communications Section was to incorporate the newly arriving squadrons into the existing communications system.

During the reporting period MAG-16 has experienced the trans-placement of various squadrons and the relocation of some of these squadrons to Marble Mountain Air Base.

Establishing communications with the transplacing squadrons posed little difficulty. To maintain communications with those units located at Marble Mountain Airfield, namely HMM-261, MABS-16 and DET of 462, a TRC-27 radio relay system was established. To insure 24 hour communications with these separated units a "back up" system in the form of a phone patch was established. The TRC-27 provided approximately 70-80% reliability. During this 20-30% down time the "back up" phone patch system was employed.

Repair and maintenance has been operating at a ratio to the influx of requested parts.

The Comm Center of MAG-16 has been maintained by a three man unit. The additional personnel have been utilized in alleviating the burden of the under-manned Wing Comm Center.

Overall communications during this period has been good considering the over-loading of requirements to the wire, radio and message center sections. All sections are working with maximum effort and efficiency although undermanned and in many instances ill-equipped.

EXTRACT OF VMO-2 COMMAND DIARY (JULY)

On 6 July, a UH-1E returning from an armed escort mission experienced engine trouble and was forced to make an autorotation landing south of Hoi An. The pilot was able to set the aircraft down on an island on the river, and all personnel were safely evacuated. A rescue team flown in by UH-1E to repair the aircraft came under fire from the bank of the river, but managed to provide its own security until it could strip the aircraft of removable gear. Marine infantry units were then flown in by UH-34D, and squadron aircraft acted as TAC(A) for Army UH-1B's and A-4C's suppressing Viet Cong fire from the area south of the river, providing protection while maintenance personnel partially dismantled the downed aircraft which was lifted back to Danang by an Army H-37.

Enclosure (1)

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1629

FIRST ENDORSEMENT on CO HMAS-365 ltr JK:reah over 1650 of 14.

From: Commanding Officer, Marine Aircraft Group 16 (-)
To: Commanding General, Fleet Marine Force, Pacific
Via: Commanding General, First Marine Aircraft Wing

Subj: Bronze Star Medal; recommendation for, case of Hospital Lt. (jg)
Daniel J. BENNETT 5943036/2204 United States Navy
1. Forwarded recommending approval.

J. H. KING JR.

ENCLOSURE (2)

enc (2)

DECLASSIFIED

MARINE MEDIUM HELICOPTER SQUADRON 363
Marine Aircraft Group 16 (-)
1st Marine Aircraft Wing, U.S. Pacific
370, San Francisco, California

300000
 2202
 16 July 1968

From: Commanding Officer
To: Commanding General, Fleet Marine Force, Pacific
Via: (1) Commanding Officer, Marine Aircraft Group 16 (-)
 (2) Commanding General, Fleet Marine Aircraft Wing

Subj: Bronze Star Medal; recommendation for, comn of Hospital Man 3
 Daniel J. BURKE 5945036/2405 (Marine Corps)
 (Navy and Marine Corps Medal)

Refs: (a) RecNavInst PI 100.10 (Navy and Marine Corps Medals and Awards)
 (b) MPPmcO 1000.2

Enclos: (1) Proposed Citation

1. In accordance with the provisions of reference (a) C-1 (b), it is recommended that Hospital Man 3 Daniel J. BURKE, RATING: CHIEF PETTY'S NAVY, attached to Marine Medium Helicopter Squadron 363, be awarded the Bronze Star Medal for heroic achievement.

2. On 18 July 1968, Hospital Man 3 BURKE, while serving as a member of Marine Medium Helicopter Squadron 363, in the helicopter 03 Serial, participated in an emergency medical evacuation and rescue mission of an isolated United States Marine patrol that had been surrounded and surrounded at night. The patrol initially requested medical evacuation after three wounded and one dead. Due to heavy enemy fire, the helicopter operator suffered physical damage of the engine that required the use of the second engine. The landing site, suggested by the WO3 C-1, was 1000' crossfire from three automatic weapons and within 100' of a wall of heavy enemy ground fire, which continued to shoot while the visibility was to darkness. Captain BURKE maintained the C-1, despite the wounded and the circumstances, safely until wounded and personnel were in clear contact. The high degree of professionalism and courage of Captain BURKE played a vital role in the safety of the 1000' landing site.

3. The facts as contained in the proposed citation are facts as they occurred.

4. H-3 C-1, WO3 has been recommended for an Air Medal (2nd award) and a CO MMH-363 2nd flight over 16000 feet 2405 (and "a" is derived from the CO MMH-363 2nd flight).

ENCLOSURE (2)

JMarsh
1650
14 July 1965

5. The estimated date of detachment from present assignment is August 1965.

6. Additional recommendations for the Distinguished Flying Cross are being submitted on Major Simon J. KITTLER USMC, Captain John R. KILLETTIN USMC, First Lieutenant Harold T. DAWACLOUD USMC, Private Lieutenant Robert D. MCKEEHAN USMC, First Lieutenant Richard H. MCKEEHAN USMC, and Other Assistant Office, 1st Lieutenant William W. DUNN USMC; for the Silver Star Medal in Small Unit Award Richard D. PAULS USMC, Sergeant Paul G. JAHN USMC and Captain Edward H. GREGORY USMC for the Navy Commendation Medal on Lance Corporal Kenneth L. BALMER USMC, Private First Class Donald D. ABBOTT USMC and Private First Class Richard H. GREGORY USMC.

J. ROSEN JR.

ENCLOSURE (2)

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U. S. MARINE CORPS
PHOTOGRAPH

INFORMATIONAL SERVICES OFFICE

1st MARINE AIRCRAFT WING/

MARINE JET VIET NAM

FPO, SAN FRANCISCO, CALIF. 96601

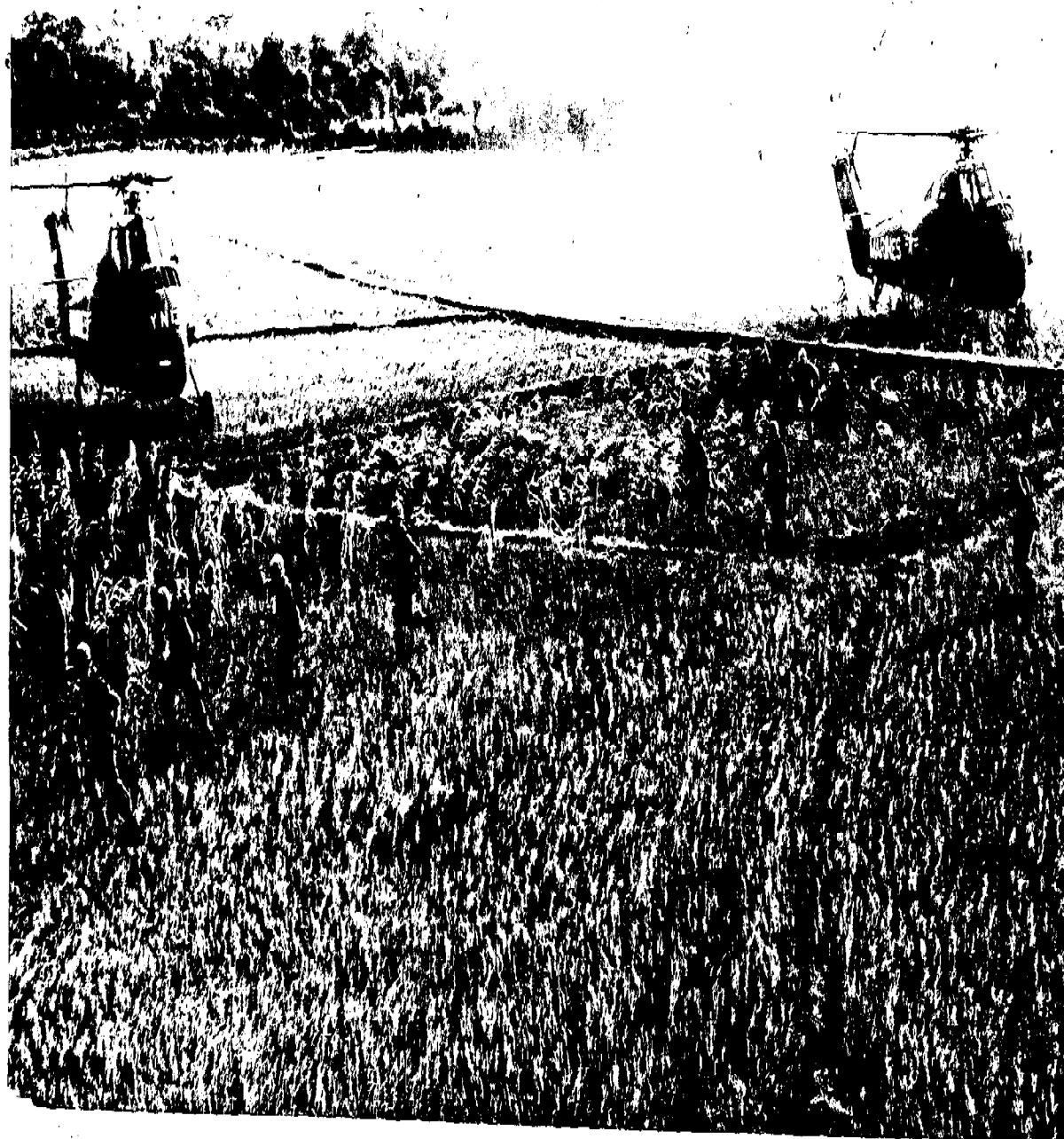
NUMBER 100-1515 2-253-65

DATE 18 AUG 1965

PHOTO SSgt. K. J. Searle, Jr.

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ENCLOSURE C

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INFORMATIONAL SERVICES OFFICE

1st MARINE AIRCRAFT WING/

MARINE UNIT VIET NAM

FPO, SAN FRANCISCO, CALIF. 96601

NUMBER MAW VN 4-253-65

DATE 18 AUG 1968

PHOTOS

SSgt. R. W. Savall, Jr.

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DECLASSIFIED

PROPOSED CITATION

The President of the United States takes pleasure in presenting
the BRONZE STAR MEDAL to

Sergeant Major Daniel J. MURKIN, United States Marine Corps

for services as set forth in the following

PROPOSED CITATION:

On 12 July 1968, Sergeant Major Daniel J. MURKIN, while serving as a Corporal of Marine Helicopter Squadron 365, in the Republic of Vietnam, participated in an emergency medical evacuation and troop withdrawal of an isolated United States Marine patrol that had been ambushed and surrounded at night. The patrol initially requested medical evacuation for two wounded and two dead. Due to heavy and intense ground fire and superior numerical strength of the enemy, the request was changed to withdraw the patrol. The landing zone, surrounded by the Viet Cong, was under a crossfire from three automatic weapons and virtually impenetrable. In spite of heavy enemy ground fire, unknown conditions in the landing zone and lack of visibility due to darkness, Corporal MURKIN remained at his post assisting the wounded into the aircraft, tending their wounds and providing for their comfort. The high degree of professionalism and courage displayed by Corporal MURKIN played a vital role in the survival of this patrol.

For the President

Secretary of the Navy

ENCLOSURE (2)

71 AMPL 60
1650
26 July 1965

RECOMMENDATION on CO MMEL-365 ltr JK:rech over 1650 of 21 Jul 1965

From: Commanding Officer, Marine Aircraft Group 16 (-)
To: Commanding General, Fleet Marine Force, Pacific
Via: Commanding General, First Marine Aircraft Wing (Rear)
Subj: Silver Star Medal Posthumously, recommendation for case of
Hospitalman Third Daniel J. BENNETT 5943096/8404 U. S. Navy

1. Forwarded recommending approval.

J. H. KING JR.

ENCLOSURE (3)

enc (3)

1. COMMUNICATING DIRECTORATE
Marine Aircraft Group 16 (-)
One Marine Aircraft Wing, Parris
Island, San Francisco 96601

JK-600
1630
21 July 1969

From: Commanding Officer
To: Commanding General, Fleet Marine Force, Pacific
Via: (1) Commanding Officer, Marine Aircraft Group 16 (-)
(2) Commanding General, 1st Marine Aircraft Wing
Subj: Silver Star Medal Posthumously, rec nomination for case of
Hospitalman Third Class J. BERNETT 343006 U. S. Navy
Ref: (a) AFMCoInst 11650.1C (Navy and Marine Corps Awards Manual)
(b) AFMCo 145.1
Enclosure: (1) Proposed Citation

1. In accordance with the provisions of references (a) and (b), it is recommended that Hospitalman Third Class J. BERNETT 343006 U. S. Navy, attached to Marine Medium Helicopter Squadron 363, be awarded the Silver Star Medal Posthumously for heroic achievement.

2. On the afternoon of 17 July 1968 Navy Hospital Corpsman 3rd Class BERNETT while serving with Marine Medium Helicopter Squadron 363, in the Republic of Vietnam participated in a medical extraction flight of wounded United States Marine personnel. The landing zone was under fire from the insurgents communist guerrillas and in spite of the dangers Corpsman BERNETT voluntarily left his aircraft to assist in aiding and loading of the wounded. After assisting the wounded safely aboard the aircraft, Corpsman BERNETT climbed aboard himself. While reading the wounded and preparing for the take-off he was hit and fatally wounded. His high degree of courage, motivation and professional skill set an example for all of his co-contemporaries.

3. The facts as contained in the proposed citation are personally known to me.

4. Hospitalman Third Class BERNETT has been recommended for the Air Medal (1st Aud) by CO 363-363 ITR JK-600 over 1630 000 14Jul68, an Air Medal Posthumously (2nd Aud) by CO 363-363 ITR JK-600 over 1630 000 21Jul68, the Navy Commendation Medal Posthumously by CO 363-363 ITR JK-600 over 1630 000 10Jul68, the Bronze Star Medal by CO 363-363 ITR JK-600 over 1630 000 14Jul68 and has received the Armed Forces Expeditionary Medal.

ENCLOSURE (3)

JK:msb
2480
21 July 1968

3. Major William Ward BREWITT died from a heart condition in service on 17 July 1968. His next of kin, Harry H. BREWITT (Father) resides at 302 S. Spalding Dr., Beverly Hills, California.

4. The Silver Star Medal to being submitted on behalf of Sergeant Jack Marvin Floyd WILLIAMS 119379 U. S. Marine Corps.

J. KOLER JR.

ENCLOSURE (3)

The President of the United States takes pride in presenting the
Purple Heart posthumously to Hospitalman Third Class Daniel J. Bennett,
U. S. Navy

for services as set forth in the following:

PROPOSED CITATION:

"For extraordinary heroism as medical corpsman while serving with Marine Medium Helicopter Squadron 363 in the Republic of Vietnam. On 17 July 1965, Corpsman BENNETT was assigned as part of the aircraft crew for a medical evacuation mission of wounded United States Marine and Navy personnel. The landing zone was under heavy fire from the insurgent communist guerrilla forces. The danger was so great that the forces in the zone remained in cover as the aircraft landed. In spite of the danger and at the risk of his own life Corpsman BENNETT departed the aircraft and assisted the wounded into the aircraft. After loading the wounded safely, Corpsman BENNETT climbed aboard. As he tended the wounded, the aircraft took-off and he was hit and fatally wounded. Corpsman BENNETT's high degree of courage, intense motivation and professional skill set an example for all of his comrades to follow. He sacrificed his life that others might live. Corpsman BENNETT's selfless devotion to duty was in keeping with the highest traditions and reflect the utmost credit upon the United States Naval Service."

For the President

Secretary of the Navy

ENCLOSURE (3)

UNCLASSIFIED**OPERATION MIDNIGHT**

1. Operation Midnight was a night helicopter lift of 245 troops from Danang, RVN, to two landing zones located in the Ca De Song River Valley (Elephant Valley) on the night of 12-13 August 1965.

2. Participating Ground Units:

Foxtrot Co., 2nd Bn, 3d Marines
 Platoon, Hotel Co., 2nd Bn, 3d Marines
 HQ Elements, 2nd Bn, 3d Marines

3. Participating Aviation Units:

HMM-361	14	UH-34D
HMM-261	6	UH-34D
VMO-2	4	UH-1E (armed)
311th Commando Squadron, USAF	1	C-123 Flare Plane

4. Purpose.

To block and cut-off VC who reportedly enter the village about 1900 and depart about 0500 daily.

5. Concept.

To utilize the element of surprise of an unexpected night heliborne landing; to mask the sound of approaching helicopters by an artillery preparation; to use air dropped flares to permit safe helicopter operations in a mountain valley.

6. Statistics.

Troops lifted:	245
Aircraft involved:	25
North LZ Coordinates:	850-860
South LZ Coordinates:	857-848
L-Hour:	2400
TAC(A):	Deadlock 1-0
No. of flares used:	136
Type of flare:	Mark 26, Mod. 24
Loading zone:	Grass area, Danang Airfield

7. Enemy Situation.

It was believed that not more than 50 VC operate in and out of the villages concerned.

8. Planning Phase.

a. The S-3 of 2nd Bn, 3d Marines presented the problem to the Commanding Officer, HMM-361, approximately one week prior to the desired date of execution. It was determined that a night helicopter operation as proposed was feasible under favorable conditions of weather and moonlight. It was also decided that, in order to operate helicopters in the mountain valley, it should be conducted under flare light. Based on the estimated number of troops and equipment involved, and the desired load

ENCLOSURE 4

UNCLASSIFIED

per aircraft of seven troops or the equivalent, the number of transport helicopters required was determined to be 20. Another consideration was that, in case resistance should be encountered, the number of round trips per aircraft should not exceed two.

b. In addition to the first meeting between the battalion S-3 and C.O. of the helicopter squadron, there were two planning conferences of representatives of participating units. The final planning conference was conducted the day prior to the date of execution.

c. The aviation planning consisted of the following:

(1) Flight formation: The UH-34D helicopters were organized into two flights of 10 aircraft each. The pattern of the formation within each flight was a staggered column of two-plane sections in an attempt to reduce the hazards of night formation flying.

(2) An aircraft spotting diagram was prepared providing for specific location of each aircraft; one light was placed in a position to mark the right wheel spot for each section lead aircraft. The light also served to organize the troops into heli-teams and to facilitate loading of troops. A meeting of squadron loadmasters and troop commanders was conducted prior to forming the troops in the loading zones.

(3) A detailed time schedule was prepared from the time of arrival of troops in the loading area to the time of return of the last aircraft at the completion of the lift.

(4) A helicopter route diagram was prepared using three intermediate terrain features as check points. The terrain features were designated by Tacan radial and distance and one terrain feature (Dong Den) was marked by a flashing light provided by the 3d Marines outpost located thereon. The flashing light was rigged to the directional.

9. Execution.

a. The preliminaries proceeded exactly as scheduled. At the completion of the pilots' briefing, about 2300, the weather was observed to have deteriorated. The local weather office reported the existing weather as 8/10 to 9/10 cloud coverage, strato-cumulus, with base of clouds at 1900 feet and thin spots in the overcast. This caused some concern because a ceiling of at least 3000 feet was required for the helicopters and a ceiling of 5000 feet was required for the flare plane.

b. The first and second waves of UH-34D's were airborne on schedule at 2347 and 2350, receiving a time check and weather report from the flare plane immediately thereafter. The flight encountered clouds at 1500 feet and was forced to make a 360 degree climbing turn to the south of course in order to get on top of the cloud layer at 3000 feet. As prearranged, the flight leader notified the flare plane of the four minute delay. The flight reported over the first fix using the Tacan

radial and distance. Approaching the second fix, the flight leader saw the flashing red light at Dong Den and provided the flare plane warnings at 3 minutes, 1 minute, and 30 seconds. When the first wave was abeam Dong Den, the flare plane commenced the flare drops. Prior to the ignition of the first flare, the hills and the river were vaguely visible below. The first string of flares appeared to be ragged in alignment; some ignited well below 2000 feet; and the drops were directly over the valley and the landing zones rather than along the northern edge of the valley as planned. The brilliance of the flares was good, although not as bright as expected. There was no blinding effect from looking directly at the flares. The flight leader had picked a paddy as intended landing point; however, at about 1000 feet altitude in the approach, one flare appeared directly ahead and above, seemed to be drifting left to right instead of right to left as predicted. Therefore, a turn to the left side of the LZ was made during the final approach to avoid the flare. The first wave landed in the north LZ because of the ample flare light. However, the predetermined departure heading of 135 degrees was valuable to ensure avoidance of a 750 foot hill.

c. The third wave (10 A/C) loaded troops in exactly two minutes as predicted and was airborne on schedule (the lost three minutes were made up on the return trip). The fourth wave was also on schedule. The second trip into the area was not hampered by the clouds. The flare plane asked for time estimates again which were provided and the string of flares was dropped just a mile or more ahead of the lead helicopter. This flare drop was over the northern edge of the valley as originally planned. The light was excellent and there were no flares dropping into the LZ. Just prior to take-off from the LZ, the flight leader observed a 20 to 30 foot defoliated tree directly ahead which had not been seen during landing. The last aircraft of the fourth wave was clear of the zone at 0032. The time lapse between the first wave of troops and the last wave was 28 minutes. All aircraft were backed at home field by 0040. No aircraft were damaged and there was no instances of difficulty reported.

COMBAT INFORMATION BUREAU
U.S. ARMY AIRBORNE FORCE AND NAVAL COMPONENT COMMAND
MILITARY ASSISTANCE COMMAND, VIETNAM
C/O FPO, SAN FRANCISCO
CALIFORNIA 96601

Release No. A28-65 Photo No. 1-249-65
By: Maj. Mal Jones
(PMW Release No. X-193-65)

Da Nang Press Center
Da Nang, Vietnam
Tel: Falcon 6259

historic heli-lift

FOR IMMEDIATE RELEASE

DA NANG, Vietnam, Aug. 15 — America's first night helicopter assault took place on Friday the 13th beneath the zenith of a full moon at the witching hour. But right there ends any similarity between superstition and Operation Midnight.

To the 96 helicopter crewmen who flew the historic mission and the staff officers who planned it, the lift which hit two landing zones (LZs) at three minutes past midnight, Aug. 13, was a calculated set of statistics. A deviation from the datum could have stamped the first night assault heli-lift into history as a fiasco.

It wasn't. It was, instead, many other nouns.

~~it was necessary because combat helicopter operations were~~
that point in evolution.

It was dangerous because, although the pilots had flown night exercises back in the States and two-plane medical evacuations here, there were the elements of massed flight and enemy opposition. Who could forecast whether or not — or how much — stepped up adrenalin would affect a steady hand at the controls? Or, worse, if one coordinating microphone should go dead, throwing the whole lift off kilter?

-more-

ENCLOSURE (5)

historic heli-lift 2-2-2-2-2-2-2

It was early because the night of almost noon mantled everything in pale cream which was speckled with bright red and green and harsh white. The red glowed up from night-light instrument panels and seemed to soak into the features of pilots and co-pilots. Outside their planes, red and green running lights winked to give other pilots interval bearings in flight. And the continuous rain of million-plus candlepower flares around the LZs suffused trees, bushes, houses and people into white-reflected images.

The lift was many things, but most of all, it was successful.

The idea came from Maj. Marc A. Moore, of Carlsbad, Calif., and Dallas, Tex., who is assigned to the 2nd Bn.'s operations section. There had been recurring reports of 50 or more Viet Cong moving into two villages 10 miles northwest of Da Nang. The VC spent the nights in the hamlets, leaving before dawn.

A heli-borne assault late at night should trap them.

Thus Operation Midnight was conceived.

This is the way it unfolded:

"H" Co. of the Third Marines, augmented by a platoon from "F" Co., was tapped to carry out the three-day operation. Faces blackened, the men were trucked to Da Nang's 'copter flight line and, prior to 11:30 p.m., were divided into seven-man chopper "sticks" and lined up with the birds, sitting black and squat in the moon-cream.

Inside a tent 100 yards away, LtCol. Lloyd Childers (Santa Ana, Calif.) briefed the flight crews. "You have the dubious distinction," he said quietly, "of being the first men to fly a nighttime combat helicopter strike."

-more-

ENCLOSURE (5)

historic heli-lift -3-3-3-3-3-3-3-3-3

It was dubious because, at that time and in that tent, the making of history was far from reality. What was real was the execution — the precision required to make the lift successful. The exhilaration, the impact of being first, came later, with shouts and back-pounding and the knowledge that none had died in potential mid-air collisions and that the ground troops had been set down exactly on target.

LtCol. Childers is skipper of Marine Medium Helicopter Squadron (HMM)-361. Sixteen of his UH34D troop-toters were used for the lift, with six others from HMM-261. So, it was the colonel's show. He had done most of the coordinating. He would call the signals... in person while on the ground and through a tactical air controller once airborne.

"Airborne" came 15 minutes before midnight. In waves of 10, the 'copters lifted off and formed into a staggered column of twos. The Landing Hour (L-Hour) was set for midnight, but clouds had moved in at 1500 feet over the field, and three minutes were lost while LtCol. Childers and his pilots behind him maneuvered to get above them. The time was made up by the second wave.

While the birds were enroute, Marine artillery pounded the terrain surrounding the LZs. Artillery in that sea was not unusual, and the impacts masked the engine sounds of the approaching choppers.

Four minutes before touchdown, the arty was called off, and four armed "Huey" 'copters from Marine Observation Squadron (VMO)-2 roved over the landing zones. In one of them was Col. L. E. "Les" Brown, from Kailua, Hawaii. He is the 1st Marine Aircraft Wing operations officer and he was to say later, "We've still got to study night lifts, but now we have a springboard to concentrate on the full potential of night assaults."

-more-

ENCLOSURE(5)

historic helic-lift

The Hueys were bait. They were to draw fire, if there was any, and squelch it with rockets and machine guns. But it was quiet because the VC were sleeping, so the tactical air controller radioed that the LZs were "sweet".

The first wave of troop-carriers was roiling through a 2700-foot pass, only a minute from touchdown, when the call went to an Air Force transport to begin dropping flares. The plane had been flying directly over the LZ valley, and when the nod came, a pattern of penetrator flares was dropped from 5000 feet and illuminated at 3000.

Elephant Valley, with the Ca Da River bisecting it, suddenly became just an arena of unnatural white light, just as the first wave burst out of the mountain pass and eased down into the milky artificial daylight.

The flares lit the 1,000-2,000-yard-wide valley like the nightlight in a bathroom. But it was difficult to judge precise altitude and some pilots had their crew chiefs leaning out of the planes, reading off flares estimates. But all pilots set down so perfectly it made the operation look an anti-climax to the planning. None of the ground troops in either zone, which bracketed the river 1000 yards apart, were mislocated and the company-plus was able to link up almost immediately.

Within 40 minutes, every ground Marine was in place and beginning a three days which netted two Viet Cong killed and 30 suspects detained, plus the capture of a VC rocket launcher, with two rounds, grenades and other items.

And every helicopter was parked back at Da Nang.

-more-

ENCLOSURE (5)

historic hali-lift -5-5-5-5-5

Then, men like Maj. Robert P. Guay, of New York City and Jacksonville, N. C., felt relieved enough to recount. The major was piloting the only bird which refused to start, so he, his crew and the seven Marine passengers practically broke Olympic records sprinting to a stand-by 'copter 50 yards away. They made it without upsetting the airborne departure and, once he was up, Maj. Guay radioed his co-pilot on the intercom: "Haven't run this track since high school. But I'll be damned if I was going to miss this one."

Which was exactly the feelings of every man involved in another night assault helicopter lift.

-USMC-

ENCLOSURE (5)

COMBAT INFORMATION BUREAU

U.S. MARINE AMPHIBIOUS FORCE AND NAVAL COMPONENT COMMAND
 MILITARY ASSISTANCE COMMAND, VIETNAM
 c/o FPO, SAN FRANCISCO,
 CALIFORNIA, 96601

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 Da Nang Press Center
 Da Nang, Vietnam
 Tel: Falcon 6259

Aug. 23, 1965 Photo No: 1,2,3-253-65
 Maj. Mel Jones and LCpl. Bruce J. Barclay
 (FMAW Release #L-206-65)

starlight helicopters

FOR IMMEDIATE RELEASE

DA NANG, Vietnam, Aug. 23 -- Operation Starlight, which this week broke the spine of a Viet Cong regiment 12 miles south of Chu Lai, was the largest operation to date employing the Marine Corps doctrine of vertical envelopment.

Starlight showed how devastating a major vertical assault can be. The 1st Viet Cong Regiment, considered by the VC as one of its best, was decimated. There are 600 confirmed VC dead and, undoubtedly, many more will be uncovered from collapsed bunkers and caves when mop-up operations which began today are finished.

The entire flying strength of five helicopter squadrons was exerted in the battle. As the fighting raged, 'copters were diverted from other missions and radiced into assault landing points. From off shore, the birds of Marine Medium Helicopter Squadron (HMM)-163, rotorizing from the USS Iwo Jima, set down into lead-streaked fields beside their landlubber counterparts from Da Nang and Hue/Phu Bai.

Three squadrons were initially written into the assault: a 24-chopper task force from HMM-361 and 261 to carry the ground elements into position, and armed Huey 'copters and fixed-wing observation planes from Marine Observation Squadron (VMO)-2. The Hueys provided gun-escort service for the troop-carriers while the light fixed-wingers coordinated the air support.

That was the original plan. It was augmented.

-more-

ENCLOSURE (6)

ENCL 3

The 500-plus Marines were lifted into three zones, each about a mile apart. The VC regiment was bottled between the heli-borne Marines and another battalion which had landed amphibiously on the opposite flank of the peninsula. There was only the South China Sea to escape into. One group of VC tried that, and naval gunfire and Marine jets massacred them.

The troop off-loads were practically unopposed. Then, the Viet Cong reacted. From hedgerows, from reinforced bunkers, from holes in the ground...the VC poured every ounce of lead they had at the Marines. Fourteen of HMM-361's 16 choppers were peppered almost indiscriminately. The 'copters came down on request, with the VC often only 30 yards away and Marines firing point blank at the Viet Cong while wounded were being aboard.

All up and down the four-mile front and throughout the depth of the battlefield, helicopters buzzed in and out like bees in a honeycomb. For the entire five days and four nights, tank and ground forces instantaneous air service.

The choppers were bloodied, but no "copter Marine died. No major casualties were unfortunately listed.

ENCLOSURE (6)

U.S. Marine Operation

'Starlite' Costs VC Losses Of 672

By MSgt. Mel Jones and
LCpl Bruce Barclay

DA NANG, Vietnam — "Operation Starlite," which broke the spine of a Viet Cong regiment 12 miles south of Chu Lai last month, was the first major battle employing the Marine Corps doctrine of vertical envelopment.

Starlite showed how devastating a major vertical assault can be. The 1st Viet Cong Regiment, considered by the VC as one of its best, was vanquished. There are 564 dead VC and undoubtedly many more will be uncovered from collapsed bunkers and caves when mop-up operations are finished.

Also, 108 confirmed or suspected Viet Cong were captured, as were scores of weapons.

The entire flying strength of five helicopter squadrons was flexed for the battle, and as the fighting raged, 'copters were diverted from their missions and radioed into assault landing points. From the USS Iwo Jima, HMM-163 flew ashore to aid their counterparts from Da Nang and Hue/Phu Bai.

Three squadrons were initially written into the assault: a 24-chopper task force from HMM-361 and 261 to carry the ground elements into position, armed Huey 'copters and observation planes from VMO-2. —

The VMO craft provided gun-escort service for the troop carriers while the light fixed-wingers coordinated the air support.

Although that was the original plan, it was later added, too.

The 500-plus Marines were lifted into three landing zones, called appropriately enough, Red, White and Blue. Each of the zones were about a mile apart and all were picked to throttle the throat of the four-mile, Van Tuong Peninsula.

The VC regiment was bottled between the heliborne Marines and another battalion which had landed amphibiously on the southern flank of the triangular-shaped peninsula.

The only route of escape was the South China Sea.

One company of VC tried to take the route, but were destroyed by Naval gunfire and Marine jets.

The troop off-loading was practically unopposed. Two birds were holed by sporadic fire, but there were no injuries and the 'copters weren't crippled.

So, HMM-261 took off for Da Nang, as planned, leaving 16 'copters of '361 to provide re-supply runs, medical evacuations, and other missions.

Then the Viet Viet Cong reacted. From hedgerows, re-enforced bunkers, and holes in the ground the VC opened fire, scoring hits on 14 of HMM-361's 16 choppers almost immediately.

Most of them were ferrying in ammo or taking out wounded when they came under fire from 300 feet to ground level. Still, the helos came down on request, firing point blank at the Viet Cong while wounded were loaded aboard.

Only one helicopter was totally lost. It received more than 100 bullet punctures. But it managed to get airborne long enough to escape the landing zone. Then it lost power and had to set down beside a VC stronghold.

With the plane's machine guns dismounted and emplaced outside, the flight crew held off the enemy until another 'copter dropped down and took them

aboard. The pilot, Capt. Paul Bronson, worked on his badly wounded crew chief all the way to Chu Lai's field hospital. His first aid saved the Marine's life.

By 1300, HMM-361 had only seven flyable choppers. But nine more had been diverted from a re-supply run to the west. During the afternoon, eight more flew in vital "drop-ins" throughout the combat zone were hardly interrupted.

The next day more help came from HMM-161, dispatched from Hue/Phu Bai, more than 100 miles to the north.

Every type of heli-lift imaginable was made. Wounded were evacuated and food, ammunition and replacements were brought in.

Prisoners were ferried out by helicopters which had just unloaded Marine radio teams. For the five days and four nights, the birds gave the ground forces instantaneous air transport service.

The choppers were stained with blood, but no airborne Marines died and overall casualties were extremely light. Courage rather than blood, flowed during Starlite.

It takes courage if a concept which has been practiced for 15 years is to succeed the first time it's used in a major battle.



MARINES DISEMBARK—U.S. Marines disembark Marine helicopters at the beginning of "Operation Starlight." Five hundred and sixty-four Viet Cong were killed and 108 captured.

FACT

ENCLOSURE 67

U. S. MARINES MAG-16(-)

DATE 6-12-1967

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

<u>MISSIONS</u>	<u>UH-34D</u>	<u>UH-1E</u>	<u>0-1B</u>	<u>TOTALS</u>
ALA	6	0	0	6
SAR/TAE	11	0	0	11
ALR	31	0	0	31
C&L	7	0	0	7
VR/PR	6	0	0	6
EH	0	0	0	0
TAC(A)	0	0	0	0
ART	0	0	0	0
TAR	0	0	0	0
CSL	20	0	0	20
T	0	0	0	0
TOTAL MISSIONS:	56	0	0	56
TOT. SORTIES:	56	0	0	56
TRPS/PAX:	120	0	0	120
FLT. HRS.:	115.0	0.0	0.0	115.0
CARGO TONS:	0.0	0	0	0.0
ROCKETS:	0	0	0	0
ROUNDS:	0.0	0.0	0.0	0.0

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1300 (0)

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLX/BLE/MISSION READY/NOT COMMITTED.

NAME	TYPE	CLASS	CLASS	CLASS	CLASS	CLASS	?
HMM-161	UH-34D	1	2	3	4	5	?
HMM-261	UH-34D	1	2	3	4	5	?
HMM-365	UH-34D	1	2	3	4	5	?
VMH-2	C-11B	1	2	3	4	5	?
VMC-2	UH-1E	1	2	3	4	5	?
HGM-16	C-117D	1	2	3	4	5	?

DECLASSIFIED

U. S. MARINES MAG-16(-)

DATE 3 JULY 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	<u>4</u>			<u>4</u>
SAR/TAE	<u>6</u>			<u>6</u>
ALR	<u>24</u>			<u>24</u>
C&L	<u>13</u>			<u>13</u>
VR/PR	<u>4</u>		<u>3</u>	<u>7</u>
EH		<u>1</u>		<u>1</u>
TAC(A)				
ART				
TAR				
CSL	<u>2</u>			<u>2</u>
T				

TOTAL MISSIONS:	<u>51</u>	<u>1</u>	<u>5</u>	<u>55</u>
TOT. SORTIES:	<u>746</u>	<u>10</u>	<u>5</u>	<u>761</u>
TRPS/PAX:	<u>2008</u>			<u>2008</u>
FLT. HRS.:	<u>154.5</u>	<u>12.8</u>	<u>14.2</u>	<u>181.5</u>
CARGO TONS:	<u>.34</u>			<u>.34</u>
ROCKETS:				
ROUNDS:	<u>237</u>			<u>237</u>

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: NONE

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.

UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

							PILOTS ASSIGNED./COMBAT READY
HMM-161	UH-34D	<u>25</u>	<u>25</u>	<u>23</u>	<u>19</u>	<u>0</u>	<u>48</u> <u>48</u>
HMM-261	UH-34D	<u>24</u>	<u>22</u>	<u>17</u>	<u>17</u>	<u>0</u>	<u>53</u> <u>53</u>
HMM-365	UH-34D	<u>24</u>	<u>24</u>	<u>16</u>	<u>16</u>	<u>0</u>	<u>51</u> <u>51</u>
VM-2	O-1B	<u>7</u>	<u>7</u>	<u>6</u>	<u>6</u>	<u>0</u>	<u>13</u> <u>13</u>
VM-2	UH-1E	<u>6</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>0</u>	
HGMC-16	C-117D	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>14</u> <u>14</u>

DECLASSIFIED

U. S. MARINES MAG-16(-)

DATE 4 July 1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	9			9
ALR	20			20
C&L	16	1		17
VR/PR	10		2	12
EH	0	1		1
TAC(A)	0			
ART	0		1	1
TAR	1			1
CSL	1			1
T	0			

TOTAL MISSIONS:	59	2	3	64
TOT. SORTIES:	719	2	6	727
TRPS/PAX:	1106	0	0	1106
FLT. HRS.:	170.2	2.3	11.8	184.3
CARGO TONS:	52.5	0	0	52.5
ROCKETS:	—	—	—	—
ROUNDS:	650	—	—	650

C. SUMMARY OF CLAIMS AND CASUALTIES:

NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

UNIT	TYPE	ACFT	ASSIGNED	OPCON	FLYABLE	MISSION READY	NOT COMMITTED
MAG-161	UH-34D	25	25	18	0		
MAG-261	UH-34D	24	24	15	15	0	
MAG-365	UH-34D	26	26	17	17	0	
VM-2	O-1B	7	7	6	6	0	
VM-2	UH-1E	6	6	3	3	0	
HCMS-16	C-117D	1	1	1	1	0	

U. S. MARINES MAG-16(-)

DATE 5 July 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	16			16
ALR	14			14
C&L	3	1		4
VR/PR	7		4	11
EH		1		
TAC(A)				
ART				
TAR				
CSL	3			3
T				
TOTAL MISSIONS:	45	2	4	51
TOT. SORTIES:	537	4	8	549
TRPS/PAX:	1144			1144
FLT. HRS.:	113.5	914	12.6	337.1
CARGO TONS:	17	69		86
ROCKETS:	1	69		69
ROUNDS:		2400		2400

C. SUMMARY OF CLAIMS AND CASUALTIES:

None

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	25	25	22	21	0
HML-261	UH-34D	24	24	3	2	2
HMM-365	UH-34D	26	26	17	17	0
VMO-2	O-1B	7	7	5	2	0
VMC-2	UH-1E	6	6	3	1	0
H&MS-16	C-117D	1	1	1	1	0

U. S. MARINES MAG-16(-) 6 JULY 1968

DATE _____

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	7	1	0	8
SAR/TAE	10	0	0	10
ALR	11	1	0	12
C&L	6	0	0	6
VR/PR	0	2	0	2
EH	0	0	0	0
TAC(A)	0	0	3	3
ART	0	0	0	0
TAR	0	0	0	0
CSL	0	0	0	0
T	0	0	0	0
	44	4	7	55
TOTAL MISSIONS	324	5	9	338
TOT. SORTIES	1077	0	0	1077
TRPS/PAX:	159.0	10.1	32.0	197.1
FLT. HRS.:	30	0	0	30
CARGO TONS:	00	26	0	26
ROCKETS:	00	1024	0	1,100
ROUNDS:	00	0	0	000

C. SUMMARY OF CLAIMS AND CASUALTIES:

NAME

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE:

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.

UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

		25	25	17	17	0
HMM-161	UH-34D	24	24	17	17	0
HMM-261	UH-34D	26	26	17	17	0
HMM-365	UH-34D	7	7	5	5	0
VM-1-2	O-1B	5	6	3	3	0
VMC-2	UH-1E	4	4	4	4	0
H&MS-16	C-117D	0	0	0	0	0

U. S. MARINES MAG-16(-)

DATE 7/30/67

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	4			4
SAR/TAE	1			1
ALR	10			10
C&L	8	1		9
VR/PR	6		4	10
EH				
TAC(A)				
ART				
TAR	1			1
CSL				
T				

TOTAL MISSIONS:	42	0	59	101
TOT. SORTIES:	24	2	37	63
TRPS/PAX:	24	0	37	61
FLT. HRS.:	24	0	37	61
CARGO TONS:	24	0	37	61
ROCKETS:				
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES:

1
1
1
1

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HML-161	JH-34D	2	3	4	5	6
HML-261	UH-34D	2	3	4	5	6
HML-365	UH-34D	2	3	4	5	6
VM-2	O-1B	2	3	4	5	6
VMC-2	UH-1E	2	3	4	5	6
HMC-16	C-117D	2	3	4	5	6

U. S. MARINES MAG-16(-)

DATE

8 July 68

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	12			12
ALR	20			20
C&L	6	2		8
VR/PR	7		4	11
EH				
TAC(A)				
ART			1	1
TAR				
CSL	1			1
T				
TOTAL MISSIONS:	48	7	5	55
TOT. SORTIES:	990	21	8	1002
TRPS/PAX:	2538	0	0	2538
FLT. HRS.:	291.9	3.6	16.6	311.1
CARGO TONS:	54	0	0	54
ROCKETS:	0	0	0	0
ROUNDS:	0	0	0	0

C. SUMMARY OF CLAIMS AND CASUALTIES: None

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.

UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	15	15	8	8	0
HMM-261	UH-34D	24	24	12	12	0
HMM-365	UH-34D	36	26	17	17	0
VMO-2	O-1B	7	7	4	4	0
VMO-2	UH-1E	9	9	3	3	0
HGLS-16	C-117D	1	1	0	0	0

U. S. MARINES MAG-16(-)

DATE 9 JUN

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS	
ALA	1			1	
SAR/TAE	6			6	
ALR	9			9	
C&L	9	1		10	
VR/PR	4		4	8	
EH					344
TAC(A)					107
ART			1	1	425
TAR	1			1	
CSL	.5			5	
T					1196
					22.8
TOTAL MISSIONS:	35	1	5	41	
TOT. SORTIES:	454	12	10	476	
TRPS/PAX:	1176			1176	
FLT. HRS.:	137.7	62	17.0	160.9	
CARGO TONS:	38			38	
ROCKETS:	0			0	
ROUNDS:	100			100	
					137.7
					6.2
					17.0
					1609

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 5 (HMM-261)E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	15	15	12	9	0
HMM-261	UH-34D	24	24	15	15	0
HMM-365	UH-34D	26	26	12	12	0
VM-2	O-1B	7	7	3	3	0
VMC-2	UH-1E	9	9	5	3	0
HMC-16	C-117D	1	1	1	1	0

U. S. MARINES MAG-16(-)

DATE 10 Sept 1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	5			5
ALR	23			23
C&L	6	1		6
VR/PR	2		2	4
EH				
TAC(A)				
ART				
TAR				
CSL	1			1
T				
TOTAL MISSIONS:	20	1	2	23
TOT. SORTIES:	37	4	4	45
TRPS/PAX:	127			127
FLT. HRS.:	125.8	2.0	0.5	128.3
CARGO TONS:	23			23
ROCKETS:				
ROUNDS:	6			6

C. SUMMARY OF CLAIMS AND CASUALTIES:

15
0
0

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	15	15	12	10	0
HMM-261	UH-34D	23	24	17	17	0
HMM-365	UH-34D	62	26	12	12	0
VMO-2	O-1B	7	7	4	4	0
VMO-2	UH-1E	5	5	5	5	0
HMC-16	C-117D	1	1	1	1	0

Pilots assigned - 135

Contact ready - 133

U. S. MARINES MAG-16(-)

DATE 11 MAY 1968

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA				0
SAR/TAE	4			4
ALR	19			19
C&L	9	4	3	16
VR/PR	2		6	6
EH		3		3
TAC(A)				
ART			1	1
TAR				
CSL	6			6
T				

TOTAL MISSIONS:	40	8	9	49
TOT. SORTIES:	516	87	40	643
TRPS/PAX:	1102			1102
FLT. HRS.:	125.1	6.0	20.4	140.5
CARGO TONS:	31			31
ROCKETS:				
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES: None

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	28	26	22	8	2
HMM-261	UH-34D	26	24	19	11	6
HMM-365	UH-34D	26	23	18	13	0
VM-2	O-1B	7	2	5	3	1
VMO-2	UH-1E	5	2	1	1	0
H&MS-16	C-117D	1	1	1	1	0

U. S. MARINES MAG-16(-)

12 JULY 1965

DATE _____

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	30	1		31
SAR/TAE	20			20
ALR	6	1		7
C&L	6	1		7
VR/PR		3		3
EH			1	1
TAC(A)				
ART				
TAR	3	1		4
CSL				
T				
	32	7	0	65
TOTAL MISSIONS:	674	9	0	683
TOT. SORTIES:	2330			1680
TRPS/PAX:	122.2	12.9	12.5	177.6
FLT. HRS.:	33			33
CARGO TONS:		60		60
ROCKETS:	220	4000		4220
ROUNDS:				

C. SUMMARY OF CASUALTIES AND CASUALTIES: UNKNOWN.
100% REC (EX 99.67) W/IN 1000' RADIUS

2 JULY 261

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

		24	14	18	10	0
HMM-161	UH-34D	24	24	22	11	0
HMM-261	UH-34D	20	20	22	12	0
HMM-365	UH-34D	7	7	6	5	0
VM-2	O-1B	9	9	8	8	0
VMO-2	UH-1E	1	1	1	1	0
HMS-16	C-117D					

DECLASSIFIED

U. S. MARINES MAG-16(-)

DATE 24 JULY 68

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	0	0	0	0
SAR/TAE	7	0	0	7
ALR	22	0	0	22
C&L	2	1	0	3
VR/PR	0	3	3	11
EH	0	1	0	1
TAC(A)	0	0	0	0
ART	0	0	0	0
TAR	0	0	0	0
CSL	0	0	0	0
T	0	0	0	0
TOTAL MISSIONS:	44	4	3	51
TOT. SORTIES:	207	22	0	229
TRPS/PAX:	107	0	0	107
FLT. HRS.:	104.0	12.5	0.0	126.7
CARGO TONS:	50	0	0	50
ROCKETS:	0	0	0	0
ROUNDS:	0	0	0	0

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE
D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	24	26	18	10	0	9 FLY 1MM/9 QCR HMM
HMM-261	UH-34D	0	0	0	0	0	0
HMM-365	UH-34D	23	25	21	12	0	9 FLY 1MM/9 QCR HMM
VM-2	O-1B	7	7	1	1	0	0
VM-2	UH-1E	0	0	0	0	0	0
H&MS-16	C-117D	1	1	0	0	0	0

X

DECLASSIFIED

U. S. MARINES MAG-16(-)

DATE 15 JULY 1968

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	1	1		2
ALR	12			12
C&L	16	1		17
VR/PR	7	2	2	10
EH		1		1
TAC(A)		1		1
ART		1		1
TAR				
CSL				
T				
<u>63.0</u>	<u>1</u>			<u>1</u>

TOTAL MISSIONS:	40	5	2	47
TOT. SORTIES:	772	9	4	785
TRPS/PAX:	2285			2285
FLT. HRS.:	291.0	1.0	6.2	299.2
CARGO TONS:	44.2			44.2
ROCKETS:		76		76
ROUNDS:		440		440

C. SUMMARY OF CLAIMS AND CASUALTIES: NoneD. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: None OneE. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	24	24	18	10	4
HMM-261	UH-34D	24	24	10	10	4
HMM-365	UH-34D	26	26	19	19	7
VM-2	O-1B	7	7	2	2	5
VM-2	UH-1E	7	7	2	2	5
HMC-16	C-117D	0	0	0	0	0

U. S. MARINES MAG-16(-)

DATE 16 July 1968

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
AIA	4			4
SAR/TAE	19			19
ALR	16			16
C&L	5	1	3	9
VR/PR		1		1
EH				
TAC(A)				
ART				
TAR				
CSL				
T				
TOTAL MISSIONS:	42	2	2	47
TOT. SORTIES:	393	1	6	400
TRPS/PAX:	665			
FLT. HRS.:	24.6	6.6	12.2	43.4
CARGO TONS:	15			
ROCKETS:	0			
ROUNDS:	0			

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.

UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

		24	24	18	16	0	8 & 10 - 10 PCS 424
HMM-161	UH-34D	24	24	12	12	32	
HMM-261	UH-34D	23	23	13	13	32	
HMM-365	UH-34D	23	23	13	13	32	
VM-2	O-1B	7	3	2	2	2	
VMO-2	UH-1E	9	3	2	2	2	
H&MS-16	C-117D	1	1	1	1	1	

DECLASSIFIED

U. S. MARINES MAG-16(-)

DATE 27-5-1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

<u>MISSIONS</u>	<u>UH-34D</u>	<u>UH-1E</u>	<u>0-1B</u>	<u>TOTALS</u>
ALA	5			5
SAR/TAE	20			20
ALR	6			6
C&L	0			0
VR/PR	0	1		1
EH	0		5	5
TAC(A)		1		1
ART				
TAR				
CSL				
T	0			0

TOTAL MISSIONS:	60	2	2	60
TOT. SORTIES:	100	5	5	95
TRPS/PAX:	2000			2000
FLT. HRS.:	2000			2000
CARGO TONS:	1000	40	200	1000
ROCKETS:	8			8
ROUNDS:	500			500

C. SUMMARY OF CLAIMS AND C. SUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE:

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE / ACFT / ASSIGNED / DECON / FLXIBLE / MISSION / DELAY / NOT CONTIN

HMM-161	UH-34D	26	56	32	32	0	13, 8	10, 10, 10, 10, 0
HMM-261	UH-34D	26	56	32	32	0	13, 8	10, 10, 10, 10, 0
HMM-365	UH-34D	26	56	32	32	0	13, 8	10, 10, 10, 10, 0
VM-2	O-1B	26	56	32	32	0	13, 8	10, 10, 10, 10, 0
VM-2	UH-1E	26	56	32	32	0	13, 8	10, 10, 10, 10, 0
HEMS-16	C-117D	26	56	32	32	0	13, 8	10, 10, 10, 10, 0

DECLASSIFIED

DECLASSIFIED

U. S. MARINES MAG-16(-)

DATE _____

SECTION III

10 JULY 1968

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA				
SAR/TAE				
ALR	2			2
C&L	22			22
VR/PR	10			10
EH	6	2		6
TAC(A)	0		2	2
ART	2	2		4
TAR			1	1
CSL				
T				
	0			0

TOTAL MISSIONS: _____

TOT. SORTIES: _____

TRPS/PAX:	60	2	3	65
FLT. HRS.:	328	7	6	337
CARGO TONS:	743	0		743
ROCKETS:	250.2	2.0	10.8	263.0
ROUNDS:	21	0	0	21

C. SUMMARY OF CLAIMS AND C. SQUALTIES: _____

NOTE _____

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 2

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.

UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D					
HMM-261	UH-34D					
HMM-365	UH-34D	14	14	11	0	0
VMO-2	O-1B	23	23	12	12	0
VMO-2	UH-1E	26	26	19	19	0
HMAS-16	C-117D	7	7	6	4	0
		9	9	5	5	0
		2	7	0	0	0

10 / 10 QUI KNON

DECLASSIFIED

10 JUN 1965

U. S. MARINES MAG-16(-)

DATE _____

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	8	1		9
SAR/TAE	3		2	7
ALR		1		1
C&L				
VR/PR			1	1
EH			1	1
TAC(A)				
ART	1			1
TAR				
CSL				
T				
	39	2	6	47
	539	4	10	553
	839			839
TOTAL MISSIONS:	107.2	6.4	17.7	131.3
TOT. SORTIES:	24.0			24.0
TRPS/PAX:		21		21
FLT. HRS.:	1000			1000
CARGO TONS:				
ROCKETS:				
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES:

NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE:

E. AVAILABILITY OF ASSIGNED AIRCRAFT READ IN SEVEN COLUMNS.
 UNIT/TYPE ACFT/ASSIGNED/OPCON/AVAILABLE/MISSION READY/NOT COMMITTED.

		20	21	22	23	24
HMM-161	UH-34D	7	7	3	3	0
HMM-261	UH-34D	9	9	5	3	0
HMM-365	UH-34D	4	4	0	0	0
VM-2	O-1B					
VMO-2	UH-1E					
H&MS-16	C-117D					

U. S. MARINES MAG-16(-)

DATE 21 JULY 61

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	0-1B	TOTALS
ALA	1			1
SAR/TAE	7			7
ALR	18			18
C&L	7	1		8
VR/PR	6		2	8
EH		1		1
TAC(A)				
ART				
TAR				
CSL	2			2
T				
A1 MISSIONS:	41	2	2	45
. SORTIES:	473	3	4	482
S/PAX:	774			774
. HRS.:	118.5	2.8	9.5	130.8
GO TONS:	52			52
KETS:				
INDS:	650			650

C. SUMMARY OF CLAIMS AND CASUALTIES:

0

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0

3. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMIT

HMM-161	UH-34D	23	13	10	10	0
HMM-261	UH-34D	23	23	6	6	0
HMM-365	UH-34D	26	26	19	19	0
VM-2	O-1B	7	7	5	5	0
VMC-2	UH-1E	9	9	4	4	0
HGMC-16	C-117D					

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U. S. MARINES MAG-16(-)

DATE 21 JULY 1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	0			0
ALR	21			21
C&L	41	1		42
VR/PR	3		4	7
EH		3		3
TAC(A)				
ART				
TAR				
CSL	2			2
T				
TOTAL MISSIONS:	43	1	4	48
TOT. SORTIES:	573	2	0	575
TRPS/PAX:	1282	0	0	1282
FLT. HRS.:	141.0	6.0	12.6	160.6
CARGO TONS:	31.0	0	0	31.0
ROCKETS:				0
ROUNDS:				0

C. SUMMARY OF CLAIMS AND CASUALTIES: NONED. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	43	1	4	48	0
HMM-261	UH-34D	32	2	9	33	0
HMM-365	UH-34D	26	2	21	29	0
VM-2	O-1B	7	2	4	13	0
VMO-2	UH-1E	9	9	5	23	0
HEMS-16	C-117D	1	1	0	0	0

DECLASSIFIED

U. S. MARINES MAG-16(-)

DATE 22 July 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

<u>MISSIONS</u>	<u>UH-34D</u>	<u>UH-1E</u>	<u>0-1B</u>	<u>TOTALS</u>
ALA				
SAR/TAE				6
ALR				21
C&L		3		11
VR/PR			2	7
EH				
TAC(A)				
ART			1	1
TAR				
CSL				
T				

$$\begin{array}{r}
 9 \\
 3.2 \\
 27.2 \\
 \hline
 40.1
 \end{array}$$

TOTAL MISSIONS:	3	3	3
TOT. SORTIES:	6	6	6
TRPS/PAX:			
FLT. HRS.:	6.2	12.2	12.2
CARGO TONS:			
ROCKETS:			
ROUNDS:			

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE:

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	JM-34D	_____	_____	_____	_____	_____
HMM-261	UH-34D	_____	_____	_____	_____	_____
HMM-365	UH-34D	_____	_____	_____	_____	_____
VM-2	O-1B	2	2	2	2	2

U. S. MARINES MAG-16(-)

DATE _____

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	27			27
SAR/TAE	27			27
ALR	2	2	2	6
C&L	2	2	2	6
VR/PR	2	2	2	6
EH	2	2	2	6
TAC(A)	2	2	2	6
ART	2	2	2	6
TAR	2	2	2	6
CSL	2	2	2	6
T	2	2	2	6
TOTAL MISSIONS:	27	27	27	81
TOT. SORTIES:	27	27	27	81
TRPS/PAX:	27	27	27	81
FLT. HRS.:	27	27	27	81
CARGO TONS:	27	27	27	81
ROCKETS:	27	27	27	81
ROUNDS:	27	27	27	81

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.

UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D					
HMM-261	UH-34D					
HMM-365	UH-34D					
VMO-2	O-1B					
VMO-2	UH-1E					
HEMS-16	C-117D					

U. S. MARINES MAG-16(-)

DATE ~~20 JULY 67~~

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	3			3
SAR/TAE	3			3
ALR	27			27
CGL	6	3		9
VR/PR	2		5	7
EH		1		1
TAC(A)				
ART				
TAR				
CSL	6			6
T				
TOTAL MISSIONS:	47	4	5	56
TOT. SORTIES:	653	12	10	675
TRPS/PAX:	1408	0	0	1408
FLT. HRS.:	131.4	9.5	1.8	142.7
CARGO TONS:	39.2	0	0	39.2
ROCKETS:	0	0	0	0
ROUNDS:	350	0	0	350

C. SUMMARY OF CLAIMS AND CASUALTIES: ~~100%~~

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	23	13	11	8	0	OPCON	FLYABLE	MISSION	NOT COMMITTED
HMM-261	UH-34D	24	24	12	12	0	0	0	0	0
HMM-365	UH-34D	26	26	21	21	0	0	0	0	0
VMO-2	O-1B	7	7	5	5	0	0	0	0	0
VMO-2	UH-1E	9	9	5	5	0	0	0	0	0
HGMS-16	C-117D	1	1	1	1	0	0	0	0	0

MISSION	ASSIGNED	OPCON	FLYABLE	MISSION
HMM-161	17		17	
HMM-261	53		53	
HMM-365	51		51	
VMO-2	19		19	

U. S. MARINES MAG-16(-)

DATE 26 JULY 1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA				
SAR/TAE	4			4
ALR	21			21
C&L	10	1		11
VR/PR	4		3	7
EH				
TAC(A)				
ART			1	1
TAR				
CSL				1
T	1			1
TOTAL MISSIONS:	10	1	4	15
TOT. SORTIES:	503	2	6	511
TRPS/PAX:	933	0	0	933
FLT. HRS.:	116.3	1.6	16.2	134.1
CARGO TONS:	36.1	0	0	36.1
ROCKETS:	0	0	0	0
ROUNDS:	200	0	0	200

C. SUMMARY OF CLAIMS AND CASUALTIES: None

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: NoneE. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

							ACFT AVAIL %
HMM-161	UH-34D	22	13	11	9	0	
HMM-261	UH-34D	24	24	16	16	0	
HMM-365	UH-34D	26	26	16	16	0	
VMO-2	O-1B	7	7	5	5	0	
VMO-2	UH-1E	9	9	5	5	0	
H&MS-16	C-117D	1	1	1	1	0	

U. S. MARINES MAG-16(-)

DATE 10-10-1968

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	_____	_____	_____	_____
SAR/TAE	_____	_____	_____	_____
ALR	_____	_____	_____	_____
C&L	_____	_____	_____	_____
VR/PR	_____	_____	_____	_____
EH	_____	_____	_____	_____
TAC(A)	_____	_____	_____	_____
ART	_____	_____	_____	_____
TAR	_____	_____	_____	_____
CSL	_____	_____	_____	_____
T	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
TOTAL MISSIONS:	_____	_____	_____	66
TOT. SORTIES:	_____	_____	_____	_____
TRPS/PAX:	_____	_____	_____	_____
FLT. HRS.:	_____	_____	_____	_____
CARGO TONS:	_____	_____	_____	_____
ROCKETS:	_____	_____	_____	_____
ROUNDS:	_____	_____	_____	_____

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

UNIT	TYPE	ACFT	ASSIGNED	OPCON	FLYABLE	MISSION READY	NOT COMMITTED
HML-161	UH-34D	_____	_____	_____	_____	_____	_____
HML-261	UH-34D	_____	_____	_____	_____	_____	_____
HML-365	UH-34D	_____	_____	_____	_____	_____	_____
VMO-2	O-1B	_____	_____	_____	_____	_____	_____
VMO-2	UH-1E	_____	_____	_____	_____	_____	_____
H&MS-16	C-117D	_____	_____	_____	_____	_____	_____

U. S. MARINES MAG-16(-)

20 July 1965
DATE

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	12			12
SAR/TAE	12			12
ALR	7	1		8
CGL	2		3	5
VR/PR		1		1
EH			1	1
TAC(A)			2	2
ART				
TAR		2		2
CSL				
T				
	37	4	6	47
TOTAL MISSIONS:	687	10	9	646
TOT. SORTIES:	1059			1059
TRPS/PAX:	106.4	19.9	22.0	229.3
FLT. HRS.:	89			89
CARGO TONS:				0
ROCKETS:	50			50
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES:

(2) 111-363

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE:

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

		20	12	9	9	0
HMM-161	UH-34D	24	24	26	16	0
HMM-261	UH-34D	26	26	17	17	0
HMM-365	UH-34D	7	7	6	4	0
VMC-2	O-1B	9	9	4	4	0
VMC-2	UH-1E	1	1	1	1	0
H EMS-16	C-117D					

INFO: V-200-16, 1 UH-34D OF HMM-365 HIT BY GROUND FIRE AT 1000H FLYING AT 1000' FT. ALTITUDE AT 0945H. 1200FT. ALTITUDE AT 0945H. 1200FT. ALTITUDE AT 0945H.

INFO: V-200-17, 1 UH-34D OF HMM-365 HIT BY GROUND FIRE AT 0945H FLYING AT 1000' FT. ALTITUDE AT 0945H. 1200FT. ALTITUDE AT 0945H.

U. S. MARINES MAG-16(-)

20 July 1968

DATE

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	6			6
SAR/TAE	12			12
ALR	12	3		15
C&L	5		2	9
VR/PR		1		1
EH				
TAC(A)			1	1
ART				
TAR	4			4
CSL				
T				
	43	2	5	50
TOTAL MISSIONS:	66	16	10	92
TOT. SORTIES:	1573			1573
TRPS/PAX:	165.0	11.0	17.0	203.0
FLT. HRS.:	166			166
CARGO TONS:				
ROCKETS:	1750			1750
ROUNDS:				

C. SUMMARY OF CLAIMS AND C. BUNKERS:

1 (1-401)

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE:

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.

UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

		15	15	10	10	0
HMM-161	UH-34D	23	23	13	13	0
HMM-261	UH-34D	23	20	10	10	0
HMM-365	UH-34D	9	9	3	3	0
VM-2	O-1B	7	7	5	5	0
VM-2	UH-1E	1	1	1	1	0
HEMS-16	C-117D					

7-20102-1, VM-2, 1000 hrs 150500 rec'd one (1) hit in left port side of fuselage, wounding gunner during T/O fm LZ (YC 331-923) at 200' at 60 kts. A/C continued to fly; no mechanical damage.

DECLASSIFIED

U. S. MARINES MAG-16(-)

DATE 30 July 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	—	—	—	—
SAR/TAE	9	—	—	9
ALR	17	—	—	17
C&L	9	3	—	12
VR/PR	7	—	3	10
EH	—	1	—	1
TAC(A)	—	—	—	—
ART	—	—	2	2
TAR	—	—	—	—
CSL	—	—	—	—
T	—	—	—	—
—	—	—	—	—
—	—	—	—	—
TOTAL MISSIONS:	65	9	5	79
TOT. SORTIES:	45	6	0	41
TRPS/PAX:	650	—	—	650
FLT. HRS.:	650	—	—	650
CARGO TONS:	165.0	5.5	25.0	195.5
ROCKETS:	62	—	—	62
ROUNDS:	0	—	—	0

C. SUMMARY OF CLAIMS AND CASUALTIES:

—
—
—

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	—	—	—	—	—
HMM-261	UH-34D	—	—	—	—	—
HMM-365	UH-34D	—	—	—	—	—
VM-2	O-1B	7	7	3	3	0
VM-2	UH-1E	—	—	5	5	0
H&MS-16	C-117D	—	—	—	—	—

DECLASSIFIED

U. S. MARINES MAG-16(-)

DATE 31 July 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

<u>MISSIONS</u>	<u>UH-34D</u>	<u>UH-1E</u>	<u>O-1B</u>	<u>TOTALS</u>
ALA	1			1
SAR/TAE	5			5
ALR	18			18
C&L	3	1		3
VR/PR	10	1		11
EH	0	1	4	5
TAC(A)				
ART				
TAR				
CSL				
T	0	1		1
TOTAL MISSIONS:	42	4	5	50
TOT. SCRTIES:	714	6	6	726
TRPS/PAX:	1250	1	1	1250
FLT. HRS.:	133.7	9.1	14.0	133.8
CARGO TONS:	4.6	1	1	4.7
ROCKETS:				
ROUNDS:	15	1	1	17

C. SUMMARY OF CLAIMS AND C. SUALTIES:

2000-2001

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 2

E. AVAILABILITY OF ASSIGNED AIRCRAFT READ IN SEVEN COLUMNS

2. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE / ASSIGNED /OPCON/ENABLE /MISSION READY /NOT COMMITTED

HMM-161	UH-34D	15	15	10	10	0
HMM-261	UH-34D	24	24	15	15	0
HMM-365	UH-34D	24	24	15	15	0
VMO-2	C-1B	0	0	4	4	0
VMO-2	UH-1E	0	0	5	5	0
H&MS-16	C-117D	1	1	1	1	0