

MARINE MEDIUM HELICOPTER SQUADRON 163
 Marine Aircraft Group 13 (Rein)
 9th Marine Amphibious Brigade
 Fleet Marine Force, Pacific
 FPO, San Francisco, 96602

3:LVM:ab
 5750
 13 Aug 1966
 SER: 03A22966

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)

Subj: Command Chronology, July 1966(U)

Ref: (a) WgO 5750.1B
 (b) GruO 5750.1B

Encl: (1) Organizational Data, Narrative Summary, Significant Events
 and Supporting Documents

1. In accordance with references (a) and (b), enclosure (1) is submitted.
2. This letter is downgraded to unclassified upon removal of enclosure (1).

R. D. Bianchi
 R. D. BIANCHI

MARINE-163 S & C FILES
 No. 650643
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

HM-163

and others

July 1966

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Marine Medium Helicopter Squadron 163
1-31 July 1966
Marble Mountain Air Facility, Republic of Vietnam

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A. PART ONE - ORGANIZATIONAL DATA

1. Commanding Officer and Staff

- a. Charles A. HOUSE, LtCol., Commanding Officer, 1-31 July 1966
- b. Joseph P. BENO, Maj., Executive Officer, 1-31 July 1966
- c. Leroy I. BLANKENSHIP, Maj., Operations Officer, 1-31 July 1966
- d. William S. MORGAN, Maj., Material Officer, 1-31 July 1966
- e. David H. KEY, Capt., Aircraft Maintenance Officer, 1-15 July 1966
- f. William J. GREGORY, 1stLt., A/C Maint. Officer, 15-31 July 1966
- g. Robert L. KEMBLE, Capt., Aviation Safety Officer, 1-31 July 1966
- h. Forrest E. WALKER, Capt., NATOPS Officer, 1-31 July 1966
- i. Thomas J. COWPER, Maj., Administrative Officer, 1-31 July 1966
- j. Peter EUSTIS, Capt., Intelligence Officer, 1-31 July 1966
- k. James R. FOWLER, Lt. USN(MC), Medical Officer, 1-31 July 1966
- l. Harvey J. OLITSKY, 1stLt., Custodian S&C, 1-31 July 1966

2. Task Organization

Location - Marble Mountain Air Facility, Danang, Republic of Viet Nam, 1-31 July 1966.

3. Average Monthly Strength

<u>MARINE</u>		<u>NAVY</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
47	141	1	4

4. Important Visitors

Maj. Gen. L. B. ROBERTSHAW

B. PART TWO - NARRATIVE SUMMARY

1 July 1966 - Normal Operations. (See Part IV). While standing the normal Med Evac standby at An Hoa, two (2) A/C led by 1stLt. T. R. OLIVO were launched to retrieve a downed L-19 pilot and crew. The L-19 received fire from BT 9252. Due to a loss of engine oil, the Army pilot made an emergency landing at BT 925545. At this time the landing zone was unsecure, but RUGGLES "C" hearing the pilot's "MAY DAY" advanced to the downed pilot's position and secured the landing zone. Super Chief aircraft arrived shortly after and picked up the downed pilots. Small arms fire reported by friendly ground forces as the helo departed the zone. No hits were taken.

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B. PART TWO - NARRATIVE SUMMARY (continued)

2 July 1966 - One (1) aircraft, YP-8, piloted by Maj. J. P. BENO, received fire in the area of grid coordinates BT 026575 during an evacuation of one (1) U.S. KIA and six (6) U.S. WIA's. The fire was received while taking off from the zone with no resulting damage to the aircraft.

3 July 1966 - Normal Operations. (See Part IV).

4 July 1966 - Normal Operations. (See Part IV). Two (2) Superchief aircraft found themselves supporting a Marine Company surrounded by VC near An Hoa. Two times the pilots and crews of the aircraft, although receiving automatic weapons fire, flew emergency cargo to the besieged troops, returning to An Hoa with wounded personnel. After the second trip, the more seriously wounded were taken from the Battalion Aid Station at An Hoa to "C" Med. YP-18 was shut down at "C" Med due to a low fuel state but later returned to MMAF. 1stLt. E. H. RESSLER, the Flight Leader, 1stLt. J. GEISSER, HAC of the number two bird, and members of both crews have been recommended for personal decorations for their actions.

5 July 1966 - Normal Operations. (See Part IV). Superchief aircraft are now standing twenty-four (24) hour Med Evac standby at An Hoa.

6 July 1966 - Normal Operations. (See Part IV).

7 July 1966 - Normal Operations. (See Part IV).

8 July 1966 - Normal Operations. (See Part IV).

9 July 1966 - Normal Operations. (See Part IV).

10 July 1966 - Normal Operations. (See Part IV).

11 July 1966 - Normal Operations. (See Part IV).

12 July 1966 - Normal Operations. (See Part IV). Seven (7) Superchief aircraft were involved in lifting one-hundred and thirty-six (136) troops from grid coordinates BT 008533 to grid coordinates AT 926692. The lift, led by LtCol. C. A. HOUSE, was accomplished with no incidents.

13 July 1966 - Normal Operations. (See Part IV).

14 July 1966 - Normal Operations. (See Part IV).

15 July 1966 - Normal Operations. (See Part IV).

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B. PART TWO - NARRATIVE SUMMARY (continued)

16 July 1966 - Normal Operations. (See Part IV). Support of Operation HASTINGS commenced today. (See Special Operations).

17-31 July 1966 - See Special Operations.

C. PART THREE - SIGNIFICANT EVENTS

1. Personnel

a. LtCol. R. D. BIANCHI joined the squadron to begin preparation for relieving LtCol. C. A. HOUSE as Commanding Officer of HMM-163. The change of command will take place on 12 August 1966.

2. Administration

a. No significant events.

3. Awards

a. The Silver Star was presented to LtCol. C. A. HOUSE for his actions in the evacuation of Ashau. Also, two (2) Navy Commendation Medals were awarded.

4. Casualties

a. None.

5. Civic Action

a. No significant events.

6. Morale/Welfare Programs

a. No significant events.

7. Informational Services

a. No significant events.

8. Intelligence/Counter-Intelligence

a. In addition to routine duties, the HMM-163 S-2 Section augmented the MAG-16 Intelligence Section during Operation HASTINGS. This augmentation was in the form of providing watch standers at MAG-16(Rear) and an Intelligence Chief and clerk at Dong Ha.

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C. PART THREE - SIGNIFICANT EVENTS (continued)

9. Air Operations

- a. Flight Hours - - - - 2350.7
- b. Sorties - - - - - 7460
- c. Passengers - - - - - 7410
- d. Cargo - - - - - 384.2
- e. Med Evacs - - - - - 863

10. Special Operations. (Operation HASTINGS)

16 July 1966 - HMM-163 added it's support to Operation HASTINGS. Eleven (11) Superchief aircraft, led by LtCol. C. A. HOUSE, arrived at Dong Ha early on the morning of the 16th. Briefing of the pilots was conducted by ROSEANN. A multi-squadron flight made up of planes from HMM-161, HMM-164 and HMM-265, led by HMM-163 were to lift the Second Battalion, First Marines. Gunship support was provided by Klondike aircraft from VMO-6, TACA provided by Deadlock Palyboy, with Roseann 6 observing the entire show. The troops were to be carried from Dong Ha to a LZ previously secured by the First Battalion, Second Marines located at grid coordinates YD 073664. Due to the abundance of plotted .50 caliber MG positions located throughout the operating area, a specific approach and retirement route was plotted. The route scheduled the aircraft to climb on course to Cam Lo where right turn to a heading of 350 degrees was initiated and maintained for four (4) miles. This led to the I. P. which was located 300 degrees at 8 miles from Dong Ha TACAN. Here a left turn to a new heading of 260 degrees took place and after traveling this heading for three (3) miles placed you at the landing zone. The LZ consisted of a large flat area of burned off grass. One area was completely free of obstacles while another smaller area to the south was littered with burned trees. For some reason the TACA elected to have the first wave landed in the less desirable area. The Superchief aircraft landed, successfully evading the obstacles. Weather conditions for the mission were excellent. A stiff west wind combined with early morning H Hour (0730) allowed for a straight in approach to be made with the Sun to our back. After dropping the first wave a right turn out of the LZ and reversing the approach route took us back to Dong Ha. Two (2) complete waves of aircraft plus a third wave of the first five (5) Superchief aircraft completed the lift. There were no incidents and considering the amount and different type of aircraft the flight was accomplished very smoothly. A total of one-hundred and eighty-one (181) troops were carried in one-hundred and seven (107) sorties while flying 65.2 hours. On the completion of the lift eight (8) Superchief aircraft remained in the area for further support of the operation.

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10. Special Operations. (Operation HASTINGS) continued

17 July 1966 - A troop lift with HMM-163, led by LtCol. C. A. HOUSE, again leading a multi-squadron flight was conducted today. In addition, resupply and Med Evac missions were also flown. A total of 58.3 flight hours and 167 sorties were flown, with 294 passengers and two (2) tons of cargo carried.

18 July 1966 - Two (2) Superchief aircraft on Med Evac standby at Dong Ha were launched to pick up two (2) downed pilots in North Viet Nam. Intense artillery and anti-aircraft fire was encountered when within five (5) nautical miles of the downed pilots. "PEDRO" helicopter made the pick-up. The Superchief aircraft returned home.

19 July 1966 - A total of 94.8 hours and 228 sorties were flown, with 78 passengers and 24 tons of cargo carried in support of the Operation.

20 July 1966 - HMM-163 continued to support Operation HASTINGS today by supplying twelve (12) of the twenty-nine (29) H-34's that carried the First Battalion, First Marines into battle. Superchief aircraft, led by Major BENO, carried a total of 245 troops. The first two (2) waves of troops were carried to the landing zone located at YD 073613 without incident. The LZ consisted of over grown rice paddies bordered by high trees. This necessitated a high rate of descent approach into the zone. On completion of the second lift contact west of the LZ was encountered by the ground forces. The third and last wave of troops were held on the deck at Dong Ha until the assortment of snipers could be eliminated. After a twenty minute wait the word was passed that the LZ was again sweet and the third wave was lifted to a clearing 300 yards east of the original LZ. There were no hits or fire incidents reported.

21 July 1966 - Maj. J. P. BENO, who was standing SAR and Med Evac standby at Dong Ha was summoned to launch to pick up a A4D pilot downed about thirty (30) miles north of Dong Ha. The jet pilot had ejected over water and was reported downed on the 340 degree radial, thirty-six (36) miles from the Dong Ha TACAN. Two (2) other flights were launched to pick up the downed pilot. One (1) flight was led by Capt. F. E. WALKER and the other flight consisted of two (2) Air Force H-43's located at Quang Tri. All six (6) aircraft arrived at the scene at about the same time. The downed pilot waited until the lead aircraft was within a few hundred meters and then popped red smoke. Jet aircraft who were circling over head flew protection and aided in directing the choppers to the downed pilot. Major BENO, upon arriving, took over as on scene commander and completed the pick up. The downed pilot was then flown to the USS Princeton for a medical examination and intelligence debriefing. The pilot reported that while he was in the water he was fired at by on-shore gun batteries.

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10. Social Operations. (Operation HASTINGS) continued

22 July 1966 - A thirteen (13) plane flight, led by LtCol. C. A. HOUSE, departed MMAF so as to arrive at Dong Ha at first light. Twelve (12) of the planes, again led by LtCol. HOUSE, inserted 343 troops at grid coordinates XD 970575. This area and the landing zone was easy to recognize due to two (2) prominent peaks in the immediate area. The landing was made on a north-westerly heading into a low flat area situated between the two (2) large peaks. No enemy fire was observed during the landing as the aircraft poured troops into the blocking position.

23 July 1966 - Normal Operations.

24 July 1966 - A thirteen (13) plane flight, led by LtCol. R. D. BIANCHI, seen to be the new Commanding Officer of HMM-163, supported the 1st ARVIN Division by retrograding 482 ARVN's from grid coordinates YD 030527. A total of 129 sorties were flown from the pick up zone to Dong Ha. No enemy contact was made as the ARVN's held a secure zone.

25 July 1966 - While on a normal resupply, YP-11 developed engine trouble in the landing zone located at grid coordinates YD 978569. The pilot elected to secure the aircraft in the landing zone as Pennant Winner 14M had the landing zone secured. The aircraft was dismantled in the field and externalized by C-37 to Dong Ha.

26 July 1966 - Normal Operations. No unusual incidents.

27 July 1966 - Normal Operations. No unusual incidents.

28 July 1966 - Normal Operations. No unusual incidents.

29 July 1966 - Sixteen (16) aircraft led by LtCol. C. A. HOUSE retrograded 380 troops from Pennant Winner 14, grid coordinates XD 983565, to the USS Princeton.

30 July 1966 - Normal Operations. No unusual incidents.

11. Statistics for Operation HASTINGS during July 1966.

TOTAL HOURS	1318.1
TOTAL SORTIES	3360
TOTAL TROOPS	4114
TOTAL CARGO	226 tons
TOTAL BATTLE EVACS	503

12. Ground Defense. No significant events.

13. NBC Warfare. No significant events.

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14. Training. No significant events.

15. Logistics. The S-4 department carried out routine logistics functions and prepared for the squadron rotation to MCAF, Futema. A pre-rotation inspection was completed early in the month which included all areas of the logistics department. On 24 July the S-4 advance party representatives departed for Okinawa to inventory and receipt for squadron property from HMM-263 and also to make preparations for the arrival of the main body. Final embark preparations were completed for the rotation to Okinawa scheduled for 1 August 1966.

16. Motor Transport. No significant events.

17. Maintenance. Four (4) aircraft were damaged during the mortar attack of 23 July 1966 with one (1) of the aircraft receiving overhaul damage. One (1) aircraft that had sustained crash damage in the field was dismantled by a maintenance team and airlifted to home field by helicopter. In addition, one engine change and one main transmission change was accomplished in the field.

18. Avionics. No significant events.

19. Base development. No significant events.

20. Communications/Electronics. No significant events.

D. PART IV - SUPPORTING DOCUMENTS

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HMM-163 SITREP Period ending 012400H July 1966

1. HMM-163 supported the III MAF only today. We flew 42.0 hours carrying 211 passengers, one (1) ton of cargo, with 188 sorties and 79 tasks. No enemy fire was reported.

2. Mission Number 7-110. Two (2) aircraft were launched to grid coordinates BT 925545 to pick up pilot and air observer that were shot down in an Army OE. 0.9 hours and three (3) sorties were flown.

3. Mission Number 7-162. The two (2) aircraft fragged for First Marine support were diverted to pick up one (1) Med Evac from the USS LOYALTY (0900 at 25nm from MMAF). Patient brought to G-4 hospital. 1.0 hours with two (2) sorties.

HMM-163 SITREP Period ending 022400H July 1966

1. Mission Number 7-178. One (1) aircraft took off from MMAF at 0600H on Chu Lai courier run. Discrepancies noted by pilot were as follows:

a. Pilot had to sign for classified gear at 1st MAW for delivery at III MAF.

b. No apparent reason for stopping at Ky Ha. Passengers departed at Ky Ha but no one met aircraft at Tam Ky.

c. Understand no passengers on courier but took nine (9) passengers, refused others. This has been griped before. Returned to MMAF with 2.4 hours, nine (9) passengers and nine (9) sorties flown.

2. Mission Number 7-192. Two (2) aircraft took off from MMAF at 1650H, picked up recon party at Finch and inserted same at grid coordinates ZC 158848. Mission site was changed at LZ Finch from previous mission site to above coordinates and number of men was altered from nine (9) to sixteen (16).

HMM-163 SITREP Period ending 032400H July 1966

1. HMM-163 supported III MAF only today. 47.0 hours and a total of 203 sorties were flown with 108 passengers and eight (8) tons of cargo carried. All operations were normal.

HMM-163 SITREP Period ending 042400H July 1966

1. Mission Number 7-427A. Two (2) aircraft took off from MMAF at 0915H on recon mission for III MAF. Fire was received at grid coordinates ZC 2010. At grid coordinates AT 878709, 880709, small arms automatic type fire received with no hits. Returned to MMAF with 3.0 hours, 6 sorties, and 15 passengers carried.

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HMM-163 SITREP Period ending 042400H July 1966 (continued)

2. Mission Number 7-338A. Two (2) aircraft took off from MMAF at 1100H for prisoner run from LZ Buzzard to FLSG pad. Discrepancy noted: "TODAY" D-1 was not up TAC frequency of 43.1 finally contacted on Butten "YELLOW", aircraft returned to MMAF with 1.0 hours, four (4) passengers, three (3) sorties flown.

3. Mission Number 7-428. Two (2) aircraft took off from MMAF at 1310H and proceeded on recon of area east of "RAILBIRD". Aircraft were diverted by "BLACKWHEEL 14" to LZ RAILBIRD for code 7 pickup. Aircraft returned with 6.2 hours, 22 sorties, and 13 passengers flown.

4. Mission Number 7-425A. Two (2) aircraft on An Hoa standby picked up one (1) U. S. KIA at grid coordinates AT 903509, took same to battalion aid station and then "C" Med. Received automatic weapons fire at grid coordinates AT 911512, returned same, 75 rounds, returned with 0.6 hours, 6 Med Evacs, 6 sorties flown by two (2) aircraft.

5. Mission Number 7-425B. Three (3) aircraft took off from MMAF at 1729H and flew eight (8) USMC Med Evacs to "C" Med. Drew fire from grid coordinates AT 915903 resulting in four (4) hits to the aircraft, YP-4. YP-18 shut down at "C" Med due to low fuel state.

6. Mission Number 7-338. Two (2) aircraft took off from MMAF at 1940H for code 7 pickup and "SITREP" pickup at Hill 55. Code 7 was 35 minutes late; SITREP was one (1) hour late. Aircraft spent bulk of flight time orbiting. Aircraft returned to MMAF with 5.4 hours and 12 sorties flown.

HMM-163 SITREP Period ending 052400H July 1966

1. HMM-163 flew III MAF support only today. We flew 90.1 hours. Carrying 157 passengers, 54 battle evacs and 17 tons of cargo. A total of 301 sorties and 126 tasks were flown.

2. Mission Number 7-507. Two (2) aircraft flew 9.7 hours in the Chu Lai area with HYDOL spray. Returned with 17 sorties and 9 tasks while spraying 6400 pounds of insecticide.

3. Mission Number 7-486. One aircraft on Med Evac to grid coordinates BT 054643 received fire from same grid coordinates, no hits. Returned to G-4 hospital with 0.3 hours, 2 sorties and 1 task.

4. Mission Number 7-486A. One (1) aircraft on Med Evac to grid coordinates AT 025537 received fire from same grid coordinates, no hits received. Total of 0.3 hours, 4 sorties, and 2 tasks.

5. Mission Number 7-426. One (1) aircraft from a flight of two (2) was used for an emergency Med Evac at grid coordinates AT 913512. Received automatic weapons fire at same coordinates, four (4) hits received.

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HMM-163 SITREP Period ending 052400H July 1966 (continued)

6. Mission Number 7-425A. Two (2) aircraft were assigned Med Evac at An Hoa. Used for emergency resupply to grid coordinates AT 9150. Received automatic weapons fire from same grid coordinates, no hits received. Returned fire expending 75 rounds of 7.62 ammo. A total of 4.0 hours with 10 sorties and 2 tasks were flown.

HMM-163 SITREP Period ending 062400H July 1966

1. Mission Number 7-606, 7-603 & 7-544. Received fire from grid coordinates AT 965543, AT 880520, AT 909505, AT 922473, and BT 002536. No hits.

2. Mission Number 7-540F. One (1) Med Evac with escort received two (2) hits at grid coordinates BT 051688. Negligible to minor damage received. Mission completed.

3. Mission Number 7-673. Ninth Marine resupply aircraft heard crash report, notified LANDSHARK, requested jet cover and proceeded to search area. Fixed wing joined over area. Army UH-1D spotted downed CATKILLER aircraft and picked up survivors. Excellent response by LANDSHARK and fixed wing cover. "SACRED YANKEE" did excellent job of coordinating despite communication problems between aircraft. When no further aid required Superchief aircraft departed crash scene.

HMM-163 SITREP Period ending 072400H July 1966

1. HMM-163 supported the III MAF only today with 73.5 hours. A total of 203 passengers and 24 tons of cargo carried. A total of 217 sorties and 114 tasks were flown.

2. On Mission Number 7-620 HMM-163 aircraft supported the 9th Marines at An Hoa. A total of 63 sorties were flown of which 51 were combat cargo. A total of 38 VC's were flown to FLSG pad.

HMM-163 SITREP Period ending 082400H July 1966

1. Mission Number 7-680. Received fire at grid coordinates AT 958530 during resupply from An Hoa. No hits received.

2. Mission Number 7-699. Two (2) UH-34D's took off at 0645H to take VIP code 2 to 15th Aerial Port. Only one (1) lieutenant at scene. Some other helicopters made pickup.

3. Mission Number 7-676B. Med Evac at 1530H was given grid coordinates BT 132594. Coordinates 7, 500 meters East South East of landing zone. No radio communications made with occupants of zone.

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HMM-163 SITREP Period ending 092400H July 1966

1. HMM-163 flew in support of the III MAF only today. 68.7 hours were flown with 316 sorties, 134 tasks. We carried 361 passengers, 12 tons of cargo, and 17 battle Evacs. One-hundred and sixty (160) rounds of ammunition was expended.
2. Mission Number 7-767. Med Evac with one (1) UH-34D and Deadlock escort. Aircraft took off at 2048H to grid coordinates BT 241317, fire received from grid coordinates BT 2335, returned 10 rounds suppressing fire, no hits. 1.0 hours with 3 sorties and 1 task flown.
3. Mission Number 7-796. Six (6) aircraft were fragged for troop lift. One (1) aircraft received ground fire from grid coordinates AT 945505. No hits received. A total of 121 troops lifted with 46 sorties, 18 tasks in 7.8 hours.
4. Mission Number 7-753B. Med Evac with Deadlock aircraft escort. Received fire from grid coordinates AT 904683. No hits were received. Mission was completed with 0.2 hours. One (1) Med Evac carried. Two (2) sorties and one (1) task flown.
5. Mission Number 7-753H. Med Evac aircraft and Deadlock escort received fire from grid coordinates BT 009585, did not return fire because location of friendlies were not known. Also on same mission saw VC in vicinity of grid coordinates AT 978598. Subject hit the deck, believed to have weapon in hand. No hits received. One (1) Med Evac picked up, 0.4 hours flown with 3 sorties and 1 task.

HMM-163 SITREP Period ending 102400H July 1966

1. Mission Number 7-832. Four (4) aircraft took off from MMAF AT 1300H and proceeded to An Hoa. During the afternoon resupply and Med Evacs were conducted. YP-14 drew fire at grid coordinates AT 964523, no hits reported, no fire returned. Aircraft returned 1930H with 39 sorties, 8.6 hours and 4 tons of cargo carried.
2. Mission Number 7-850. Single aircraft took off from MMAF at 1305H on Wing courier. Again the courier did not show up. This has been a bout the fourth time in a week. Returned with 2 sorties, 0.3 hours flown.
3. Mission Number 7-889. Single aircraft took off from MMAF at 1419H and proceeded on III MAF courier run. Discrepancy noted - There was no communication on Roseann FM frequency. Returned to MMAF with 0.6 hours flown.

HMM-163 SITREP Period ending 112400H July 1966

1. HMM-163 supported the III MAF only today, 66.3 hours flown. A total of 301 sorties & 145 tasks were flown with 17 tons of cargo & 183 passengers hauled. No unusual incidents reported.

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HMM-163 SITREP Period ending 122400H July 1966

1. Mission Number 7-900I. Night Med Evac received fire from 400 meters south and 500 meters northwest of grid coordinates AT 886789 while making pickup. Patrol not up on assigned frequency. VC's used flashlight 500 meters northwest of grid coordinates AT 886789 to try and bring aircraft into wrong LZ. Pickup made. No hits.
2. Mission Number 7-973A. Med Evac aircraft received fire from grid coordinates BT 030540, no hits received.
3. Mission Number 7-1003. Seven (7) UH-34D's carried 136 U. S. troops from retrograde LZ at grid coordinates BT 008533 to grid coordinates AT 926692. Also carried one (1) ton of cargo. Completed in 11.5 hours with 46 sorties flown.

HMM-163 SITREP Period ending 132400H July 1966

1. HMM-163 flew in support of the III MAF only today. We flew a total of 54.7 hours carrying 180 passengers, 8 tons of cargo, 20 Med Evacs with 257 sorties and 127 tasks. No unusual incidents.

HMM-163 SITREP Period ending 142400H July 1966

1. Mission Number 7-1135. Three (3) aircraft took off from MMAF at 0600H for insertion/retraction. Upon completion of mission one (1) bullet hole was discovered in YP-10. Aircraft returned to MMAF at 0700.
2. Mission Number 7-1115. Aircraft took off from MMAF at 0800H in support of First Marines. It was noted that no one knew where the passengers were going, call signs and coordinates were in error; the whole lift was "screwed up" due to lack of concern and poor planning on the part of the First Marines.
3. Mission Number 7-1136. It was learned, during this flight, that the passengers were in fact "JOY RIDING" with no particular destination. The flight was "FRAGGED" for this purpose.
4. Mission Number 7-1113. Mission for 9th Marines was to haul 300 lbs 1000 meters which could have been done with a jeep in 10 minutes. A wise use of aircraft and crews?

HMM-163 SITREP Period ending 152400H July 1966

1. HMM-163 supported the III MAF only today with 44.9 hours. A total of 175 sorties and 90 tasks were flown. 187 passengers and 5 tons of cargo were hauled. All operations were normal with no fire incidents.

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HMM-163 SITREP Period ending 162400H July 1966

1. The squadron flew normal support missions of the III MAF. No discrepancies or fire incidents noted. Support of Operation HASTINGS commenced and continued throughout period with troop lifts, recon, inserts/retractions, VIP, Med Evac and resupply missions flown.

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Enclosure (1)

CONFIDENTIAL**NAVAL MESSAGE**

OPNAV FORM 2110-29A (REV. 3-61)

CONFIDENTIAL

(when filled in)

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13 JULY 1966				D. J. FULHAM					
MESSAGE NR		DATE/TIME GROUP (GCT)		PRECEDENCE		FLASH		EMERGENCY	
				ACTION					
				INFO					
						OPERATIONAL IMMEDIATE		PRIORITY	
								ROUTINE	
								DEFERRED	

FM: CG TASK FORCE DELTA
 SECOND BN, FIRST MAR
 SECOND BN, FOURTH MAR
 THIRD BN, FOURTH MAR
 THIRD BN, TWELFTH MAR
 DET A, RECON GRU B
 CO B (-), THIRD AT BN
 CO B (-), THIRD ENG BN
 CO A (-), THIRD SP BN
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INFO: CG THIRD MAR DIV
 CG FIRST MAW
 FIRST BN, FOURTH MAR
 CO C, THIRD TK BN
 ELSU-TWO

SECRET

FRAG ORDER 1 - OPERATION HASTINGS

A. CG 3D MAR DIV MSG 121352Z

B. FOURTH MAR OPO 301-66

TASK ORGANIZATION:

TASK FORCE DELTA

FOURTH MAR (-) (REIN)

SECOND BN, FIRST MAR
 SECOND BN (-), FOURTH MAR

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THIRD BN (-), FOURTH MAR
 THIRD BN (-), TWELFTH MAR
 DET A RECON GRU B
 CO B (-), THIRD MT BN

CO B (-), THIRD AT BN
 CO B (-), THIRD ENG BN
 CO A (-), THIRD SP BN
 FLSU AS ASSIGNED BY FLSC-A

1. SITUATION

A. ENEMY

(1) GENERAL. RECENTLY CAPTURED NORTH VIETNAMESE SOLDIERS AND RALLIERS HAVE INDICATED THAT THE B24B DIVISION HAS CROSSED THE DMZ AND IS CURRENTLY OPERATING IN THE CAM LO AREA. THIS DIVISION IS COMPOSED OF THREE INFANTRY REGIMENTS; 803RD, 812TH, 90TH AND SEVERAL SUPPORTING UNITS, 15TH ENG BN, C-14 12.7MM AA CO., ;ST COMM CO., 120MM MORTAR CO., AND AN 82MM RR CO. THE MISSION OF THE B24B DIVISION IS REPORTED TO BE TO "LIBERATE" QUANG TRI PROVINCE AND TO DESTROY THE 1ST ARVN DIVISION.

(2) ENEMY DISPOSITION AND STRENGTH.

(A) WITHIN THE AREA OF OPERATION

90TH REGT - EST 1500

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324TH DIV HQTS - UNK

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(B) OUTSIDE THE AREA OF OPERATIONS, BUT WITHIN REINFORCING
II STANCE (24 HOURS OR LESS).

803 REGT - EST 1500

812 REGT - EST 1500

4TH BN, 270TH BRIG - UNK

U/I LF - UNK

(3) RECENT ACTIVITY. RECONNAISSANCE PATROLS IN THE AREA OF OPERATIONS AND IN ADJACENT AREAS HAVE HAD NUMEROUS SIGHTINGS AND CONTACTS. AIRCRAFT OPERATING IN THE AREA OF OPERATIONS HAVE RECEIVED A/W FIRE FROM PREPARED POSITIONS. AN AERIAL OBSERVER SIGHTED ONE GROUP OF 100 VC IN PREPARED POSITIONS. FRIENDLY UNITS OPERATING IN THE AREA OF OPERATIONS HAVE RECEIVED MORTAR FIRE IN VARYING DEGREES OF INTENSITY EACH NIGHT FROM THE 8TH THROUGH THE 12TH OF JULY.

B. FRIENDLY FORCES

(1) 3D MAR DIV CONTINUES ASSIGNED MISSION

(2) FIRST MAW PROVIDES AIR SUPPORT

(3) 1ST ARVN DIV CONDUCTS OPERATION IN CONJUNCTION WITH OPERATION

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ASTINGS TO THE EAST OF OPERATING AREA.

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(4) ARVN AIRBORNE TASK FORCE CONDUCTS OPERATIONS IN CONJUNCTION WITH OPERATION HASTINGS TO THE SOUTH OF OPERATION AREA.

2. MISSION. COMMENCING NLT 15 JULY TASK FORCE DELTA CONDUCTS MULTI BATTALION SEARCH AND DESTROY OPERATIONS AS AN EXPANSION OF OPERATION HASTINGS IN QUANG TRI PROVINCE (CAN LO) - DANG HA AREA.

3. EXECUTION.

A. CONCEPT. COMMENCING AT 140800H TASK FORCE DELTA COMMENCES S&D OPERATIONS IN AREA ASSIGNED BY LANDING A BATTALION IN VIC OF GS YD 0364 TO SEARCH FOR CP OF 324th DIV REPORTED TO BE IN VIC YD 0564. ANOTHER BATTALION LANDS IN VIC OF GS YD 0866 AND CONDUCTS SEARCH AND DESTROY OPERATIONS TOWARD SOUTHWEST. A THIRD BATTALION REMAINS IN RESERVE AT CAN LO. AFTER SEARCH IS COMPLETED OF INITIAL AREAS, UNITS WILL BE PREPARED ON ORDER TO MOVE INTO REMAINDER OF OPERATING AREAS BY EITHER HELO LIFT OR MOVEMENT OVERLAND.

B. 3D BN, 4TH MAR.

(1) DEPLOY TO DANG HA BY FIXED WING A/C AND PREPARE FOR OPERATIONS IN THE FIELD.

(2) COMMENCING 140800H LAND BY HELO IN VIC YD 0364 AND CONDUCT

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SEARCH FOR CP OF 324th DIV REPORTED AT YD 0564.

(3) ON ORDER ESTABLISH BLOCKING POSITIONS IN VIC YD 036641 TO PREVENT ENEMY MOVEMENT THROUGH AREA.

C. 2D BN (-), 4TH MAR

(1) IMMEDIATELY AFTER COMPLETION OF HELO LIFT OF 3D BN, 4TH MAR COMMENCE LANDING IN VICINITY OF YD 0866. COMMENCE S&D TOWARD BLOCKING POSITION OF 3/4.

D. 2D BN, 1ST MAR

(1) AT 131600H CHOP ONE COMPANY TO OPCON THIS HEADQUARTERS TO PROVIDE SECURITY FOR ASRT AND LSA AT DONG HA.

(2) AT 131600H CHOP ONE COMPANY TO OPCON THIS HEADQUARTERS TO PROVIDE SECURITY FOR ARTILLERY AND HEADQUARTERS UNITS AT CAM LO.

(3) REMAINDER OF BN DISPLACES TO CAM LO AS TF RESERVE. BE PREPARED TO MOVE OVERLAND OR BY HELO AS DIRECTED.

E. 3D BN, 12TH MAR

(1) PLACE ONE 105 HOW BTRY IN DIRECT SUPPORT OF EACH ASSAULT BN.

(2) BE PREPARED TO ON ORDER TO DISPLACE ONE 105 HOW BTRY TO D-5 IN DIRECT SUPPORT OF ARVN AIRBORNE TASK FORCE.

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(3) REMAINDER OF BN IN GENERAL SUPPORT.

F. DET A, RECON GRU B

(1) CONTINUE TO CONDUCT RECON OPERATIONS IN AREA TO DETERMINE ENEMY LOCATION AND MOVEMENT.

G. COB (-), 3D AT BN

(1) DISPLACE TO CAM LO WITH 2D BN, 1ST MAR AND BE PREPARED TO CONDUCT OPERATIONS AS DIRECTED.

H. COB (-), 3D ENG BN

(1) ATTACH ONE PLAT TO EACH ASSAULT BN.

I. COORDINATING INSTRUCTIONS.

- (1) D-DAY. 14 JULY 1966
- (2) UNCLASSIFIED CODE NAME. HASTINGS.
- (3) FIRE SUPPORT COORDINATION. IAW ANNEX E TO REF B.
- (4) AIR SUPPORT . IAW ANNEX F TO REF B.
- (5) RULES OF ENGAGEMENT REMAIN THE SAME.
- (6) DETAILED OPERATION OVERLAY WILL BE DISTRIBUTED SEPARATELY.
- (7) ESTIMATED DURATION OF OPERATION. MINIMUM OF 7-10 DAYS.

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(8) EFFECTIVE ON RECEIPT.

(9) ENI'S

(A) WHAT IS THE STRENGTH, LOCATION, IDENTIFICATION, COMPOSITION AND ORGANIZATION OF VC AND / OR NVA FORCES WITHIN THE AREA OF OPERATIONS?

(B) WILL THE ENEMY ATTACK FRIENDLY FORCES WITHIN THE AREA OF OPERATIONS? IF SO, WHEN, WHERE, IN WHAT STRENGTH, AND WITH WHAT TYPE UNITS?

(C) WILL THE ENEMY DEFEND IN THE AREA OF OPERATION? IF SO, WHEN, WHERE, IN WHAT STRENGTH, AND WITH WHAT TYPE UNITS?

(D) WILL THE ENEMY REINFORCE THEIR UNITS WITHIN THE AREA OF OPERATIONS? IF SO, WHEN, WHERE, IN WHAT STRENGTH, FROM WHAT AREA, AND WITH WHAT TYPE UNITS?

(E) WILL THE ENEMY AVOID MAJOR CONTACT WITH FRIENDLY FORCES? IF SO, WHAT SCREENING FORCES WILL BE LEFT BEHIND, WHAT TACTICS WILL THEY EMPLOY, IN WHICH DIRECTION WILL THE MAIN ELEMENTS MOVE?

(F) WILL THE ENEMY WITHDRAW HIS FORCES FROM THE AREA OF OPERATIONS? IF SO, WHEN, IN WHAT DIRECTION, IN WHAT STRENGTH, AND WILL HARASSING FORCES BE LEFT BEHIND?

(G) WHAT ARE THE LOCATIONS OF ENEMY HEADQUARTERS, BASE AREAS,

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LOGISTICS INSTALLATIONS, ROUTES OF INFILTRATION, AND EXFILTRATION, AND ASSEMBLY AREAS?

(10) OTHER INTELLIGENCE REQUIREMENTS.

(A) WILL THE ENEMY EMPLOY SUPPORTING ARMS AGAINST FRIENDLY FORCES AND AIRCRAFT WITHIN THE AREA OF OPERATION? IF SO, WHAT KIND AND IN WHAT LOCATIONS?

(B) WILL THE ENEMY EMPLOY MINES AND OTHER OBSTACLES AGAINST FRIENDLY FORCES? IF SO, WHEN, WHERE, WHAT TYPE AND TO WHAT EXTENT?

(C) WHAT MEANS OF COMMUNICATIONS ARE AVAILABLE TO AND EMPLOYED BY THE ENEMY?

(11) REPORTS. ANNEX K OF REF B. IN ADDITION, GIVE UNIT POSITION REPORTS EVERY TWO HOURS.

4. ADMIN AND LOGISTICS

A. SUPPLY

(1) GENERAL

(A) SUPPLY SOURCE-LSA ESTABLISHED AT DOM HA FOR ALL CLAS RES.

(B) PRESCRIBED LOAD.

1. CLASS I - 1 DAY MCI/INDIV

2. ~~CLASS II - ESSENTIAL AS PRESCRIBED BY UNIT COMMANDERS.~~

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3. CLASS III - VEHICLE TANKS AND FUEL CANS FULL. ONE FOUR
OUNCE CAN RIFLE OIL/FIRE TEAM.
4. CLASS IV - NONE
5. CLASS V- B/A
6. MEDICAL SUPPLIES - INITIAL ALLOWANCES
7. WATER - TWO CANTEENS/INDIV. UNITS FURNISH WATER CANS TO LSA.

(2) SUPPLIES AND EQUIPMENT AVAILABLE

- (A) PRESCRIBED LOADS.
- (B) 5 DAYS ALL CLASSES IN LSA.

(3) CONTROL AND DISTRIBUTION

- (A) UNITS REQUEST SUPPLIES FROM TASK FORCE SHORE PARTY.
- (B) UNIT DISTRIBUTION FOR INFANTRY UNITS. SUPPLY POINT DISTRIBUTION
FOR ARTY UNITS WHERE POSSIBLE.

- (C) PRESCRIBED LOADS SUSTAIN UNITS THROUGH D-DAY (LESS WATER).

(4) TRANSPORTATION OF SUPPLIES

- (A) TO LSA BY TRUCK/AIR FROM FLSU/FLSG-A.
- (B) FOUR HELICOPTERS ASSIGNED LSA FOR RESUPPLY.

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(5) RESUPPLY

(A) FOR LSA FROM FLSC-A

(B) UNITS REQUEST RESUPPLY THROUGH LOGISTIC NET TO SHORE PARTY

AT LSA IN FOLLOWING FORM:

1. UNIT REQUESTING SUPPLIES
2. GRID COORDINATES OF LZ.
3. LZ CONTROL FREQUENCY.
4. HOW LZ IS TO BE MARKED.
5. WHERE SUPPLIES ARE TO BE DELIVERED.
6. LATEST TIME SUPPLIES CAN BE ACCEPTED.
7. LIST OF SUPPLIES REQUESTED BY QUANTITY AND TYPES.

(C) WHEN SITUATION PERMITS UNITS ENSURE EVENING RESUPPLY REQUESTS REACH LSA BY 1400 DAILY.

(D) AERIAL RESUPPLY AVAILABLE REQUESTS TO TASK FORCE SHORE PARTY.

B. EVACUATION AND HOSPITALIZATION

(1) EVACUATION. EVACUATION OF ALL MARINE CASUALTIES WILL BE TO DELTA MED. LOCATED WITH THE LSA AT DONG HA WHERE EMERGENCY SURGICAL FACILITIES WILL

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BE AVAILABLE.

(2) HOSPITALIZATION. INITIALLY TO COMPANY A, 3D MED BN. AFTER 16 JULY FACILITIES OF U. S. S. REPOSE WILL BE UTILIZED.

(3) ARVN CASUALTIES. DELTA MED WILL BE READY TO LEAD ASSISTANCE TO ARVN AS REQUIRED. ARVN CASUALTIES WILL THEN BE EVACUATED BY ARVN AIRCRAFT TO HUE FROM DELTA MED.

(4) CIVILIAN CASUALTIES. EVACUATION TO DELTA MED IF CRITICAL, THEN TO CIVILIAN HOSPITAL IN QUANG TRI.

(5) P. O. W. CASUALTIES. MINOR CASUALTIES WILL BE BROUGHT TO COMMAND LAST. SERIOUS CASUALTIES GO TO DELTA MED AFTER INTERROGATION.

C. TRANSPORTATION

(1) TRUCK AND AIR SCHEDULED AS REQUIRED.

(2) ALL CARGO HANDLING VEHICLES IN LSA, INCLUDING TRUCKS, UNDER OPCON OF LSA COMMANDER.

D. SERVICE

(1) FUNCTIONS.

(A) CONSTRUCTION-REQUESTS TO THIS HEADQUARTERS.

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(B) MAINTENANCE-FIRST, SECOND AND LIMITED THIRD ECHELONS AVAILABLE IN LSA. ITEMS BEYOND CAPABILITY OF LSA WILL BE EVACUATED FOR PRIORITY REPAIR.

(C) SALVAGE - REQUIREMENTS FOR SALVAGE TO TASK FORCE G-4.

(2) ASSIGNMENT OF RESPONSIBILITIES.

(A) SHORE PARTY GROUP.

1. ESTABLISH LSA AT DONG HA

2. FURNISH HST'S TO INFANTRY BATTALIONS AND ARTILLERY BATTER-

ies as required.

(B) DETACHMENT COB, 3D ENG BN

1. ESTABLISH AND OPERATE WATER POINTS AT LSA AND VICINITY TASK

FORCE CP AT CAM LO.

2. COMBAT ENGINEER SUPPORT AS DIRECTED.

(C) DETACHMENT, FL3G-A

1. PROVIDE SERVICES AS DIRECTED BY LSA COMMANDER.

(D) UNITS, 3D MED BN - PARA B (EVACUATION AND HOSPITALIZATION).

E. PERSONNEL

(1) RELIGIOUS SERVICES. CHAPLAINS ACTIVITIES WILL BE AS SCHEDULED AND

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COORDINATED BY THE REGIMENTAL CHAPLAIN. A CHAPLAIN OF CATHOLIC AND PROTESTANT FAITHS WILL BE AVAILABLE AT THE EVACUATION POINT.

(2) CASUALTY REPORTING. CASUALTY REPORTING WILL BE ACCOMPLISHED IN ACCORDANCE WITH THE PROCEDURES CONTAINED IN FMFRACO P3040.2B AND 3D PAR DIVO3040.2A.

(3) INFORMATIONAL SERVICES. ISO PERSONNEL WILL BE AVAILABLE WITH EACH BN.

(4) COLLECTION POINT. A COLLECTION POINT FOR VC CAPTIVES OR RALLIERS WILL BE LOCATED IN THE VICINITY OF THE COMMAND POST. CAPTIVES WILL BE CAREFULLY SEARCHED, BOUND SECURELY AND BLIND FOLDED. BINDINGS WILL ENSURE SECURITY BUT WILL NOT BE SUCH AS TO CUT OFF BLOOD CIRCULATION, CUT, INJURE, OR OTHERWISE CAUSE PAIN. CAPTIVES WILL NOT BE TREATED IN ANYWAY THAT IS, COULD BE, OR MAYBE MISTAKEN TO BE TORTUROUS. PROVISIONS OF THE GENEVA CONVENTIONS WILL BE COMPLIED WITH.

F. MISCELLANEOUS

(1) INSURE EACH INDIV HAS 5 DAY SUPPLY OF HALIZONE/IODINE TABLETS FOR WATER PURIFICATION.

(2) UNIFORM AND EQUIPMENT. UTILITIES, MARCHING PACK, T/O WEAPON, HELMET W/COVER GREEN SIDE OUT. BODY ARMOR AT DISCRETION UNIT COMMANDERS, A CARD INDICATING INDIV NAME, RANK, AND SERIAL NUMBER WILL BE PLACED IN PACK.

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(3) ALL EMPTY WATER CANS WILL BE RETURNED TO LSA.

(4) MILITARY AND PERSONAL EFFECTS OF ALL EVACUATED INDIV WILL ACCOMPANY CASUALTIES TO EVACUATION POINT. UNITS PROVIDE SUPPLY PERSONEL AT EVACUATION POINT TO INVENTORY AND TAG ITEMS WITH OWNERS NAME, STATUS AND ORGANIZATION. UPON COMPLETION OF OPERATION, THESE EFFECTS WILL BE TURNED OVER TO PARENT UNIT SUPPLY OFFICER.

(5) UNITS PROVIDE ONE SUPPLY MAN AS LIAISON NCO WITH SHORE PARTY.

5. COMMAND COMMUNICATION-ELECTRONICS

A. COMMUNICATION-ELECTRONICS

(1) RADIO

(A) ESTABLISH FOLLOWING NETS

REGIMENTAL TACTICAL NET -50.05 (M-459)

REGIMENTAL COMMAND NET - 44.0 (M-381)

HST LOG REQUEST NET - 44.4 (M -413)

1. GUARDED BY LSA, HST'S AND REGT CP.

2. NET CONTROL - LSA

(B) HEADQUARTERS, TASK FORCE DELTA ESTABLISH RELAY SIGHT FOR REGT

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COMAND AND TACTICAL NETS ON ORDER.

(C) HEADQUARTERS, TASK FORCE DELTA ACTIVATE HF COMAND NET ON 2492
 (M-25). SUBORDINATE UNITS ENTER AS REQUIRED.

(D) SPARE FREQUENCIES:

38.4 M-355

42.7 M-397

43.4 M-404

(2) RADIO RELAY

(A) DETACHMENT, COMMUNICATION COMPANY, HQ BN PROVIDE RADIO RELAY
 LINK (AN/MRC-62) BETWEEN 4TH MAR AND 4TH MAR (REAR) AS DIRECTED.

(B) DETACHMENT, COMMUNICATION COMPANY, HQ BN PROVIDE MULTIPLEX
 RADIO LINK (AN/TSC-15) BETWEEN THE LSA AND 3D MAR DIV AS DIRECTED.

(C) COMMUNICATION PLATOON, HEADQUARTERS, TASK FORCE DELTA ESTABLISH
 RADIO RELAY LINK (AN/TRC-27) BETWEEN TASK FORCE DELTA AND LSA AS DIRECTED.

(3) TASK FORCE DELTA RADIO AND SWITCHBOARD CALL SIGN IS SUBORDINER.

ALL OTHER CALL SIGNS IN ACCORDANCE WITH REF DIV O. 020002B (COT)

B. COMMAND POSTS

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3D MAR DIV	DA HANG
1ST ARVN DIV	YD1259
TASK FORCE DELTA	YD 1259
4TH MAR (REAR)	YD 885134
3d BN, 12TH MAR	YD 1259
LSA	YD 242601

SU ORDINATE UNITS REPORT CP LOCATIONS BY PRIORITY MESSAGE WHEN ESTABLISHED.

ACKNOWLEDGE RECEIPT BY DTG.

GP-4

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4 JULY 1966

To: Commanding Officer, HMM-163

From: S-3 HMM-163

Subj: AFTER ACTION DISCREPANCY REPORT SUMMARY

1. Most ground units do not know how to properly use the hook on externals. Directors are using improper am signals. Suggest that wing and division both use the external methods as given in BFW3-3.
2. Many times ground units call for hoist pick ups, when if they had moved 100 yards to a clear area a normal pick up could have been accomplished. Ref: 3 June 66 mission #6-120.
3. When standing by at An Hoa, med evac corpsman should be available to launch immediately. Either ground forces provide corpsman or notify the squadron so that they can do so.
4. When the Third Marines have a resupply at Dong Den, it is to our advantage to make this run in the AM or as early as possible to take advantage of the cooler temperatures and less turbulence.
5. Recommend considering scheduling fixed wing of Huey gun ships for resupply south of LZ Crawdad if fire incidents continue.
6. The LZs which are used several times daily should have wind socks as smoke is not always available or necessary if the LZ had a wind indicator.
7. It is often difficult to contact Landshark on the radios, suggest they also have an EM frequency or raise their antennas to permit better reception.
8. On our courier runs we are often used as a taxi service rather than a courier aircraft. If it is to be a taxi service as well as a courier run, a H-46 should be used as the H-34 can not accomodate all who request transportation.
9. Channel Gold has too many units operating on it. Many times strikes and med evacuations are cut out by local resupply.

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10. Frag orders for the past month have been incomplete. They have no enemy situation given, lack of radio frequencies and call signs, no dates and no specified completion times for missions. Many times they merely say brief at landing zone, but when we arrive no one is there to brief us. Also we have had a number of frags with wrong coordinates on them. This has resulted in lost time and even cancellation of missions.

11. List of landing zones that need modification.

- a. LZ Ostrich - Sand has blown out from under edges. All we have now is a mound with marston matting. No wind indicator.
- b. LZ Coo Coo - It is on a sloping hill which makes approaches and departures hazardous. If moved over the hill there is a zone large enough for ten helos and is nice and level.
- c. LZ Buzzard - The zone consists of sand only. It needs some marston matting or other surface cover.
- d. LZ Raven - Has barb wire around zone which is about 3 feet above the LZ, suggest that wire be moved further down the hill as not to interfere with aircraft.
- e. ELG PAD - Has telephone and electrical wires to the north of LZ which should be put underground.
- f. LZ Eagle - Is too small for two birds and could easily be enlarged to make a two plane zone.

L. I. BLANKENSHIP
MAJ USMC
OPERATIONS OFFICER

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ENCLOSURE(1)

MARINE MEDIUM HELICOPTER SQUADRON 163
Marine Aircraft Group 16
1st Marine Aircraft Wing, MFPac
FPO San Francisco, 96602

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CAH:jeb
4JUL 1966

From: Commanding Officer
To: Commanding Officer, MAG-16

Subj: UH-34 Range Extension Kit, Interim Evaluation of

Ref: (a) HQ MAG-16 Memo 3:WWK:hl 13120 of 29 May 1966

1. Full fuel loading of 3000 lbs. (both A/C tanks and internal tanks full) results in excessive power required for normal flights. To maintain 70 Kts IAS required approximately 37" MAP at 2400 RPM. The increased power required for normal flight offsets much of the advantages of extra fuel available. Normal power required is reached after two or three internal tanks are ran dry. Evaluation is being continued to determine the best fuel loading per power required.

2. The internal oil tank is a great asset with or without the internal fuel tanks. The simplicity of installation provides for rapid modification. The installation of this tank doubles oil capacity. This is highly desirable especially in a combat environment where re-oiling service is not always available.

3. Installation of the entire kit is easily accomplished. The installation is as readily removed as it is installed, permitting the A/C to be used for normal service when not being used for long range work.

C.A. HOUSE

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