

HEADQUARTERS
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO San Francisco 96601

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10 December 1965
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Copy 1 of 6 Copies

1st MAW S&C No.	Copy No.
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From: Commanding Officer
To: Commanding General, First Marine Aircraft Wing (Attn: ACoS, G-3)
Subj: Command Chronology
Ref: Wing Order 5750.1A
Encl: ☒ (1) Newspaper Clippings
☒ (2) Special Chronology

1. Narrative of significant events occurring during the reporting period.

The construction of the camp has been greatly hampered by rain during the month of November with a total accumulation of 32.32 inches. Despite this the members of Marine Aircraft Group 36 have managed to erect 32 additional hardbacked structures for billeting and office spaces and to extend Mat #2 to 750 feet.

The permanent billeting area completed during October was dedicated in honor of Corporal Gary DOWELL, a member of HMM-364 who was KIA on 27 October 1965 while serving as a portside gunner on a combat mission in support of the Republic of Vietnam.

During November the war began to take its toll on members of this Group resulting in 2 KIA, 5 WIA and 4 MIA. Despite this spirits and morale are high with a continuing "can do" attitude from all.

2. Organizational Data

a. Unit designation	Location	Date
H&MS-36	KY HA	1 Nov - 30 Nov
MABS-36	KY HA	1 Nov - 30 Nov
HMM-261	S.L.F. aboard U.S.S. Valley Forge	1 Nov - 30 Nov

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MAG-36

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HMM-362	KY HA	1 Nov-30 Nov
HMM-363	QUI NHON	1 Nov-30 Nov
HMM-364	KY HA	1 Nov-30 Nov
VMO-6	KY HA	1 Nov-30 Nov

b. Period covered by this report: 1 Nov - 30 Nov

c. Task Organizations: None

d. Commanding Officer and Staff of MAG-36

CO	JOHNSON, W. G.	COL
XO	ARMAGOST, W. I.	LTCOL
ADJ	AMBROSE, R. H.	2NDLT
S-1	TOUGHTON, E. R.	MAJOR
S-2	SCHULER, J. L.	CAPT
S-3	COSTELLO, K. W.	LTCOL
S-4	SOMMERVILLE, D.	LTCOL
Chaplain	HOWARD, M.	LCDR
Flt Surgeon	SCHENK, T.	LT, (USN)
MTO	MOFFETT, F. L.	CAPT
EMB	EVANS, K. B.	CAPT
ORD	PARKER, G. R.	CWO-2
MAINT	GARDINER, J. C. JR.	MAJOR
LEGAL	TROYER, P.	1STLT
COMM	MEEKS, C. I.	CAPT
CIVIL AFFAIRS	TOUGHTON, E. R.	MAJOR
AVN SAFETY	GOODSELL, W.	MAJOR

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NATOPS	VOBORA, G.	MAJOR
SECURITY	JESSEN, T. F.	CAPT
GROUND SAFETY	ETCHEVERRY, L. P.	CAPT

Commanders and staff of attached units:

H&MS-36

CO	MOONEY, T. G.	LTCOL
XO	NAVORSKA, D. R.	MAJOR
ADMIN	CUTCOMB, S. H.	CAPT

MABS-36

CO	KENNEDY, J. A.	MAJOR
XO	MICHEELS, H. M.	MAJOR
ADMIN	EGAN, J.	1STLT

HMM-362

CO	ALDWORTH, J.	LTCOL
XO	DUVALL, R. L.	MAJOR
OPS	SMITH, W. W.	MAJOR

HMM-364

CO	LUCAS, W. R.	LTCOL
XO	HATCH, R. D.	MAJOR
OPS	NEEDHAM, M. J.	MAJOR

VMO-6

CO	ZITNIK, R. J.	LTCOL
XO	PRESSON, R. E.	MAJOR
OPS	PURCELL, R. D.	MAJOR

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e. Average monthly strength of MAG-36 was 1349 officers and men.

Unit	Mar. Off.	Mar. Enl.	Navy Off.	Navy Enl.
H&MS-36	33	313		
MABS-36	16	325	5	29
HMM-362	54	164	1	
HMM-364	60	167	1	
VMO-6	29	151	1	

3. Sequential listing of significant events for the period covered.

1 Nov: Ten HMM-364 aircraft and flight crews participated in an ARVN resupply mission commencing from QUANG TIN (BT 320230) and going to outposts at PHUC LAM (BT 060070), TIEN PHUC (BT 113127) and HIEP DUC (AT 920242). One Aircraft received one round of small arms fire in the tailwheel. Another aircraft crashed within the confines of the HIEP DUC Compound. The co-pilot and Gunner suffered minor injuries, however, the crash resulted in strike damage. The suspected cause of the crash was either Power Settling or engine failure. HMM-362 aircraft lifted a quick reactionary force of ninety Marines into the crash area to set up a perimeter defense around the aircraft while a maintenance crew stripped the aircraft of any usable parts. Aircraft from HMM-364 and HMM-362 retracted all of the Marine force and the maintenance crew before darkness.

VMO-6 operating from KY HA Airfield with the same staff officers as the previous month, and the loss of seven aircraft, continued flying it's assigned missions. However, the loss of aircraft greatly reduced the squadron's strength and the missions assigned were at a minimum. Two TAC(A) missions were flown, each directing three flights of A-4's on suspected VC supply trails, and hideouts. While acting as TAC(A) for MAG-11 and MAG-12 aircraft, and escort for H-34's on an aircraft salvage operation, enemy ground fire was received from a village and a Huey was hit in the horizontal stabilizer. The possibility of inflicting severe damage to the village and population prevented the pilots from retaliating.

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- 2 Nov: Six HMM-364 aircraft and flight crews were placed on a Condition 3 Standby from 0800 to 1800. This Standby flight and two additional aircraft were scramble to lift a quick reaction force of sixty-six Marines to coordinates BT 1231 to guard a downed CH-37. At dusk, three hours later, the same flight retracted the sixty-six troops and received intense enemy ground fire in the pick up zone. Five of the eight aircraft were hit and two Marines in the troop compartment of one aircraft were wounded. Return fire by the Gunners and Crew Chiefs of the eight aircraft accounted for six VC kba and one possible KBA. Two aircraft supported the 4th Marines on a reconnaissance insertion to coordinates BT 432009. ²¹
- 3 Nov: 1st Lt S. VISCONTI and 1st Lt D. L. FRASER were cut by flying glass as at least three rounds of sniper fire passed through the cockpit while the aircraft was awaiting passengers in a supposedly secure zone approximately six miles southwest of CHU LAI. This was the first day of Operation BLACK FERRET, for which HMM-362 had six helicopters at the 7th Marines field CP to support the operation directly.
- Two HMM-364 aircraft participated in a MED-Evac for the 4th Marines. One Marine WIA was brought from coordinates BS 588926 to ~~BBB~~ Med and a VC WIA was brought from coordinates BS 580942 to the ARVN hospital at QUANG NGAI.
- Four VMO-6 and two VMO-2 Hueys launched this morning in support of a joint III MAF and ARVN operation located about eight miles south of CHU LAI. The TAC(A) directed MAG-11 and MAG-12 aircraft in the LZ preps; and after the initial prep the Hueys assumed helo escort for the H-34's and delivered suppressive fire into the landing zones. Two Hueys remained on station continuously throughout the morning to support the ground troops, and during this period VMO-6 aircraft destroyed four buildings, six sampans, and two VC received a direct hit with a 2.75 HE rocket.
- 4 Nov: A detachment of two HMM-364 aircraft with crews was assigned to CTG 76.3 for operational control during Operation "BLUE MARLIN
- 5 Nov: Operation BLACK FERRET completed with HMM-362 carrying 967 troops in the retraction. Once the various units involved had made the necessary adjustments in procedures, the "direct support" concept seemed to work out very well for both the ground troops and the supporting helicopters.

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Eight HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 1000 to 1800 and six aircraft and flight crews were maintained on a Condition 4 Standby from 1800 to 060800 Nov. The eight aircraft standby flight was scramble to support the 7th Marines for a troop retraction from coordinates BT 536023 to BS 558910 and back to BT 536023. One aircraft was fired on from coordinates BS 558910 and another aircraft was fired on in the area of coordinates BS 553923; neither aircraft was hit. Two aircraft supported the 7th Marines by making an aerial reconnaissance flight of the HOI AN area.

- 6 Nov: Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby for a twenty four hour period commencing at 0800. Two aircraft from the standby flight were scrambled to support the 4th ^{KE} Marines on a troop lift from coordinates BT 512042 to BT 435050. Two additional standby aircraft were scrambled for a VIP flight ^{LF} which was conducted throughout the TAOR. Two aircraft lifted twenty VC prisoners from BINH SON (BT 041304) to QUANG NGAI. This flight, in support of the ARVN forces, also carried two ARVN patients from "B" Med to the QUANG NGAI hospital. Another flight of two aircraft supported the ARVN forces by carrying two wounded Vietnamese civilians from "B" Med to the QUANG NGAI hospital.

From the 4th through the 6th, VMO-6 conducted it's normal routine of medical evacuations, TAOR sweeps, TAC(A), and naval gunfire adjustment missions but didn't participate in any major operations.

- 7 Nov: Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 0700 to 1800. Two aircraft made an aerial reconnaissance flight of the HOI AN area for the 4th Marines. Another flight of two aircraft supported the 4th Marines by making an aerial reconnaissance flight of the area between coordinates BT 3626 and BT 3120. Two aircraft completed a ninety-six man troop lift for the 7th Marines from coordinates BT 534079 to BT 468068, BT 536023, BT 511003 and BT 512894.

At 1750 a call to launch the VMO-6 Med-Evac crew was received, and because the LZ was reported to be unsecure two escort aircraft were sent along. Captain WHALEY led the flight of three to the pick up zone located approximately six miles from GIA VUC. A fire fight was in progress when the flight arrived and the friendly forces asked for assistance from the gun ships prior to evacuating the wounded. The FAC maked the target and the Hueys responded immediately by hitting the target with rockets and machine gun fire. Two passes were made at the target. The evac aircraft then made an approach to the LZ with the two Hueys firing overhead. A second

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trip was made into the LZ with escort aircraft once again firing on targets indicated by the FAC. A second successful landing and evacuation was made carrying two ARVN WIA's and one KIA to GIA VUC.

- 8 Nov: A maximum effort launch was made by HMM-362 in an attempt to complete a large lift for a Vietnamese sweep and clear operation to be conducted out of Hill 29, north of TAM KY. Weather was at or below VFR minimums all day and after a two hour delay on deck at Hill 29, the operation was cancelled. All aircraft returned home safely despite atrocious flying conditions.

Fifteen HMM-364 aircraft departed KY HA for an ARVN Strike/Troop Lift which was to commence from QUANG TIN (BT 320230). The flight landed at QUANG TIN, troops were loaded for the lift, but weather caused the mission to be aborted at this point. One aircraft in the flight received two hits from small arms fire in the area between QUANG TIN and TAM KY. No injuries were sustained by the crew members.

Most of VMO-6's missions were cancelled because of inclement weather, however, BGen KARCH and BGen PLATTE, Colonel PEATROSS and parties were flown around the CHU LAI area.

- 9 Nov: Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby for a twenty four hour period commencing at 0700. A two aircraft reconnaissance flight in the area of coordinates BT 4302 was conducted by the 4th Marines. The flight, while at an altitude of 2000 feet was on from coordinates BT 448042, but no hits were received. Two aircraft made a reconnaissance insertion for the 7th Marines from Coordinates BT 560049 to BT 478968.

Again the VMO-6 Med-Evac crew was launched to GIA VUC to pick up two ARVN WIA's and take them to QUANG NGAI. Hostile fire was again taken in the pick up zone. The escort aircraft, flown by Lt's BUCHANAN and KROHN, layed down a curtain of suppressive fire and the mission was completed without further incident. Neither aircraft were hit.

Two VMO-6 Hueys, led by Major PRESSON, maintained a med-evac standby at TAM KY. Two missions were conducted - one, 5 miles northwest of there and the other 8 miles west of DANANG.

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- 10 Nov: Operation BLUE MARLIN commenced with an amphibious landing south of HOI AN, followed by numerous routine troop lifts conducted by HMM-362 with minimum enemy contact.

Eight HMM-364 aircraft supported the ARVN forces and the 7th Marines in Operation BLUE MARLIN on a Strike/Troop lift. ARVN troops were lifted from coordinates BT 329322 to BT 268248. Ground fire was received by the flight at coordinates BT 269250. No hits were received.

Operation BLUE MARLIN began for VMO-6 with a 0530 surf state and weather reconnaissance flight led by Captain KRUEGER. VMO-6 armed Hueys performed helo escort for the H-34's during troop lifts into the objective area, northeast of TAM KY. A TAC(A) aircraft remained on station throughout the day, but the friendly forces met little resistance and the operation lasted only two days.

- 11 Nov: Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 0700 to 1800 and on a Condition 4 Standby from 1800 to 0700 12 Nov. Four aircraft on a resupply mission in conjunction with Operation BLUE MARLIN lifted 18 VC prisoners from coordinates BT 327294 to BT 330210.

While supporting operation BLUE MARLIN, the VMO-6 TAC(A) aircraft flown by Major PURCELL was called upon to evacuate one Marine who had his leg blown off by a land mine. On two other occasions VMO-6 Hueys escorted flights of H-34's deep into enemy territory to HIEP DUC, DANANG and return; then to TRA BONG, QUANG NGAI, back to TRA BONG and returned to KY HA.

In the afternoon BGen PLATT, Colonel PEATROSS and their party were flown by VMO-6 to the BLUE MARLIN operation area to visit the troop commanders.

- 12 Nov: Fourteen HMM-364 aircraft and flight crews were maintained on a Condition 4 Standby from 0700 to 1800 for on-call missions in support of Operation BLUE MARLIN. These aircraft were scrambled to carry twenty-six VC prisoners from TAM KY to CHU LAI; three aircraft flew a resupply flight from coordinates BT 344177 to BT 342189; two aircraft transported supplies from the APA-248 to coordinates BT 375226; two aircraft ferried six passengers from coordinates BT 537075 to the APA-248 to BT 378226 and back to the APA-248; two aircraft carried two wounded Vietnamese civilians from coordinates BT 3332 to "B" Med; and two aircraft made an aerial reconnaissance flight in the area of coordinates BT 3513. In the afternoon, thirteen of the standby aircraft were utilized for an ARVN troop retraction from coordinates BT 410190 to BT 517056 and from BT 350170 to BT 517056.

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On the morning TAOR sweep by VMO-6, ground fire was received from around the village of CHU VINIT, 10 miles west of CHU LAI. One round was taken in the trailing edge of the main rotor blade, but no fire was returned.

- 13 Nov: Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 0700 to 1800 and on a Condition 4 Standby from 1800 to 0700 14 Nov. This standby flight (Condition 3) was utilized to support the ARVN on a troop lift of "NUNGS" from coordinates BS 380698 to BS 449840.
- 14 Nov: Eight HMM-364 aircraft participated in an ARVN Strike/Troop lift from coordinates BT 233315 to BT 093312. Two aircraft, in support of the 7th Marines, made an aerial reconnaissance flight of grid square BT 5013.

A flight of six VMO-6 Hueys led by Major HARKEY, launched in support and troop lift of ARVN's northwest of TAM KY. At about 0930 the aircraft flown by Captain KRUEGER and Lt MANN was observed to crash into a rice paddy (300° radial at 30 miles from the CHU LAI TACAN). Captain WRIGHT, who observed the crash, immediately expended his remaining rockets, jettisoned the empty pods, and made an approach to the downed aircraft. By the time he came alongside the downed helo, SSgt HERN (CC) had freed himself from the wreckage and had assisted the two pilots and the gunner (MSgt WAITE) in getting clear of the plane. The four crewmen were then taken to "B" Med immediately, all were reported to be in a satisfactory condition.

- 15 Nov: Eight HMM-364 aircraft made a resupply lift from QUANG NGAI to an ARVN outpost at coordinates BS 880330. Seven aircraft, in support of ARVN forces made a resupply lift from QUANG NGAI to coordinates BS 539515. One aircraft in the flight landed short of the LZ and slid downhill, stopping just short and barely clear of a mine field. The aircraft sustained minor damage. After repairs were made the aircraft was flown back into the LZ for inspection and was then flown back to KY HA without incident.

When an HMM-364 H-34 went down at NUI DAU, an isolated ARVN OUTPOST, VMO-6 was assigned to control the covering aircraft. Lt BUCHANAN skillfully directed the A-4's in destroying a VC headquarters building and bunkers, and also used his own aircraft to discourage VC snipers. His fire alone accounted for four VC buildings destroyed.

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- 16 Nov: Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 0700 to 1800 and on a Condition 4 Standby from 1800 to 0700 17 Nov. Two aircraft on the Condition 3 Standby were utilized to support MAG-36 by transporting equipment and AOCF parts from DANANG to KY HA. Two aircraft from the Condition 4 Standby were launched in support of the 7th Marines on a night emergency aerial reconnaissance flight. The flight reconnoitered an area in the vicinity of coordinates BT 435078. One of the aircraft while attempting to make a night landing in a poorly lighted zone (BT 435078), landed slightly short, which resulted in the port landing strut being broken. Enemy small arms fire was encountered in the zone but no hits were taken. The aircraft was flown back to KY HA and landed on a portable trailer without further incident.
- 17 Nov: Eight HMM-364 aircraft, in support of ARVN forces, participated in a Strike/Troop lift from QUANG NGAI to coordinates BS 712440. Three aircraft, in support of the 4th Marines, made a reconnaissance insertion from coordinates BT 566041 to BS 453956. Six aircraft, in support of the 7th Marines, participated in an unscheduled troop retraction from coordinates BT 180519 to BT 568032. After dusk, six aircraft were flown from KY HA to coordinates BT 536023 during a night dispersal of aircraft. The aircraft and crews remained at the dispersal point overnight.

A flight of seven VMO-6 Hueys participated in the ARVN operation south of QUANG NGAI (36 miles from CHU LAI). LtCol ZITNIK's section provided transportation for ARVN Generals LAM and THY to enable them to view the progress of the operation. Major PURCELL acted as TAC(A) for Marine fixed wing aircraft during the final LZ prep. Four gun ships led by Major PRESSON provided helicopter escort for H-34's during the troop lift into the LZ. The landing was unopposed.

The VMO-6 Med-Evac crew led by Captain PETTIGREW, launched at 1628 and proceeded to a landing zone about 5 miles south-east of CHU LAI to pick up two U. S. WIA's. As the evac aircraft lifted out of the zone enemy fire was received and a bullet entered the underside of the aircraft, splintered the floor, and drove pieces of shrapnel up through the crew chief's seat. The crew chief, LCpl D. E. GROOMS, was seriously injured, and was taken to "B" Med with the two WIA's picked up in the field.

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LtCol ZITNIK of VMO-6 led a flight of four Hueys to QUANG TIN (TAM KY), and there he was briefed on the forthcoming ARVN operation at HIEP DUC. A recon of the area was made for the purpose of selecting a LZ. After the choice was made, and L-Hour had been slipped one hour, the operation commenced with the landing zone prep at 1150, and was continued for twenty five minutes. The helos were then called in, and as they approached they received heavys small arms and automatic weapons fire, including .50 caliber machine guns. The Hueys immediately delivered fire on the enemy positions, and although the Hueys are no match for the .50 caliber guns, the aggressive manner in which Major PRESSON led the gunships on the target seemed to more than equalize the two weapons systems. The Hueys succeeded in temporarily silencing the enemies .50's. LtCol ZITNIK, with the Commanding Officer of MAG-16 aboard, was acting as command ship, and at this point recommended aborting the landing until the fixed wings could hit the target again. This was done and a second landing was successfully completed while the fixed wings were bombing the gun positions, and the Hueys were strafing the flanks. LtCol ZITNIK and Major PRESSON were decorated with the Vietnamese Cross of Gallantry for their action during the operation.

18 Nov: HMM-362 took part in an airlift attack carrying ARVN troops to relieve the overrun position (outpost) at HIEP DUC. Originally, eight squadron aircraft were involved, but by the end of the fourth lift, another six had been added. Intense small arms fire, including .50 caliber machine gun fire was received in and near the zone on all four lifts. Although four aircraft were downed by the fire, none were lost. Three WIA were suffered: 1stLt G. W. LEE (pilot), Cpl J. E. GRANT (gunner), and LCpl D. M. MORAN (gunner). Both gunners were evacuated. The mission was successfully completed, and the outpost was retaken, due in no small measure to very heavy close air support.

Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 0700 to 1800 and on a Condition 4 Standby from 1800 to 0700 19 Nov. Four of the Condition 3 Standby aircraft were utilized to support ARVN forces on a Strike/Troop lift from TAM KY to coordinates BT 916246. Heavy small arms fire was encountered in the landing zone and one aircraft was hit four times and another was hit once. There were no injuries to the crew members, and all aircraft returned safely. After dusk, four aircraft were flown from KY HA to CHU LAI for night dispersal. The crews were returned to KY HA.

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A flight of VMO-6 Hueys led by Major HARKEY, was diverted from its assigned mission by the DASC to provide air support for a squad of Marines being pinned down by sniper fire on the peninsula just north of KY HA. The squad was almost out of ammo, so after the Hueys expended their ordnance, the Marines were picked up and evacuated from the area. The UH-1E's accounted for six buildings destroyed.

19 Nov: Six HMM-364 aircraft in support of ARVN forces, participated in a Strike/Troop lift and resupply from QUANG TIN to HIEP DUC (AT 9224). During the lift, three ARVN WIA and five ARVN KIA were brought from HIEP DUC to TAM KY, and upon completion of the lift, two aircraft brought four ARVN WIA and two VC WIA from TAM KY to DANANG. Two aircraft in support of the 7th Marines made an aerial reconnaissance flight of the northwestern area of the TAOR.

VMO-6 aircraft were again sent to QUANG TIN to act as helo escort and med-evac for the HIEP DUC operation. But upon return, Major PURCELL reported that all was quiet in the area. The TAOR sweeps have been conducted as usual, and at 1230 Captain PERRYMAN flew over an outpost southwest of KY HA that appeared to be manned by 10-15 ARVN troops. The troops popped a white smoke, then red smoke, indicating they wanted the helo to land. When he spotted what appeared to be an American Advisor, Captain PERRYMAN commenced an approach, but as he neared the outpost he could see it was a Vietnamese in Advisor's clothing. Seeing no Vietnamese flag flying, a wave off was affected, and the matter was reported to Nailfile S-2. The S-2 had no friendlies plotted in that area.

20 Nov: YL-35 of HMM-362 piloted by Major W.R. SMITH was ambushed while picking up prisoners from a Marine outpost only 2 miles from KY HA. Having received 11 hits, the aircraft was forced to make an emergency landing after lifting from the outpost. The aircraft was saved for future missions by the quick action of an emergency maintenance crew and the helicopter was flown home by Captain M. D. FOWLER.

Six HMM-364 aircraft and crews were maintained on a Condition 3 Standby from 1300 to 1800 and on a Condition 4 Standby from 1800 to 0700 21 Nov. Three aircraft in support of ARVN forces on a resupply lift from QUANG TIN to HIEP DUC (AT 9224) attracted heavys small arms fire two miles west of TAM KY at an altitude of 2000 feet. One aircraft received a hit, but no injuries were sustained by crew members. This flight in addition to hauling supplies, transported 16 ARVN KIA and 12 ARVN WIA from HIEP DUC to TAM KY.

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While on a test hop over the bay, just off KY HA, Captain SHIELDS of VMO-6 received small arms fire from a junk, and a round was taken through the rotor blade.

21 Nov: HMM-362 made an attempt to lift Marines into HIEP DUC, but the mission was aborted because of intolerably bad weather.

Ten HMM-364 aircraft departed KY HA for a 7th Marines Strike/Troop lift from coordinates Bt 536023 to HIEP DUC (AT 916246). The troop pickup was made and the flight proceeded toward HIEP DUC but turned back because of low ceilings and marginal visibility. The troops were returned to the pick up point and the mission was cancelled.

At 1345 the VMO-6 Med-Evac crew led by Captain SHIELDS, responded to a call that resulted in the safe evacuation of two RVN civilians from two different landing zones in the most severe weather conditions.

22 Nov: An emergency lift was made by HMM-362 to relieve the ARVN outpost at THACH TRU, south of QUANG NGAI. The mission was successfully completed in very poor weather conditions which apparently caused the loss of YL-36, last seen in IFR conditions in a climbing turn at night over the sea, northeast of QUANG NGAI. To date no sign of the aircraft or crew has been found, and it is assumed that it crashed at sea with the loss of all hands: 1stLt F. VISCONTI, 1stLt R. A. MILLER, Cpl V. J. PIRKER, and Cpl J. E. DOUGLAS.

Four HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 1200 to 1800 and on a Condition 4 Standby at 1800 to 230700 Nov. Eleven aircraft supported the 7th Marines on a Strike/Troop lift from coordinates BT 536023 to BS 767467.

In the morning an ARVN outpost at THACH TRU was being attacked by the VC, and VMO-6 was called upon for support. A section, led by Captain WRIGHT, was launched in adverse weather, and upon arrival at the outpost went immediately under the control of an Army TAC(A) aircraft. The Hueys were directed to hit numerous VC positions located around the fort, and left three buildings burning and approximately twenty damaged. Later, two more sections were launched from KY HA to escort a flight of H-34's that were resupplying the ARVN in the THACH TRU area. Again the Army TAC(A) directed the Hueys onto VC positions and three VC were killed. The three sections of Hueys then

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joined into two different flights. One flight escorted the H-34's from QUANG NGAI to THACH TRU, and the second flight launched one hour later to relieve on station. Both flights returned to KY HA, but only after killing six VC, leaving two buildings burning and ten damaged. All claims were confirmed by the Army TAC(A).

23 Nov: Seven HMM-364 aircraft supported the 7th Marines on a Strike/Troop lift from coordinates BT 536023 to BS 734470. The flight encountered small arms fire in the landing zone, however, no hits were received. Three aircraft participated in an SAR flight from KY HA to coordinates BS 7391, BS 9899, BS 3659 and back to KY HA. The purpose of this flight was to search for an HMM-362 aircraft which was reported lost the previous night. The search produced negative results. Three aircraft supported ARVN forces on a resupply mission from QUANG NGAI to coordinates BS 819384. During the resupply mission, the flight was diverted to make a med-evac pickup at coordinates BS 750475, but intense enemy small arms fire made the pickup impossible. Three aircraft supported the 7th Marines on a resupply mission from coordinates BT536023 to BS 734471. Small arms fire was encountered in the landing zone, but no hits were received.

VMO-6 Hueys were again launched to fly cover for an H-34 troop lift from CHU LAI to the THACH TRU area. The VC were engaged near the village of VAN LY (1), and there three of the four aircraft received hits from a .50 caliber machine gun which killed one of the co-pilots, Lt Glen D. MANN. One of the aircraft was hit seriously enough to down it, and replacement parts were flown from KY HA. After repairing the downed aircraft in the field all aircraft then returned without further incident. VMO-6 aircraft flew 65 sorties on this mission.

24 Nov: Four HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 1200 to 1800 and on a Condition 4 Standby from 1800 to 0700 25 Nov. Ten aircraft supported the 7th Marines on a troop retraction from coordinates BS 739469 to BT 536023. Two of the aircraft in the flight were utilized to carry four ARVN WIA from coordinates BS 675650 to the ARVN hospital at QUANG NGAI.

A flight of six VMO-6 armed Hueys led by Major PRESSON provided helo escort for the H-34's during the troop retraction from the THACH TRU area. The retraction progressed without incident, and was punctuated at the end with an air strike

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on the village of VAN HA (2), which was expertly directed by Major PURCELL. A large number of VC were known to be hiding there, and two MAG-12 A-4's dropped napalm and rockets on the target, after which the VMO-6 aircraft expended their rockets and ammo in the same area. A total of 18 huts were destroyed. The med-evac crew responded instantly to a call for help from some people swimming just below the VMO-6 area. A man was observed being pulled out to sea by the surf, and calling for help. The evac bird was airborne in approximately 1½ minutes. The man was hoisted out of the water, brought back to the VMO-6 area and was there checked by a corpsman. The immediate response on the part of Captain SHIELDS and his crew undoubtedly saved the man from serious injury on the coral and possibly death from drowning. Early in the afternoon, LtCol ZITNIK took BGen PLATT and the Regimental Commander of the area on an aerial inspection of positions in the CHU LAI enclave.

25 Nov: Weather continued extremely poor. Captain J. D. DURRANT of HMM-362 made a hilltop pickup of a four man recon team which had been out for a week. Although the hill was enveloped by fog and light rain with visibility less than 300 meters and no CAP could get near the unsecure landing zone, Captain DURRANT nevertheless continued to the zone, guided by radio transmissions from the team. The mission was successfully completed.

Nineteen of the twenty-one UH-34D aircraft currently assigned to HMM-362 are now or have been cracked in the fuselage at either station 167 or station 201, or both.

All HMM-364 scheduled missions were cancelled due to inclement weather conditions.

26 Nov: Six HMM-364 aircraft and flight crew were maintained on a Condition 3 Standby from 0700 to 1800 and on a Condition 4 Standby from 1800 to 0700 27 Nov. All scheduled missions were cancelled due to inclement weather.

Inclement weather all but stopped VMO-6's flying activity on the 25th and 26th however, two med-evacs missions were flown in spite of the hazardous weather conditions.

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27 Nov: Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 1400 to 1800 and four aircraft and flight crews were maintained on a Condition 4 Standby from 1800 to 0700 28 Nov. Eight aircraft departed KY HA for QUANG TIN (BT 292229) to participate in an ARVN troop retraction from HIEP DUC (AT 916246) to QUANG TIN. The flight flew to QUANG TIN for a briefing by U. S. Army Advisors. However, due to inclement weather and a lack of escort aircraft, the mission had to be cancelled and the aircraft returned to KY HA. Two aircraft each on a separate flight, escorted VMO-6 aircraft on aerial reconnaissance flights of the TAOR. These flights were made in support of the 4th Marines.

A med-evac flight led by Captain PERRYMAN of VMO-6 responded to a call to evacuate a U. S. KIA. The evac aircraft piloted by Captain SHIELDS, picked up the KIA and then diverted to pick up five surrounded Marines. During the retraction of the five surrounded troops, the unit commander reported his unit was under enemy fire and requested the evac escort, a gunship, to return fire on the enemy positions. Captain PERRYMAN responded immediately, hitting the enemy positions first with rockets and then strafing said positions with machine gun fire. This air support allowed the ground unit to regroup and reestablish themselves. The evac aircraft then picked up a U. S. Marine WIA and delivered him to "B" Med. Prior to departing the pick-up scene however, the med evac crew requested two more gunships be sent to the same area to afford the ground unit with further air cover. The second flight of Hueys was led by Major PURCELL and remained on station delivering fire into enemy positions until their support was no longer needed. This bit of action once again demonstrates the versatility and effectiveness of the Armed UH-1E. The med evac crew was launched again about noon and flew deep into enemy territory, under hostile fire, and performed another medical mission, (evacuation).

28 Nov: Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 0700 to 1800 and on a Condition 4 Standby from 1800 to 0700 29 Nov. Three aircraft each on separate flights, escorted VMO-6 aircraft on aerial reconnaissance flights of the TAOR. These flights were made in support of the 4th Marines. Two aircraft in support of the 7th Marines conducted an aerial reconnaissance flight of the area between coordinates BT 4301 and BS 4898.

VMO-6's activity on this day was limited as only normal reconnaissance and normal med evacs missions were performed. The squadron provided VIP transportation for BGen PLATTI and Mr. Hansen BALDWIN, military editor of the New York Times. The flight was led by LtCol ZITNIK and was completed without incident.

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29 Nov: Five HMM-364 aircraft, each on separate flights, individually escorted VMO-6 aircraft on aerial reconnaissance flights of the TAOR. These flights were made in support of the 4th Marines. Ten aircraft supported ARVN forces on a Troop/Resupply to and retraction from HIEP DUC (AT 916246) to Hill 29 (BT 234274) and QUANG TIN. The aircraft received sniper fire west of the LZ at HIEP DUC, however no hits were received.

VMO-6's activity on this day was limited as only normal reconnaissance and med-evac missions, except for a flight of Huey gunships led by LtCol ZITNIK, which acted as helo escort for a flight of transport helicopters. The mission was accomplished with no significant incidents.

30 Nov: Six HMM-364 aircraft and flight crews were maintained on a Condition 3 Standby from 0700 to 1800 and on a Condition 4 Standby from 1800 to 0700 1 Dec. Six aircraft supported the ARVN forces on a resupply mission from QUANG TIN (BT 292229) to outpost at QUE SON (BT 045350) and TIEN PHOUC (BT 113137).

A flight of two VMO-6 Hueys were launched to support a patrol which was receiving enemy fire approximately 5 miles from CHU LAI. Upon arrival at the scene, uniformed VC were spotted in the suspected area and fire was immediately delivered by the Hueys into the enemy positions. The enemy began to flee into the brush around the area and the patrol continued their sweep through the area with the Hueys overhead.

a. Marine Aircraft Group 36 statistics for the period 1 November to 30 November 1965:

(1) Aircraft assigned	62
(2) Average daily availability	33
(3) Flight hours	3616
(4) Missions	701
(5) Sorties	8586
(6) Cargo tons carried	886
(7) Troops/Passengers carried	14,492
(8) Medical Evacs	338

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(9) Casualties

(a) WIA 5
(b) KIA 2
(c) MIA 4

4. Special notes of interest:

Colonel William G. JOHNSON, Commanding Officer, MAG-36 and Lieutenant Colonel William I. ARMAGOST, Group Executive Officer were recommended for Air Medals.

Marine Air Base Squadron 36 has continued support of the Group through the many base services required and the construction of the numerous semi-permanent structures.

The hours flown by the operating squadrons within this Group has required many hours of aircraft maintenance which has been provided by the Maintenance Department of Headquarters and Maintenance Squadron 36.

The 2nd ARVN Division Commander, General LAM, decorated members of MAG-36 for their participation in the HEP DUC operation. Those receiving awards were:

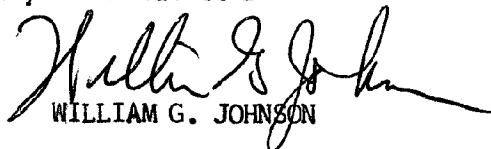
First Lieutenant G. D. MANN 084300/7335 USMC, VMO-6, Posthumously -
Vietnamese Cross of Gallantry with Palm

Lieutenant Colonel R. J. ZITNIK 033972/7335 USMC, VMO-6 -
Vietnamese Cross of Gallantry with Silver Star

Major R. E. PRESSON 050641/7335 USMC, VMO-6 -
Vietnamese Cross of Gallantry with Silver Star

Major J. R. KUTCHMAREK 062146/7335 USMC, HMM-364 -
Vietnamese Cross of Gallantry with Gold Star

Captain E. R. DOANE 076893/7335 USMC, HMM-364
Vietnamese Cross of Gallantry with Gold Star


WILLIAM G. JOHNSON

Copies to:

CG, 1stMAW (Copy 1 of 6 plus enclosures)
CG, 1stMAW (Copies 2 thru 5 of 6 less enclosure (1))
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Volleyball in Vietnam

CHU LAT, Vietnam, Oct. 30-- The MAG-36 volleyball team in Vietnam has never been beaten--until it played a team whose average height was five feet.

The Vietnamese team at Ky Ha, the hamlet for which the MAG-36 hell-pad is named, had never been beaten, either.

The Marines asked the villag-

ers if they would care for a three-game tournament. The Ky Ha-ites accepted suspiciously fast, it later occurred to the defeated Marines.

The match was set for a Saturday, with international rules prevailing. When the Marines showed up, the Vietnamese team was practicing, and team captain, Sgt. John W. Lee acknowledged ".....they sure know how to handle the ball."

With the lead changing almost as rapidly as the ball flying over the net, the final score was 15-13, favor of Ky Ha. The Marine volleyballers went into a strategy huddle and took the second set, 16-14.

All that could be said for the third game was the Marines fought well. Ky Ha, with its five-foot players, won the tournament 15-7.

Later, Sgt. Lee asked an interpreter if the Ky Ha team was a national champion, or something. "No," he was told, "but you Americans play many different sports while you are young. The people of this village have played just one game from the days they began walking." Lee knew which game.



Luckiest Kind of Birthday Present

Capt. James W. Parsons flew a helicopter and stopped inches from his spine. The next day, the helicopter crew of Marine Helicopter Squadron 36 gave him the most precious birthday present of all--a birthday present.

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003A34465SPECIAL CHRONOLOGY FOR AIRCRAFT IN SUPPORT OF CTG 76.3

1. On 4 November 1965, in response to FragO 11-702, a detachment of two aircraft with crews were assigned to CTG 76.3 for operational control during "BLUE MARLIN". One aircraft to operate from the USS PAUL REVERE (APA 248), and one aircraft to operate from the USS FORT MARION (LSD 22). Captain B. H. ADAMS, USMC, was assigned as senior officer. Also deployed were Lts WOZLEY, ZAMORA, and BROWN. Deployment was expected to be approximately 10 days.

2. The following is a chronology of operations:

- 4 Nov: Two aircraft were flown from KY HA to QUI NHON and the crews were billeted for the night by HMM-363. (2.7 hours, 2 sorties, 600 lbs of cargo).
- 5 Nov: Captain ADAMS flew from QUI NHON to USS PAUL REVERE for briefing. However, the aircraft was returned from the ship to the 8th Aerial Port with a ship's liaison officer to pick up two newsmen. The passengers were returned to the USS PAUL REVERE. Captain ADAMS was then introduced to Commodore (Captain) MADDOCKS (CTG 76.3) and members of his staff. The briefing was deferred until 6 November, and the aircraft returned to QUI NHON with one newsman and two Marine Lieutenant Colonels. All the crews spent the night with HMM-363. (1.9 hours, 4 sorties, 7 passengers).
- 6 Nov: One aircraft flew from QUI NHON to USS PAUL REVERE for briefing. The aircraft then conducted a shuttle between QUI NHON and the ship with VN and U. S. Marine passengers, including Colonel FISHER, Commander Landing Force, after which the aircraft returned to QUI NHON. Although the Task Group had not been scheduled to depart QUI NHON until 7 November, the senior pilot received a call at 2130 that the PAUL REVERE's sailing schedule had changed and that he was to come aboard immediately. The helicopter landed at 2155 aboard the PAUL REVERE. There being no change in the FORT MARION's schedule, the second aircraft remained at QUI NHON. (2.0 hours, 19 sorties, 26 U. S. military passengers, 3 VN Military passengers, 600 lbs cargo).
- 7 Nov: PAUL REVERE steamed at 0400 in heavy rainstorms with the embarked aircraft aboard and secured by heavy tie-downs. At 0745, the second aircraft departed QUI NHON for the FORT MARION. The Task Group at 1300 rendezvoused at sea. At this time both aircraft assumed a deck alert during Underway Replenishment until 1630. At 1700 a Soviet vessel was identified 2 miles off the starboard bow of the PAUL REVERE, however, the helicopters did not launch to investigate. Aviation oil was not available aboard either

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ship and was borrowed from HMM-363. It was also determined that the PAUL REVERE's AVGAS system was contaminated. Steps were taken to purge the system. (0.5 hours, 2 sorties, 1 passenger, 600 lbs cargo).

- 8 Nov: The task group spent most of 8 November anchored off CHU LAI. Numerous shuttles were conducted between the ships and the beach. Captain ADAMS had an interview with the Commanding Officer (Captain MCDOWELL) and the Operations Officer of the PAUL REVERE regarding deck procedures, launch and recovery techniques, desired wind direction and velocity, and other safety of aircraft handling procedures. The ship's Air Operations Manual had been written for the HUP-2, and was inadequate in certain respects for operating the UH-34D. Modifications were accepted which were mutually satisfactory to the ship and the helicopter detachment. During the evening, Commodore MADDOCKS discussed with Captain ADAMS the feasibility of launching a helicopter to the beach to pick up 2 members of the PhibRon staff. Because of low ceilings, moderate rain, no navigational aids and the ship 20 miles at sea, it was agreed to defer this launch until the following day. (5.9 hours, 31 sorties, 65 passengers, 400 lbs cargo).
- 9 Nov: The PAUL REVERE's helicopter was manned at 0300 for General Quarters. At 0800 it launched for the beach to shuttle passengers. A 1500 launch for DANANG was aborted when O/O weather was encountered enroute. FORT MARION's helicopter was similarly engaged. On this day, Captain ADAMS encountered some difficulty in bringing the ship's personnel to understand why helicopters fly in sections. He also discussed with them the confusion arising from flight deck operations when control is originating from 3 separate locations (Bridge, CIC and SACC). Captain ADAMS also requested that the flight deck personnel be maintained at Flight Quarters while the aircraft was operating to avoid long delays in recovery. (3.8 hours, 11 sorties, 26 passengers).
- 10 Nov: D-Day for Operation "Blue Marlin". Both aircraft were in operation during much of the day, with ship-to-shore runs, trips to DANANG and CHU LAI and evacuation flights to "B" Med. Early in the evening, the PAUL REVERE's aircraft was launched to retrieve a 12 man beach party which turned out to consist of 20 men and a .50 caliber machine gun. With the FORT MARION's beach party still on the beach, the senior pilot advised the flagship to launch FORT MARION's aircraft to recover these personnel. He was informed that the FORT MARION had no deck lighting. The senior pilot advised the

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flag to launch FORT MARIONS's aircraft to pick up this party (reportedly 6 men) and to take them to CHU LAI. This was accomplished. (10.4 hours, 32 sorties, 60 passengers, 3100 lbs cargo).

- 11 Nov: Early on this morning PAUL REVERE's aircraft launched for KY HA to pick up FORT MARION's aircraft and the beach party personnel. Upon arrival at KY HA the PAUL REVERE's aircraft lost its Number 1 Inverter. Meanwhile, FORT MARION's aircraft was undergoing ASE repairs. Substitute aircraft were not available because of other squadron commitments. After repairs were effected, both aircraft launched for GREEN BEACH with the beach party personnel. Upon landing at GREEN BEACH, PAUL REVERE's aircraft experienced a generator failure and had to return to KY HA for repairs. Repairs accomplished, the aircraft resumed ship-to-shore shuttle of personnel and equipment. The day's work continued until after sunset, and the pilots were then informed that FORT MARION's aircraft was to land on an LST. Upon arrival at the ships, it was found that the LST's deck had not been cleared and another MAG-36 aircraft occupied PAUL REVERE's deck. The aircraft reached 200 lbs fuel with both decks still fouled, requiring a return to KY HA to RON. (12.4 hours, 40 sorties, 67 passengers, 5900 lbs cargo).
- 12 Nov: Both aircraft were launched early. Inasmuch as the FORT MARION aircraft was then still experiencing ASE difficulty, the senior pilot decided that this aircraft would be employed for SAR only, and not land aboard the ship. Numerous ship-to-shore shuttles were made, including a lift for the Commodore to inspect a broached LCM at GREEN BEACH, and a lift for CLF to CHU LAI. On one trip to DANANG, the flight was delayed 2½ hours while SCUBA tanks were refilled. By the end of the day the FORT MARION aircraft had a secondary bus failure and the PAUL REVERE aircraft a primary servo failure. Both aircraft returned to KY HA to RON for repairs. During the day, the senior pilot again found it necessary to explain to ship and flag personnel the necessity for mechanical repairs, and the fact that substitute aircraft were not readily available because of other commitments. When queried on the feasibility of putting one aircraft aboard an LST overnight, Captain ADAMS informed the Staff that this policy was not authorized by the 1st MAW. (10.0 hours, 33 sorties, 32 passengers, 3200 lbs cargo).
- 13 Nov: Immediately after launch this morning, the aircraft were vectored to investigate explosions 1000 yards south of GREEN

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BEACH. It was later determined that these emanated from VN Marine mortars. The aircraft then resumed ship-to-shore operations, including one lift to take the Commodore to DANANG to confer with CG, III MAF. The aircraft later lifted representatives of U. S. network television and newspapers to the flagship. The day's operations were carried out smoothly and efficiently. (10.7 hours, 32 sorties, 22 passengers).

- 14 Nov: The PAUL REVERE stood off GREEN BEACH and the FORT MARION off CHU LAI. The senior pilot had informed Captain MCDOWELL (CO of PAUL REVERE) of MAG-36 policy prohibiting the operation of unescorted aircraft over unsecure territory. The Captain stated inasmuch as the ship was only one mile off-shore, with boats in the water, he would assume full responsibility for such operation. The senior pilot assented to a single plane operation between the ship and GREEN BEACH, but no further. At this point, when it was determined that escort aircraft were not available from MAG-36, the PAUL REVERE stood out to sea and joined the FORT MARION at CHU LAI. Both aircraft resumed normal section operations. While enroute to DANANG with passengers for III MAF, the aircraft diverted to the site of a VMO-6 crash (approximately 10 miles west of TAM KY). Upon arrival, they found that VMO-6 had the situation in hand and resumed their flight to DANANG. The aircraft remained aboard their ships this night. (5.7 hours, 21 sorties, 35 passengers, 900 lbs cargo).
- 15 Nov: Normal operations continued including inter-ship and ship-to-shore movements to CHU LAI and DANANG. Captain B. H. ADAMS was ordered TAD to COMUSMAV, SAIGON, and was relieved as senior detachment pilot by Captain L. M. ACKERMAN. (8.2 hours, 20 sorties, 9 passengers, 1000 lbs cargo).
- 16 Nov: The second phase of "BLUE MARLIN" began. The day's operations included lifts of press photographers to cover the surface landing at ORANGE BEACH, ammo resupply to the beach, and administrative runs to DANANG. That night the ship received a normal request for one aircraft to lift 6 VC from an ARVN position (no coordinates) near HOI AN to DANANG. The senior pilot informed the flag that this was a daylight mission for two aircraft. (8.9 hours, 13 sorties, 11 passengers, 2400 lbs cargo).
- 17 Nov: Routine operations (mail to DANANG, etc.) continued and included lifting the Commodore ashore to inspect the amphibious objective area. On this evening, a scheduled lift of one officer to CHU LAI Air Freight was completed. An RON at

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KY HA was necessary as the FORT MARION has no night landing lights. (8.6 hours, 25 sorties, 20 passengers, 3600 lbs cargo).

- 18 Nov: Routine operations continued, inter-ship and ship-to-ship movement of personnel and cargo. Continued inverter trouble plagued PAUL REVERE's aircraft, and a quick fix was made at KY HA at midday. At sunset both aircraft were back aboard their ships. Shortly thereafter a Major COLBY USMC informed the senior pilot that he was to be lifted to 3dMarDiv CP, DANANG and return. The senior pilot informed the Major that inasmuch as the FORT MARION's deck was not lighted, the only thing that could be done was a flight of both aircraft to DANANG to RON. Major COLBY displayed a certain measure of irritation, and then requested to be taken to "the beach". The senior pilot complied. Upon arriving at the beach, the Major informed the pilot that by "the beach" he meant DANANG, whereupon the pilot and the Major had the same exchange of views as previously mentioned, and the aircraft returned to the PAUL REVERE, with the Major. (8.1 hours, 20 sorties, 19 passengers, 900 lbs cargo).
- 19 Nov: This day's events were modest in scope but not without excitement. Early in the morning a Med-Evac mission was performed, as well as a routine run to DANANG. During the morning, the task group steamed for DANANG. In mid-afternoon, the PAUL REVERE's aircraft launched for DANANG with 5 passengers, including Colonel FISHER (CLF) and Colonel LANIGAN. Immediately after take-off the engine began popping and lost power. The pilot slammed into the water as gear was jettisoned from the cabin hatch. After an evolution of collective pumping, lightening the load, and a certain amount of water dancing, the engine smoothed out at moderate power settings, lifted itself from the water and reached DANANG without further incident. Inspection at DANANG revealed that engine operation was normal at 2500 RPM, but that at 2700 RPM, popping and power loss resulted. Repeated tests disclosed the same results. The aircraft was shut down and thoroughly washed with fresh water, there being no damage to the aircraft. Captain ACKERMAN was informed that the detachment had been released by CTG 76.3. He then requested maintenance assistance from MAG-36 and RON'ed. (2.5 hours, 8 sorties, 16 passengers, 1100 lbs cargo).
- 20 Nov: The two aircraft returned to KY HA after maintenance repairs.

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Cumulative Summary:

102.3 aircraft hours
315 sorties
419 passengers
24,200 lbs cargo

General Comments:

The aircraft crews for this commitment, involving an independent operation, were carefully selected for their maturity, experience and ability. The traditional (and sound) relationship which exists between a naval vessel (the embarked flag) and assigned aircraft unit is recognized and reaffirmed. In this case, both the Commanding Officer of the PAUL REVERE and Commander, Amphibious Squadron 5 (CTG 76.3) were Naval Aviators, and well acquainted with the command relationships. The aircraft were employed in a manner no different than that by a carrier commander and a carrier division commander. This prerogative is recognized. However, in the event of future deployment of small units to ships operating along the coast of VIETNAM it is recommended that the policies set forth by the Group Commander concerning section operation of aircraft be forwarded to the commander to which they are assigned.

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