

HEADQUARTERS  
 Marine Aircraft Group 36  
 1st Marine Aircraft Wing, FMFPac  
 FPO San Francisco 96602

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 13 March 1966  
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 Copy 1 of 6 Copies

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From: Commanding Officer  
 To: Commanding General, 1st Marine Aircraft Wing (Attn:  
 ACofS, G-3)

Subj: Command Chronology (U)

Ref: (a) Wing Order 3750.1B

Encl: ✓(1) Part One - Organizational Data  
 ✓(2) Part Two - Narrative Summary  
 ✓(3) Part Three - Significant Events  
 ✓(4) Part Four - Supporting Documents

1. In accordance with reference (a), enclosures (1) thru (4)  
 are submitted for the month of February 1966.

*William G. Johnson*  
 WILLIAM G. JOHNSON

Copies to:  
 CG, 1stMAW (Copy 1 of 6 plus enclosures)  
 CG, 1stMAW (Copies 2 thru 5 of 6 less enclosure (4))  
 File (Copy 6 less enclosure (4))

1st MAW S&C No.	Copy No.
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## PART I

## 1. Organizational Data - Period 1 to 28 February 1966

## a. Commanding Officer and Staff of MAG-36:

CO	JOHNSON, William G.	COL
XO	PORTER, Mervin B.	LTCOL
ADJ	AMBROSE, Raymond H.	2NDLT
S-1	BRAY, Richard P.	MAJOR
S-2	YATES, Charles E.	CAPT
S-3	SOMERVILLE, Daniel A.	LTCOL
S-4	GARROTTO, Alfred F.	LTCOL
Chaplain	HOWARD, Marvin	LCDR
Flt Surgeon	SCHENK, Thomas	LT (USN)
MTO	MOFFETT, Forrest L.	CAPT
EMB	PARKER, George R.	2NDLT
ORD	PARKER, George R.	2NDLT
MAINT	GARDINER, Joseph C. Jr.	MAJOR
LEGAL	TROYER, Paul D.	1STLT
COMM	MEEKS, Clarence I.	CAPT
Civil Affairs	MERRITT, Max A.	MAJOR
Avn Safety	GOODSELL, William	MAJOR
NATOPS	VOBORA, George	MAJOR
Security	JESSEN, Thomas F.	CAPT
Ground Safety	SOLTES, Anthony J.	2NDLT

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## b. Commanders and Staff of attached units:

## H&amp;MS-36

CO	MOONEY, Thomas G.	LTCOL
XO	HATCH, Robert D.	MAJOR
ADMIN	CUTOMB, David H.	CAPT

## MABS-36

CO	KENNEDY, Jack A.	MAJOR
XO	COLLINS, Michael E.	CAPT
ADMIN	SHAPIRO, Bruce L.	CAPT

## HMM-261

CO	COSTELLO, Keith W.	LTCOL
XO	GUAY, Robert P.	MAJOR
OPS	PATE, Gerald S.	MAJOR

## HMM-363

CO	KEW, George D.	LTCOL
XO	KELLOGG, Willis D.	MAJOR
OPS	GRAHAM, Wallace H.	MAJOR

## HMM-364

CO	LUCAS, William R.	LTCOL
XO	NEEDHAM, Mitchell J.	MAJOR
OPS	MICHEELS, Herman M.	MAJOR

## VMO-6

CO	ZITNIK, Robert J.	LTCOL
XO	PRESSON, Robert R.	MAJOR
OPS	PURGELL, Robert D.	MAJOR

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## 2. Task Organization and Unit Location:

Unit Designation	Location	Date
H&MS-36	KY HA	1 - 28 Feb 66
MABS-36	KY HA	1 - 28 Feb 66
HMM-261	KY HA	1 - 28 Feb 66
HMM-363	KY HA	1 - 28 Feb 66
HMM-364	KY HA	1 - 28 Feb 66
VMO-6	KY HA	1 - 28 Feb 66

## 3. Average monthly strength: February 1966

Unit	Mar. Off.	Mar. Enl.	Navy Off.	Navy Enl.
H&MS-36	38	302		
MABS-36	15	364	4	26
HMM-261	52	171	1	
HMM-363	50	155	1	
HMM-364	52	154	1	
VMO-6	32	150		

Average monthly strength of MAG-36 was 1568 officers and men.

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Enclosure (1)

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## PART II

## 1. Narrative Summary:

With each passing day the installation at Ky Ha has continued to expand in both functional and recreational aspects as this summary will show.

Marine Air Base Squadron 36 provided camp maintenance, base services and airfield operations support to MAG-36 (Forward) in both phases of operation "DOUBLE EAGLE", as well as MAG-36 (Rear) at Ky Ha.

During the reporting period the MAB-36 Utilities Section, taking advantage of good weather, completed the following projects:

- 9 Bldgs 16X40 with tin roofs.
- 3 Bldgs 16X40 to house the Comm Section.
- 8 Bldgs 16X40 painted inside.
- 2 Bldgs 16X40 painted outside.
- 2 Bldgs 16X32 with tin roofs for Group Supply.
- Messhall and Pot Shack completely rescreened, and sheds placed over all reefers at the messhall.

The MAG-36 Communications Section's detachment of 19 men provided all required communications for Phases I & II of operation "DOUBLE EAGLE".

During phases I & II of operation "DOUBLE EAGLE" H&MS-36 maintained a detachment of 5 men and support equipment in the field for the purpose of performing emergency field maintenance. Members of the detachment were involved in an engine change under combat condition along with the crew when a UH-34D went down in the pick up zone. This was accomplished during the hours of darkness and in spite of enemy sniper fire.

The H&MS-36 engine shop, during the month of February, tore down and built-up 32 R-1820-84C engines; to do this 2432 man hours were required. This equals the total number of engines torn down and built-up during the period January thru October 1965.

A night flare drop was flown by the <sup>MAG-36</sup> ~~H&MS-36~~ C-117D piloted by LtCol T. G. MOONEY and Major R. D. WATCH on 1 February 1966. Coordinates BS 6246 were continuously illuminated from 2345H till 0100H. While on station the aircraft was under control of Sub-scriber 1/4.

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In addition to the above the C-117D was utilized to haul MAG-36 PX supplies from DANANG to CHU LAI and to carry passengers in and out of the country as necessary.

During the reporting period the C-117D experienced an engine failure on a return flight from Bangkok. Standard in-flight emergency procedures were instigated by the pilots and the aircraft landed without further incident at CAN THO.

The MAG-36 C-117D carried a total of 50.7 tons of cargo while flying 75.9 hours during the month of February 1966.

Squadrons of MAG-36 flew 5,656.6 hours during the period of this report. As the majority of these hours were flown under field conditions, this reflects the quality of both pilots and Maintenance personnel of this Group.

Casualties suffered by the Group were 28 WIA's and 0 KIA's; for the magnitude of the operations throughout February this was very light.

For the morale of all hands, the beach area adjacent to MAG-36 was opened this month. With continuing good weather this will be another big step in maintaining the already high morale of the Group.

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## 1. Significant Events:

- 1 Feb: Sixteen HMM-261 UH-34D's helilifted 339 U. S. Marines of 2/9 from QUANG NGAI to LZ BS 665475 in three waves. Numerous fixed wing aircraft were utilized in the LZ prep. Four armed UH-1E's of the Army were provided for escorts. Along with the troops 19,725 pounds of cargo was also carried into the LZ. The lift was completed without contact with the enemy.

Four HMM-261 aircraft were launched escorted by two U. S. Army BANDITS. The aircraft lifted a total of 20 U. S. Marines to LZ BS 422595 to search for a grave and bring back the remains. While the aircraft were circling the zone awaiting the pick-up, mission 1300 was received. Two of the aircraft proceeded to BS 625297 for the retraction of a recon patrol consisting of 5 U. S. Marines. The Marines were lifted to BA TO (BS 565330)

Two HMM-261 aircraft flew numerous lifts between the BSA, LPH-8 and LZ BS 718427 for approximately two hours the aircraft and crews were unable to leave their defensive positions or get the aircraft airborne due to snipers at the LZ. When the snipers were eliminated the aircrafts and crews had sustained no hits despite numerous attempts by the Viet Cong snipers.

Two HMM-261 aircraft flying numerous sorties between LZ's received hostile small arms fire from LZ BS 834423, BS 755545, BS 762534, BS 833432 and BS 815454. On the approach to LZ BS 815454 for a Med Evac mission intense small arms fire was received. Both aircraft incurred light damage. Both aircraft returned the fire but due to intense ground fire the aircraft were forced to abandon the mission and returned to the BSA for further assignments.

- 2 Feb: Fourteen HMM-363 aircraft joined approximately 20 other MAG-36 helicopters in a strike against landing zones at coordinates BS 797327, BS 785335 and BS 795312. The only enemy fire received was light sniper fire from the area of the pick-up zone.

One aircraft of HMM-364 encountered enemy small arms fire from the vicinity of coordinates BS 825395. One hit was received without injury to the crew. Suppressive fire was returned at an altitude of 1200 feet. No Kills were claimed.

Six HMM-261 aircraft along with 27 aircraft from five different squadrons launched on a strike mission with VMO-6 aircraft working as the controlling aircraft. The pick-up zone was at BS 652455 with three different landing zones: LZ BS 795312, LZ BS 795327

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and BS 785237. Nothing was known as the size of or the conditions of these zones prior to the strike, consequently the approach and departure procedures were not covered along with the number of aircraft landing in the zone. The aircraft were in the pick-up zone at 1440. The Battalion, 2/4, was not organized and consequently the operation was delayed by 20 minutes. During this 20 minutes, 15 aircraft waited in the zone without air cover. The Battalion then requested that six aircraft land at a time. All aircraft were back by 1738.

A flight of VMO-6 Hueys acting as TAC(A) during an LZ prep at BS 795314 observed one F-8 fly through it's own bomb blast and when the pilot was forced to eject from his aircraft, the flight of VMO-6 Hueys picked the pilot up and transferred him to the USS VALLEY FORGE.

3 Feb: Two HMM-364 UH-34D's flew from JOHNSON CITY to coordinates BS 652353 on a U. S. Marine reconnaissance mission. The two aircraft encountered intense small arms fire in the pick-up zone. Suppressive fire was returned from the aircraft. No hits were received, and no Kills were claimed. The same two aircraft returned from JOHNSON CITY to coordinates BS 658298 on a second reconnaissance retraction mission. The aircraft received small arms fire while in the pick-up zone. As the two aircraft took off from the zone an enemy mortar round exploded in the zone. No hits were received.

Ten HMM-364 aircraft participated in a forty aircraft strike involving the lifting of six hundred U. S. Marines to coordinates BS 921267. Enemy forces set up an ambush for the first wave to return and land in the pick-up zone BS 719432. Mortar explosions and automatic weapons fire was encountered in the pick-up zone. One aircraft received two hits, and a second aircraft received one hit which resulted in an immediate emergency landing in the pick-up zone. Emergency repairs were made in the field and the aircraft was returned to KY HA.

Three HMM-364 aircraft returning to KY HA from the BSA at night had trouble when one of the UH-34D's engine began running rough. An emergency landing was made on the coast line near FIRELY (BS 719425).

Ten aircraft of HMM-261 launched on a mission to helilift 180 U. S. Military troops from LZ BS 795325 to LZ BS 838277. One of the aircraft received a hit in the pick-up zone with the crew chief sustaining a minor scratch on the right elbow.

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Ten aircraft of HMM-261 departed the BSA on a mission to carry 136 U. S. Marines from LZ BS 719425 to LZ BS 921267. The flight received moderate intensity fire from the pick-up zone and light intensity fire in the drop zone. The crew chief of EM-15 received a wound when a bullet entered the clutch compartment and came through at such an angle as to enter his left side. He was evacuated to the LPH-8 where his prognosis was determined to be fair.

Six VMO-6 Hueys were launched to the BSA for support mission. One section of Hueys directed LZ prep at BS 836281, controlling fire flights of VF/VA aircraft. During the troop landing, the VMO-6 UH-1E's claimed one Viet Cong KIA which was the squadrons first KIA of the operation.

The VMO-6 TAC(A) section launched their Hueys to cover another troop landing at BS 921267. This was the landing of 2/3 in conjunction with an amphibious landing which the TAC(A) was not briefed on. A section of Hueys escorted the UH-34D's into the LZ, delivering suppressive fire on the first two passes.

The VMO-6 Hueys escorted a section of UH-34D's on a recon team retraction and had to deliver suppressive fire around the pick-up zone when the UH-34D's began receiving automatic weapons fire.

4 Feb: Four HMM-364 aircraft flew from JOHNSON CITY to coordinates BS 760338 for a U. S. Marine reconnaissance troop retraction. The reconnaissance team had to remove anti-helicopter stakes in order for one aircraft at a time to land. All aircraft encountered intense enemy small arms fire while entering and leaving the pick-up zone. Suppressive fire was returned by the helicopters. No hits were received.

Ten HMM-261 aircraft launched to LZ BS 636449 to conduct a retrograde. A total of 74 U. S. Marines and 500 pounds of cargo was transported back to the BSA. No enemy fire was received.

One VMO-6 Huey flown by LTCOL ZITNIK, Commanding Officer VMO-6 was lost when the tail rotor came off during a gun run on a Viet Cong automatic weapons position. The aircraft spun to the ground from about 1000' and crashed in a rice paddy. LT BUCHANAN landed near the wreckage and picked up the crew of five which had sustained only minor wounds.

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5 Feb: Four HMM-364 aircraft transported 93 U. S. Marines to coordinates BS 719425. Four enemy mortar round explosions occurred during the first landing in the zone. No hits were received.

Nine HMM-261 aircraft proceeded to LZ BS 637449 to helilift 139 U. S. Marines to LZ BS 715425. The flight received light automatic fire in the pick-up zone but none of the aircraft nor crew were hit.

Eleven VMO-6 Hueys were launched to support Operation "DOUBLE EAGLE" and flew every assigned mission of a VMO squadron including helicopter escort, TAC(A), TAO, Med Evac, VIP, COM and Emergency Resupply. One section of Hueys acting as TAC(A) received heavy automatic weapons fire from a village near the LZ and was forced to call an airstrike on the village to prevent disruption of the landing. Uniformed Viet Cong had been spotted earlier running into the village. A section gave close air support to 2/3 "GOLF" when said company came under heavy small arms fire. The Hueys accounted for one Viet Cong KIA and one Viet Cong WIA. The section then evacuated one U. S. WIA from the area.

6 Feb: Aircraft of HMM-364 encountered enemy fifty caliber automatic fire in the vicinity of coordinates BS 972696. No hits on the aircraft were received.

A flight of VMO-6 Hueys on a TAC mission observed armed Viet Cong running into a cave and after obtaining clearance to fire, delivered rocket and machine gun fire into the mouth of the cave however it was impossible to make a damage assessment.

Another flight of VMO-6 Hueys launched to act as TAC(A) on a preassigned target at BS 790486 and BS 796485. Nature of target were fortified positions and Viet Cong structures. The flight reported two buildings destroyed and five damaged by the airstrike. A total of twelve Hueys participated in the days operations.

7 Feb: Four HMM-364 aircraft departed from JOHNSON CITY to coordinates BS 815315 to retract 55 U. S. Marines from a reconnaissance team. The aircraft encountered enemy small arms fire and automatic weapons fire in the pick-up zone. As the enemy fire increased in intensity, all aircraft returned suppressive fire. Reconnaissance troops in the belly of each aircraft added to the suppressive fire by kneeling and firing from the aircraft openings.

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Eleven HMM-364 aircraft participated in a fifty four aircraft strike. U. S. Marines were picked up at coordinates BS 719-425 and transported to the strike zone at coordinates BS 728-176. Enemy small arms fire was encountered in the strike zone. No hits were received to aircraft or crew.

As two aircraft of HMM-364 were returning home to KY HA from JOHNSON CITY, the lead aircraft encountered engine failure while making it's approach to Runway 3 on the North Mat. The aircraft landed on the end of the Mat and sustained only minor damage.

Eight aircraft from HMM-261 carried 229 U. S. Marines from LZ BS 888116 to LZ BS 744207 and from LZ BS 875823 to LZ BS 744207 within a two and a half hour period. No enemy contact was received.

LZ prep at BS 728176 was directed by a section of VM0-6 Hueys and a second section relieved on station continuously throughout the day. Small arms fire was received from nearby areas around the LZ and airstrikes were run almost continuously to support the ground units. A section of Hueys was called on for a PSY warfare mission and the mission was accomplished without incident. One section of Hueys fired on a trench line where five to seven Viet Cong had been firing at an Army O-1 however no KBA was made. The remainder of the day the VM0-6 Hueys flew TAO and HE missions as necessary. Twelve VM0-6 Hueys were involved in the days operations.

8 Feb; Two aircraft from HMM-364 flew to DANANG to pick up two new aircraft. All other activities were in support of Operation "DOUBLE EAGLE".

Two UH-34D's from HMM-261 flew five U. S. troops to QUANG NGAI, the aircraft received small arms fire from BS 755640 but no hits were received.

VM0-6 aircraft once again controlled a forty plane landing and also directed the LZ prep at BS 745205. A camouflaged group of buildings were found adjacent to the LZ and the prep destroyed seven and damaged four others. The entire days operation consisted primarily of TAC(4) work. A total of nine Hueys were involved in the operation.

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9 Feb: HMM-363 lifted two loads of troops from the beach support area (JOHNSON CITY) to an area nearby from which sniper fire had repeatedly been received. Upon arrival in the landing zone the aircraft came under heavy fire from uniformed enemy in the area. The aircraft literally shot their way out of the zone, with the gunners accounting for three positive Viet Cong KIA's, and two probables. In return the two aircraft received a total of four hits, but sustained no injuries to either crew. As a result, VMO-6 Huey gunships were brought in, followed later by fixed wing Jets. The thorough teamwork of these two supporting elements, shortly reduced the area of resistance to a devastated plot of ruins. A subsequent sweep of the area by ground units was made, and revealed enemy entrenchments and other signs of substantial enemy activity.

Two VMO-6 Hueys made a recon of 2nd Bn 9th Marines operating area reporting very little activity in the area. The flight picked up some classified Viet Cong material at BS 715170 and delivered it to Subscriber 2.

A section of VMO-6 Hueys escorted four UH-34D's on a recon insertion and then acted as TAC(A) directing airstrikes against enemy positions at BS 830399. The same flight then performed a VR mission for 3/1 "ECHO" and were called on to deliver suppressive fire into some enemy positions Killing three Wounding five.

10 Feb: Six VMO-6 aircraft were used during the day. A flight on a recon hop observed numerous males hiding in trenches in the vicinity of BS 8933 and when small arms fire was received from the area, artillery was called in on the area followed by three airstrikes. Much of the trenchwork was reported destroyed by the combined strikes.

11 Feb: Eight HMM-261 aircraft joined with three other MAG-36 squadrons to carry 123 U. S. Marines. The first wave of troops was helilifted from LZ BS 740145 to LZ BS 799190. The second and third wave of troops were lifted to a second zone 300 meters west and 500 feet lower than the original zone. The first zone was rapidly going IFR and the aircraft were unable to land.

12 Feb: Six VMO-6 Hueys were launched to the BSA of which 2 were command ships, and the remaining four flew TAC(A) / TAO missions continuously throughout the day. On one recon mission, five Viet Cong troops were observed hiding in a trench however the DASC would not give permission to fire so the Hueys returned to the BSA in utter frustration.

13 Feb: Two aircraft of HMM-261 carried 17 U. S. troops and 1,000 pounds of cargo between the BSA, RLT 4, KY HA, CHU LAI Air Freight, USS MONTICELLO, USS PAUL REVERE, and the USS VALLEY FORGE.

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Eight HMM-261 aircraft along with 30 other UH-34D's from other squadrons of MAG-36 went on mission 1310T on a strike into LZ BS 560448. Some troops were picked up at LZ BS 933-135 and landed at BA TO. The remainder of the troops were helilifted from the BSA into the strike zone. After these troops were in the LZ the troops at BA TO were helilifted into the strike zone. STATION BREAK aircraft transported a total of 169 U. S. Marines between the zones.

Eight VMO-6 Hueys supported Operation "DOUBLE EAGLE" flying their usual TAC(A) / TAO and HE missions. Bad weather delayed on LZ prep for three to four hours however the LZ was recon'd just prior to prep time and approximately fifteen Viet Cong were seen fleeing from the LZ. The Hueys quickly dropped four of them and claimed four Viet Cong KIA. Four Hueys relieved on station over the LZ untill 1855 flying TAC(A) and recon missions in support of the ground units, 2/3.

A call for one emergency recon team retraction was received and one VMO-6 "SLICK" Huey and three VMO-6 Armed Hueys were assigned the mission. The recon team was located on a steep mountainous slope which prohibited the Huey from landing; however, 1STLT HAINES made an approach to the site under enemy fire and hovered with one skid on the deck while the recon team embarked aboard the Huey. The three Gunships in the meantime, made repeated firing passes around the LZ trying to silence the enemy fire. As the slick left the LZ 1STLT HAINES heard that a U. S. KIA had been left in the zone; he made a second approach, once again under fire and recovered the KIA. The Gunships then expended their ordnance on the area and all four aircraft returned to the BSA.

11 Feb: Eight aircraft of HMM-261 lifted 138 U. S. Marines from BS 822-303 to the BSA on a troop retrograde. Hostile small arms fire was received from BS 822304 but none of the aircraft or crew were hit.

Two HMM-261 aircraft launched on a Med Evac mission to pick up one U. S. SICK from LZ BS 522925. One aircraft received one hit during the flight but the crew escaped injury.

Six VMO-6 Hueys were launched to the BSA and one flight escorting a group of UH-34D's on a retraction, spotted three armed Viet Cong in a trench and quickly made a firing pass on them, killing two and wounding the third. The lead aircraft landed by the WIA and picked up one Viet Cong weapon and the wingman landed next to the WIA who was fleeing the

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area, captured the Viet Cong and then took him back to the BSA. The remainder of the day was spent flying TAC(A) / TAO missions.

- 15 Feb: Four HMM-364 aircraft on a U. S. Marine troop retraction from coordinates BS 5441 encountered enemy small arms fire when they lifted out of the pick up zone. Suppressive fire was returned from the number three aircraft. One KB4 was claimed. No hits were received. The four aircraft transported the troops to the USS VALLEY FORGE and the number two aircraft logged the 35,000th helicopter landing aboard the ship.

Eight HMM-364 aircraft carried a U. S. Marine reaction platoon and maintenance crew from JOHNSON CITY to a downed aircraft at coordinates BS 540419. Enemy small arms fire was encountered in the vicinity of coordinates BS 542412.

Eight aircraft of HMM-261 went on mission 1510B to retrograde 58 U. S. Marines at BS 600410. One aircraft received one hit while sitting in the pick-up zone. No injuries were incurred.

During the Retrograde CLIP-CLOP 2-1 had an engine chip detector light go on so STATION BREAK 5-7 was dispatched to pick up the crew and pilots. No enemy fire was encountered on pick-up.

Aircraft from HMM-261 were on a supply run between LZ BS 565-393 and QUANG NGAI when they received heavy small arms fire from BS 558392. The aircraft and crew received no hits.

Eight VMO-6 Hueys were launched to support the operation "DOUBLE EAGLE". Four Hueys relieved continuously covering the retraction of 2/9 and 2/3. The Hueys delivered suppressive fire around the LZ when the UH-34D's reported receiving automatic weapons and small arms fire. The KLONDIKE'S accounted for four Viet Cong structures destroyed, and the VF/VA aircraft called in for support destroyed many more and succeeded in silencing the hostile fire.

- 16 Feb: The Squadrons of MAG-36 went back to normal operations of resupply and transport of cargo as the Phase I of Operation "DOUBLE EAGLE" came to a end.

- 17 Feb: Normal operations for the MAG.

- 18 Feb: Two VMO-6 Hueys flew cover for a surface convoy enroute to DANANG; however, the convoy didn't get any further than the northern end of the CHU LAI TAOR because the road was blown out. The Hueys caused a lot of excitement in a nearby school when they flew over slowly and dropped candy into the school

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yard. Thereafter, every time a Huey was heard in the vicinity, the school yard quickly filled with little brown faces looking skyward toward the flying 'CANDY MACHINE'. The Hospital ship USS REPOSE has been in the waters off KY HA, and the VMO-6 Hueys have given the crew quite an air show.

19 Feb: On this date HMM-363 aircraft supported the first stages of Phase II of Operation "DOUBLE EAGLE". HMM-363 aircraft participated in three strikes, on the second lift, which moved Marines from the LPH-8 to landing zone SWALLOW and THRUSH, (BT 145192), (BT 204145). Three aircraft were hit and one of the crewmen on their aircraft was also hit.

Two aircraft of HMM-364 launched to pick up a Priority Emergency Med Evac at coordinates BS 582939. The lead aircraft went into the pick-up zone, and received enemy small arms and automatic weapons fire in the vicinity of coordinates BS 580945 and BS 557-737 on landing and take off. Two WIA were picked up while the U. S. Marines in the zone were pinned down from enemy fire. There were no injuries and no hits were received.

Twelve aircraft participated in a strike from KY HA to coordinates BS 170164. Enemy small arms fire was encountered by all aircraft entering the drop zone. One aircraft was forced to make an emergency landing in the strike zone. Maintenance crews from KY HA had to be flown into the zone to strip the aircraft down for recovery purposes. One of the maintenance aircraft was hit by automatic weapons fire while in the zone. The pilot and crew received minor burns and cuts from shattered fragments caused by the hit. The aircraft gunner went into a case of severe shock and was evacuated immediately to "B" Med. During these events the aircraft couldnot return suppressive fire due to the many U. S. Marines in the zone.

HMM-261 aircraft along with two other MAG-36 squadrons launched on a mission to helilift a total of 84 U. S. Marines from KY HA to LZ SWAN (BT 160168). Hostile fire, possible automatic weapons, was received from BT 163171 but was quickly suppressed by A4E's and Army Gunships. One aircraft sustained minimum damage from the hostile fire but none of the crew were injured.

Ten HMM-261 aircraft led a 30 plane strike into LZ THRUSH (BT 199-145). The U. S. Marines were lifted from the LPH-8 to the LZ, 101 of which were lifted by HMM-261 aircraft. Hostile small arms fire was encountered during the approach and departure from the zone but no damage or injuries were sustained.

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Two aircraft from HMM-261 flew Med Evac missions throughout the day carrying both ARVN's and U. S. WIA to the QUANG NGAI Hospital, DANANG Hospital and to "B" Med. No enemy fire was encountered during these missions.

HMM-261 aircraft led three different squadrons on an assault troop lift. The first wave of U. S. Marines were picked up at Hill 29 (BT 230319) and were landed in LZ MALLARD (BT 235122). The second wave of Marines were ~~helilifted from Hill 29 to LZ~~ DRAKE (BT 262125). The flight then proceeded back to LZ MILLARD to helilifted the first wave of Marines into LZ DRAKE. STATION BREAK aircraft shuttled 180 U. S. Marines between the zones and then returned to the BEARCAT to refuel. On departure from LZ MALLARD (BT 235122) one aircraft was hit by enemy small arms fire. The round penetrated the main fuel line and was lodged in the oil breather tube. The aircraft landed safely at QUANG TIN where it was later repaired. The remainder of the flight commenced to off load 84 U. S. Marines from the BEARCAT to QUANG TIN.

A total of 191 U. S. Marines were shuttled by 11 HMM-261 aircraft between QUANG TIN and LZ DUCK (BT 170164) for perimeter security around a downed UH-34D. Heavy sniper fire was encountered into and out of the zone but was eventually suppressed by AAAE fire power. Three aircraft sustained minor to moderate damage as a result of the enemy fire. The mission was completed at 1705.

At 0440, a flight of two VMO-6 Hueys launched to kick off Operation "DOUELE EAGLE Phase II". The Hueys picked up B/Gen PLATT and Col W. G. JOHNSON, proceeded to the operation area to make a weather reconnaissance of the proposed HLZ's and then returned to Ky Ha. The flight launched again with B/Gen PLATT aboard, who watched the assault landing after making a liaison stop with the ground units. The flight received fire three times during the day however no hits were taken. The flight made many stops at the battalion CP's throughout the day and picked up two U.S WIA's and delivered them to the USNHS REPOSE, picked up one VC WIA, transported captured VC equipment and inserted a radio relay team at BT2414.

Two flights of VMO-6 Hueys on TAC(A) were utilized during the day for directing LZ prep and suppressive fire around the LZ. One TAC(A) flight led by Maj. PURCHELL, sighted five VC at BT207-175 and killed three of them with M-60 machine gun fire.

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20 Feb. HMM-363 aircraft had a crew man wounded when the aircraft was flying enroute on a resupply mission. The crew man sustained minor injuries and was treated at BRAVO-MED. A large strike was flown this day which moved RVN Marines into Landing Zone X-RAY, (BT 098104). MILLPOINT aircraft comprised the lead element of this lift.

Two aircraft from HMM-364 were sent from JOHNSON CITY to coordinates BT 309215 to pick up 8 enemy prisoners. The lead aircraft landed in the zone unadvised that a fire fight was in progress. The aircraft received one hit with no injuries to the crew. The aircraft used suppressive fire. No Kills were claimed.

Twelve HMM-364 aircraft participated in a 32 aircraft strike of Vietnamese Marines from TAM KY to coordinates BT 103087. No incidents were reported.

At 0420 Two HMM-261 aircraft on Med Evac standby were launched from KY HA on mission 12124. The aircraft evacuated 4 ARVN WIA's from LZ BT 602922 to the QUANG NGAI Hospital. The radio controller gave the pilots invaluable assistance in the approaches and landings into the pick-up zone. During their approach to the pad at QUANG NGAI Hospital the aircraft received heavy small arms fire just South West of the city. No damages or injuries were incurred and the aircraft returned safely to KY HA at 0532.

Two aircraft of HMM-261 carried 6 ARVN's, 3 U. S. Military personnel and 600 pounds of cargo from QUANG TIN to TIEN PHOUC (BT 113137). One aircraft received a hit while in the vicinity of TIEN PHOUC. Minor damage was sustained.

Two HMM-261 aircraft lifted 5 U. S. wounded Marines from LZ BT 200140 to "B" Med. The aircraft were fired upon by sniper fire while sitting in the zone. The fire was returned but negative results.

Other HMM261 aircraft on Med Evac missions carried two wounded U. S. Marines from the BSA to "B" Med. On another mission HMM-261 aircraft evacuated 2 ARVN wounded from LZ BT 418122 to the Hospital at QUANG NGAI.

Eight HMM-261 aircraft lifted 252 ARVN's from TAM KY to LZ BT 098104. The lift was completed without incident and all aircraft returned to QUANG TIN.

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One seriously wounded U. S. Marine was evacuated by HMM-261 from LZ BT 268227. "B" Med was notified to have someone meet the aircraft. They reacted by sending two corpsmen who apparently were not appraised of the situation. The WIA quit breathing about 3 minutes from "B" Med. He was revived by the crew members thru artificial respiration and saved by "B" Med corpsmen giving him oxygen.

Four HMM-261 aircraft on Med Evac standby at the LSA were launched on missions 200R, 200S and 200T at 2020 to pick up the wounded of a company which received heavy mortar fire. On the first trip to LZ BT 217219, 2 Viet Cong WIA's, 4 Viet Congs and 2 U. S. Marines were lifted to "D" Med. The second trip into the zone saw a little more action. While the second aircraft was making it's approach 2 enemy mortar rounds fell into the zone and the pilot waved off. About 2 minutes later the plane made another approach and landed to pick up the wounded. Twenty-seven U. S. WIA's and 1 U. S. KIA were evacuated from the zone to "D" Med. The four aircraft then proceeded in IFR weather to MARBLE MOUNTAIN Hospital with the serious cases. A total of 10 WIA's all U. S. were transported from "D" Med to MARBLE MOUNTAIN Hospital and "C" Med at DANANG. Enroute to DANANG, one aircraft got hit by small arms fire from AT 965752. The bullet damaged the transmission but the mission was completed. Six more STATION BREAK aircraft were called to assist in carrying 15 U. S. wounded from "D" Med to "B" Med and to the USS REPOSE.

Four VMO-6 aircraft and four Army UH-1B's were assigned to escort UH-34D's from four different squadrons conducting a twelve hundred Vietnamese Marine troop lift into two LZ's. The LZ's were not preped due to radio failure in the TAC(A) aircraft, however the Hueys delivered rocket and M-60 machine gun fire around the LZ's just prior to the first wave of UH-34D's landing. No hostile fire or activity was encountered despite the many enemy fortifications around the LZ's.

A second flight of VMO-6 Hueys flew escort for eight UH-34D's who were inserting 59 troops at BT 132206. The operation went smoothly with no hostile fire being received.

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27 Feb: HMM-363 aircraft participated in three major strikes this day. All three were joint efforts with numerous other MAG-36 helicopters. Although little or no fire was received in all the strikes zones, the pick-up areas for the latter lifts yielded a considerable amount of small arms fire. The only casualty for the day was a pilot who was hit in the leg by ground fire as his aircraft climbed out of the last strike zone. The pilot was flown immediately to DELTA-MED at the LSA by his co-pilot, where he received preliminary treatment.

Eight HMM-364 aircraft along with 24 other MAG-36 helicopters when on a strike mission to coordinates BT 051250. Enemy small arms and automatic weapons fire was encountered in the zone. No hits were received.

When the Troop lift for the strike was completed, HMM-364 aircraft began lifting external and internal cargo into the zone. During this lift one of HMM-362 aircraft crashed and burned in the zone. A WHITE GOLD aircraft landed near the crash immediately to pick up the crashed aircraft's crew members. The aircraft then flew to the USS VALLEY FORGE to drop off the crew, but the co-pilot of the crashed bird had been badly injured and had to be evacuated immediately to the USS REPOSE.

Four HMM-261 aircraft conducted a strike into BT 998232 utilizing 6 UH-1E's and 4 AHE's for cover. The STATION BREAK aircraft helilifted a total of 94 U. S. Marines from LZ BT 192186 to the drop zone. Hostile fire (small arms) was received in the pick-up zone and the drop zone but none of the aircraft were hit.

Again on another strike mission HMM-261 had 4 aircraft help along with 28 other helicopters of MAG-36 to helilift 71 U. S. Marines from LZ BT 218168 to LZ BT 039262. Sniper fire was encountered in the pick-up zone but none of the aircraft were hit.

A flight of VMO-6 Hueys acting as TAC(A) launched to make a weather recon at 0700 and later launched again to conduct LZ prep. Airstrikes were directed at BT 051231 and BT 063266. The second Huey in the flight claimed one Viet Cong KBA when he fell before the rocket attack by the UH-1E.

22 Feb: Two HMM-364 aircraft encountered heavy enemy automatic weapons fire in the vicinity of coordinates BT 013222. No hits were received.

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Four HMM-364 aircraft encountered an enemy mortar explosion in a drop zone near coordinates BT 153187. No hits were received.

Two HMM-261 aircraft on mission 2211B lifted 2400 pounds of cargo and 3 U. S. Marines to LZ BT 170255. While unloading supplies in the zone heavy sniper fire was encountered. Both the crew chief and the gunner of BUNO 149365 were hit. The crew chief was hit by a piece of shrapnel causing minor laceration on the right arm. The gunner was hit by a round just below the right knee. Both men were taken to "D" Med for medical treatment.

Two other HMM-261 aircraft while carrying 4,000 pounds of cargo to LZ BT 170255 were hit by heavy small arms fire while sitting in the LZ unloading. One aircraft received a hit in the cleo strut of the right main mount loosing all of it's hydraulic fluid. Minor shrapnel wounds were received by the pilot, crew chief and gunner. When the brief battle was finished the pilots checked the damaged aircraft and proceeded back to the LSA with 3 U. S. wounded Marines.

Two VMO-6 Hueys launched in response to an emergency call from Subscriber "PAPA" requesting two Gunships. The Hueys proceeded to BT 156196, landed and talked to the ALO of 2/7 "GOLF" who had been receiving hostile fire from the village of DICH YEN near (BT 153178). The Hueys then launched and at the request of the supported ground unit, laid down suppressive fire into and around the village and both aircraft expended their ordance load into the village, destroying five structures and succeeding in silencing the enemy fire. During the Hueys pass to fire suppressive fire they were fired at but none of the aircraft were hit.

The command ships of VMO-6 flew B/GEN PLATT to each Battalion CP three times and picked up three U. S. WIA's at BT 156193. The zone was hot and when fire was received, fire was returned by the Hueys however no damage assessment was made.

Two VMO-6 Hueys acted as TAC(A) for the retraction of 2/9 and were forced to deliver suppressive fire when they began to receive hostile fire from BT 220204. The enemy was silenced but no damage assessment was made.

Two VMO-6 Hueys and two Army Hueys launched to provide cover for a downed helo at BT 170253, however on arrival at the site, the helo had already been flown out. The VMO-6 Hueys remained on station directing airstrikes in the vicinity of BT 170252.

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Enclosure (3)

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23 Feb: HMM-261 sent 4 aircraft to the LSA for mission assignments. Due to extremely poor weather just a few missions were flown. On the way to the LSA the 4 aircraft received small arms fire from BT 363227. No hits were received. While at the LSA the aircraft transported 7,700 pounds of cargo and 9 U. S. Marines between different zones in the operations area. Thirteen U. S. Med Evacs were also flown between the LSA, "B" Med and the USS REPOSE.

Two HMM-261 aircraft from KY HA went out on mission 1319A and 1319B. Twenty-three Viet civilians were lifted from C & C (BT 556052) to the ARVN Hospital at QUANG NGAI. The two aircraft escorted by two VMO-6 Hueys, proceeded to BS 675564 to pick up ARVN wounded. Many of the ARVN wounded and dead were laying in the rice paddies between the ARVN stronghold and the tree line. The aircrafts air taxied over the fields looking for the bodies and the crew chief and gunner loaded them into the aircraft. Three trips were made between the zone and the QUANG NGAI Hospital carrying a total of 26 ARVN WIA's, 26 ARVN KIA's and 1 U. S. WIA. sporadic small arms fire was received just West of the zone but none of the STATION BREAK aircraft were hit. One pilot of the Hueys was hit in the leg and brought back to "B" Med for treatment.

Two VMO-6 Hueys launched on an emergency Med Evac mission after hazardous weather conditions and hostile fire had prevented an UH-34D flight from making the pick up. LTCOL ZITNIK Commanding Officer of VMO-6 led the flight with MAJOR PURCELL as co-pilot and PFC CANNON as crew chief and the escort aircraft was piloted by CAPT PETTIGREW and 1STLT SHOEMAKER with L/CPL PRICE and PFC KASUBA as crew chief and gunner. Weather at take off was 200-300' overcast and visibility less than one mile in rain. The flight was forced down to the pick-up zone and received small arms fire enroute. LTCOL ZITNIK made an approach to the pick-up zone, which was barely large enough to accomodate one helicopter. Weather at the pick-up zone was approximately two hundred feet and one half visibility. After the pick up was made, the flight started back to the LSA and received automatic weapons fire and the escort aircraft was hit twice - once in the tail rotor and once in the left part of the fuselage. L/CPL PRICE and PFC KASUBA immediately returned fire, however the flight continued on course and landed at "D" Med in the LSA. LTCOL ZITNIK was recommended for the Silver Star for his heroic action and MAJOR PURCELL, CAPT PETTIGREW and 1STLT SHOEMAKER were recommended for the Distinguished Flying Cross. L/CPL PRICE, PFC KASUBA and PFC CANNON were all recommended for the Navy Commendation Medal.

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24 Feb: Two HMM-364 aircraft lifted a U. S. Marine reconnaissance team from RLT-4 to coordinates BT 344067. The lead aircraft encountered enemy small arms fire on final approach and had to wave off. The aircraft crew chief fired suppressive fire at the enemy and claimed one probable kill. The aircraft received no hits and the mission was aborted.

Eight HMM-261 aircraft launched on mission 24101 to carry a total of 482 ARVN soldiers and 7 U. S. advisors from TAM KY to LZ BT 143305. L-Hour was to be at 1100 but it was delayed for 45 minutes in the pick up zone due to lack of coordination of the troops. The lift was completed without further incident at 1347.

Four HMM-261 aircraft were utilized during the day to resupply various zones within the CHU LAI TAOR. They carried 4,770 pounds of cargo and 8 U. S. Marines and returned to KY HA without receiving any enemy fire.

A flight of 2 VMO-6 Hueys were scrambled to the QUANG NGAI airfield where they joined two STATION BREAK aircraft for an emergency Med Evac in support of the ARVN at Hill 56 (BS 675565). The KLONDIKE flight transported three ARVN WIA's to the QUANG NGAI Hospital. On their return to the battle area the Hueys were directed to take an estimated 100 Viet Cong in a trench and treeline under fire at BS 661579. The flight expended its ordnance and returned to QUANG NGAI to refuel and re-arm, then back to the target area for a repeat performance. During a gunnery run the flight leader, MAJOR A. J. KOHANOWICH was shot through the right leg and hand, and was immediately taken to "B" Med.

25 Feb: Eight HMM-363 aircraft involved in a troop lift transporting Marines from a pick up zone to the LPH-8. On one of the approaches to the pick up zone the number two aircraft picked up an enemy round hitting the co-pilot in the leg. The man was taken to "B" Med for treatment.

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Seven aircraft of HMM-261 transported 44,600 pounds of cargo and 24 ARVN's between the LSA and LZ BT 115157. One aircraft received a hit while enroute from BT 131158. No injuries were incurred.

Seven HMM-261 aircraft lifted 44 U. S. Marines from the LSA to LZ AT 977255. The lift was completed without incident.

Three HMM-261 UH-34D's jointed up with 5 WHITE GOLD aircraft on mission 2505B to conduct a retrograde from BT 192178. Fourteen U. S. Marines were lifted from the zone by STATION BREAK aircraft under intense enemy fire. The lift was completed successfully without any damage to the aircraft or injuries to the crew.

During the day HMM-261 Med Evac aircraft flew a total of 14 U. S. Marines and 15 ARVN's between LZ's "B" Med, "D" Med and the USS REPOSE.

26 Feb: Eight HMM-364 aircraft participated in a twenty four aircraft retraction of U. S. Marines from coordinates BS 055250. The lead aircraft had a chip detector light and had to make a precautionary emergency landing in the pick-up zone. It was determined an engine change had to be made. The engine change was accomplished in less than six hours, under adverse weather conditions, enemy small arms fire and nightfall. The aircraft was returned to KY HA.

Eight HMM-261 aircraft helilifted 206 U. S. Marines from the LSA to the BEARCAT in 4 trips. The same aircraft helilifted 160 U. S. Marines in 3 trips from LZ BT 062253 to the BEARCAT. No incidents were reported. On another trip 6 HMM-261 aircraft conducted a retrograde consisting of 60 U. S. Marines from LZ BT 062253 to the LSA. No enemy fire was encountered.

A flight of 2 VMO-6 Hueys covered a second troop retraction from BT 05525 and when an UH-34D went down at the LZ, the Hueys remained overhead until the aircraft was recovered. The Hueys delivered suppressive fire on two occasions when the enemy fired on the UH-34D's executing the retraction.

27 Feb: Two HMM-364 aircraft on Med Evac standby at KY HA were sent to coordinates BS 395145 to pick up one U. S. WIA. One aircraft was directed into the zone. Upon landing U. S. ground forces informed the aircraft they had just landed in a mine field. The aircraft lifted out of the mine field without incident, picked up the Med Evac and evacuated him to "B" Med. The same two aircraft later returned to the same zone. A yellow smoke was popped, but it set the zone on fire and one aircraft was forced to land out of the pick-up zone.

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Eight aircraft of HMM-261 launched on a retrograde mission to haul 134 U. S. Marines and 1,600 pounds of their gear. The Marines were picked up at LZ BT 055250 and transported to the LSA. During the retrograde hostile small arms fire was received from the village at BT 068239. No damage was incurred.

The VMO-6 Command ship flight visited all units, hauled 2,000 pounds of rice, picked up one USMC WIA and when the flight spotted several Viet Cong in the open, they directed 3/1 to the area where contact was made with good results. The flight Killed three Viet Cong and captured one to round out the day for the VMO-6 "SLICKS".

28 Feb: This being the concluding day for Operation "DOUBLE EAGLE" the MAG-36 squadrons went back to a normal working schedule. The squadrons in MAG-36 did an outstanding job, working day and night carrying Med Evacs in almost impassable weather and supporting the ground units when they needed the help most. Many lives were saved by the quick response that was given on every mission received. The men of MAG-36 did a really great job and should be commended for their hard work and long hours during Operation "DOUBLE EAGLE".

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PART IV

1. Supporting Documents (Newspaper articles and photographs)

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- ✓ Appendix 1 - MAG-36 helicopters drop off U. S. Marines in LZ.
- ✓ Appendix 2 - Helicopters, Troops Round-Up Viet Cong
- ✓ Appendix 3 - MAG-36 helicopters land U. S. Marines in hot zone.

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As smoke from bombs and rockets rises in the hot, humid air of a Vietnamese rice paddy, U. S. Marines leave a MAG-36 helicopter to set up LZ security during Phase I of Operation "DOUBLE EAGLE".



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Appendix 1 to  
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003A7466CHOPPER POSSE CATCHES CHARLIE**Helicopters, Troops Round-Up VC**

By SSgt. C. B. Simmons

CHU LAI—Like a cowboy leaping from his horse to bulldog a steer, a Marine sergeant jumped from a landing helicopter to block escaping Viet Cong.

The enemy was sighted earlier by an Air Observer (AO) around the small village of Tuyet Diem, eight miles southeast of Chu Lai.

Two 'choppers from Marine Medium Helicopter Squadron (HMM)-364 answered the AO's request to investigate the activity. They flew a Marine rifle squad into the village with two UH-1E "gun-ships" from Marine Observation Squadron (VMO)-6 providing escort.

The HMM-364 pilots sighted the three Viet Cong running for cover and brought their planes in on both sides.

They flanked the three sprinting VC as they headed for the cover of a near-by hedgerow. Before the 'choppers stopped, the Marines were out and pursuing the enemy. The 'squad leader' was

the first one out. Seeing one VC turn toward the helo ready to shoot, the sergeant fired his M-79 grenade launcher from the hip—one dead VC.

By this time the other two VC were moving fast. The sergeant turned and headed back for the 'copter at a dead run. The "bird" took off and passed quickly over the two running VC. This time the crew chief, SSgt. Ralph D. Lawson took over. He fired a short burst from his machinegun. The VC stopped and stood at attention until captured by the Marines.

While all this was going on the two gun ships were making continuous passes over the roofs of the huts looking for more VC. They spotted four.

Thinking they were sighted, the VC ran from their hiding place and out of the other side of the village.

Knowing the squad couldn't see the escaping enemy, a VMO-6 pilot tried to contact them on the radio. No luck. The pilot put his

chopper down beside the squad leader and told him the VC were getting away. They were running toward the river. The Marines took off after them.

About the same time the second gun ship was laying down a blanket of fire in front of the escaping enemy. Three stopped in their tracks. The fourth declined the invitation to surrender and continued to run for the river.

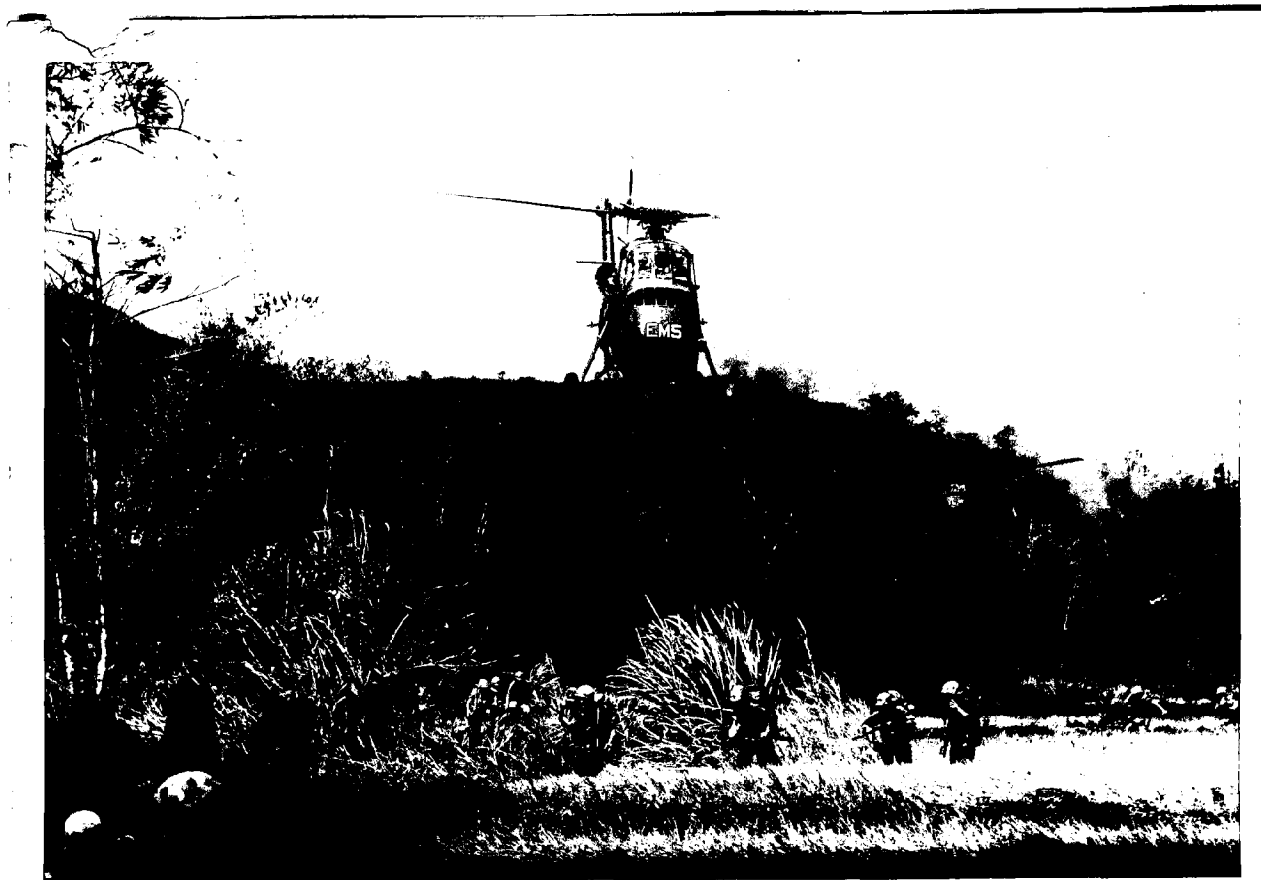
He was halfway across the river when a gun ship opened fire. He reached the far bank as the gunner fired once more. The bullet found its mark.

Since there was no one to guard the three that had stopped, they started running back toward the village only to be met by a charging squad of Marines. Running around a grass hut, one squad member almost ran into a surprised VC. Before the enemy could act, the Marine opened up with his M-14—another dead VC. The other two ran through a hedgerow to evade the fast-shooting Leatherneck.

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U. S. Marine ground troops move out under fire as MAG-36 helicopters continue to bring in additional troops of the strike force. This action took place during Phase I of Operation "DOUBLE EAGLE".

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