

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco, California 96602

3:DJW:djw
 00320567
 JUL 28 1967

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From: Commanding Officer
 To: Commander, Task Group 79.5

Subj: Command Chronology; 4 July 1967 through 12 July 1967

Ref: (a) BdeO 5750.1B

Encl: (1) Marine Medium Helicopter Squadron 164 Command
 Chronology for 4 July through 12 July 1967.

(2) *After Action Report, Operation Beaver Track*

1. In accordance with reference (a), the subject report is submitted as enclosure (1).

2. Upon removal of enclosure (1), downgrade to Unclassified.

HMM-164 S & C Files

00168-67
Copy 1 of 12

M. T. Jannell
 M. T. JANNELL

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DOWNGRADED AT 3 YEAR INTERVALS
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10

HMM-164

CMD CHRON

4-12-50-1967

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MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO San Francisco, California 96602

4 July 1967 - 12 July 1967

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PART I - ORGANIZATIONAL DATA

1. CO LtCol R. D. McKITTRICK 14 February 1967
XO Maj J. R. PLUMMER 16 September 1966
S-1 Maj E. T. LANGLEY 11 February 1967
S-2 Capt D. A. BLANCHARD 1 June 1967
S-3 Maj C. H. O'BRIEN 16 January 1967
S-4 Maj J. D. WATSON 11 February 1967
MAINT Maj A. B. COLBERT 16 January 1967
2. HMM-164, USS Tripoli (LPH-10)
3. Average monthly strength:
Officer: 44 (1 attached)
Enlisted: 174 (3 attached)
4. Important visitors to the command: NONE

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- NOFORN

PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD 4 JULY 1967 TO 12 JULY 1967

4 July 1967

Eight CH-46's of HMM-164 were launched to move BLT 2/3 to LZ CANARY (YD 136615) in support of Operation BEAVER TRACK.

A number of administrative flights were flown to Dong Ha, Phu Bai and Camp Carroll. Two CH-46's launched to resupply BLT 2/3. A total of 9,700 pounds of cargo and 6 medevacs were carried. One CH-46 went down at YD 137616 due to transmission problems.

5 July 1967

Numerous administrative flights launched to Dong Ha, YD 136615, Phu Bai and Danang in support of HMM-164 and the SLF. Four CH-46's launched to resupply BLT 2/3 and carried 30,700 pounds of cargo and 12 medevacs.

6 July 1967

Two CH-46's were launched on numerous medevac missions and carried 50 medevacs, of which 30 were emergency. On one occasion the medevac aircraft were mortared in the zone at YD 103670. A number of aircraft were used for resupply and a total of 33,900 pounds of cargo was carried.

7 July 1967

Two CH-46's were launched to Danang on an administrative flight and inter-ship transfers. One aircraft was used as Command/Control aircraft.

Four CH-46's were launched to resupply BLT 2/3 and a total of 27,380 pounds of cargo was carried along with a total of 30 medevacs. Two of the resupply aircraft were diverted to take 10 medevacs to hospital ship Sanctuary.

8 July 1967

Four CH-46's launched to Dong Ha for medevac and resupply missions in support of Operation BEAVER TRACK. One aircraft was hit by small arms fire while waving off at YD 096654 to evade mortar fire in the zone.

Two aircraft were launched on administrative runs to Danang.

Two aircraft were used to move 43,500 pounds of cargo between LPD-5 and LPH-10. Other cargo carried totaled 28,250 pounds. Also 84 medevacs were carried.

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9 July 1967

Numerous CH-46's were launched to Dong Ha for resupply and medevac missions in support of the BLT 2/3. A total of 38,600 pounds of cargo and 10 medevacs were carried.

Numerous administrative flights were flown.

10 July 1967

Four CH-46's were launched to Dong Ha for resupply missions and medevac missions.

Four aircraft were used on inter-ship and Danang administrative runs. A total of 24,490 pounds of cargo and 11 medevacs were carried. Six medevacs were emergency.

11 July 1967

Three CH-46's were launched on administrative runs to Dong Ha, Quang Tri, Phu Bai and Danang.

Four CH-46's were launched to shuttle ammo between LST-1147 and LPH-10. These aircraft carried 93,480 pounds of cargo.

Four CH-46's launched to Dong Ha for resupply and medevac missions, carrying a total of 37,046 pounds of cargo and 2 medevacs.

12 July 1967

Two CH-46's were launched to Dong Ha for water can pick up. These aircraft carried 500 pounds of cargo.

HMM-164 was relieved of SLF "B" responsibilities at 1200 on this date by HMM-265. HMM-164 departed LPH-10 for Phu Bai.

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[REDACTED] - NOFORN

PART III - MISCELLANEOUS

1. Awards: NONE
2. Casualties: One shipboard accident: Corporal G. L. GREGORY sustained a broken leg.
3. Intelligence/Counter Intelligence

<u>A/C Fired On</u>	<u>Incidents</u>	<u>A/C Hit</u>	<u>Hits</u>	<u>Sorties</u>	<u>Hours</u>
1	1	1	3	1,129	360.8

Ratio of aircraft hit to aircraft fired on:	<u>3:1.0</u>
Ratio of aircraft hits to sorties flown:	<u>1:376.3</u>
Ratio of aircraft hit to sorties flown:	<u>1:1129</u>
Ratio of aircraft hit to hours flown:	<u>1:360.8</u>
Ratio of aircraft hit to aircraft fired on:	<u>1:1</u>

Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
1	1	0-499
0	0	500-999
0	0	1000-1499
0	0	1500 +

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Enclosure (1)

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PART IV - SUPPORTING DOCUMENTS

1. CTG 79.5 Operation Plan 120A-67

2. Maps: Series: L7014

Sheet No.: 6342 I, II, III, IV
6442 I, II, III, IV

3. Pilots and crews were briefed by SLF and subsequently by Roseann "A"II at Dong Ha.

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco, California 96602

3:DJW:djw
 003A20667
 24 July 1967

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From: Commanding Officer
 To: Commander, Task Group 79.5

Subj: After Action Report, Operation BEAVER TRACK; submission of

Ref: (a) CTG 79.5 Operation Plan 120A-67.

Encl: ✓(1) Chronology of Significant Events
 ✓(2) Analysis of Helicopter Operations
 ✓(3) Statistical Summary

1. In accordance with the instructions contained in reference (a), enclosures (1) through (3) are submitted.

2. This letter may be downgraded to Unclassified upon removal of enclosures (1), (2) and (3).

J. R. Plummer
 J. R. PLUMMER

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 DOD DIR 5200.10

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AMN-164
 a/a BEAVER TRACK

4-12 Jul 67

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CHRONOLOGY OF SIGNIFICANT EVENTS

4 July 1967

Eight CH-46's of HMM-164 were launched to move BLT 2/3 to LZ CANARY (YD 136615), in support of Operation BEAVER TRACK.

A number of administrative flights were flown to Dong Ha, Phu Bai and Camp Carroll.

Two CH-46's launched to resupply BLT 2/3, carrying a total of 9,700 pounds of cargo and 6 medevacs. One CH-46 went down at YD137616 with transmission problems.

5 July 1967

Numerous administrative flights launched to Dong Ha, YD 136616, Phu Bai and Danang in support of HMM-164 and the SLF.

Four CH-46's were launched on a resupply mission for BLT 2/3, carrying 30,700 pounds of cargo and 12 medical evacuations.

6 July 1967

Two CH-46's were launched on numerous medical evacuation missions carrying a total of 50 medevacs, of which 30 were emergency. On one occasion the medevac aircraft were mortared in the zone at YD 103670.

Numerous resupply missions were flown, carrying a total of 33,900 pounds of cargo.

7 July 1967

Two CH-46's were launched to Danang on administrative flights and inter-ship transfers. One aircraft was used as Command and Control aircraft.

Four aircraft launched on a resupply mission in support of BLT 2/3, carrying a total of 27,380 pounds of cargo and 30 medevacs. Two of the resupply aircraft were diverted to take 10 medevacs to the hospital ship Sanctuary.

8 July 1967

Four CH-46's launched to Dong Ha for medevac and resupply and resupply missions in support of Operation BEAVER TRACK.

Enclosure (1)

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██████ - NOFORN

One aircraft was hit by small arms fire while waving off at YD 096654 to evade mortar fire in the zone.

Two aircraft were used to move 43,500 pounds of cargo between LPD-5 and LPH-10. Other cargo carried totaled 28,250 pounds, also, 84 medevacs were carried.

9 July 1967

Numerous resupply missions were flown in the Dong Ha area, in support of BLT 2/3. Also flown were medical evacuation missions. A total of 38,600 pounds of cargo was carried, along with 10 medevacs.

Numerous administrative flights were flown.

10 July 1967

Four CH-46's were launched to Dong Ha for resupply missions and medical evacuations.

Four aircraft were used on inter-ship and Danang administrative flights. A total of 24,490 pounds of cargo and 11 medevacs were carried, six medevacs being emergency cases.

11 July 1967

Three CH-46's were launched on administrative flights to Dong Ha, Quang Tri, Phu Bai and Danang.

Four CH-46's were launched to shuttle ammunition between LST-1147 and LPH-10. A total of 93,480 pounds of cargo was carried.

Four CH-46's were launched to Dong Ha for resupply and medevac missions, carrying a total of 37,046 pounds of cargo and 2 medevacs.

12 July 1967

Two CH-46's were launched to Dong Ha for water can pick-up. A total of 500 pounds of cargo was carried.

At 1200 HMM-164 was relieved of SLF "B" responsibilities by HMM-265 and went ashore at Phu Bai.

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Casualties: NONE

Intelligence/Counter Intelligence

<u>A/C Fired On</u>	<u>Incidents</u>	<u>A/C Hit</u>	<u>Hits</u>	<u>Sorties</u>	<u>Hours</u>
1	1	1	3	1,129	360.8

Ratio of aircraft hits to aircraft fired on:	<u>3:1.0</u>
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Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
1	1	0-499
0	0	500-999
0	0	1000-1499
0	0	1500+

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ANALYSIS OF HELICOPTER OPERATIONS

1. General

The operational concepts employed in Operation BEAVER TRACK were in accordance with the approved doctrine for helicopter operations.

2. Analysis

a. Ship-to-Shore Movement

(1) The movement of the battalion ashore was an administrative lift. There were no significant problems encountered during the lift.

b. Operations Ashore

(1) Resupply from the LSA at Dong Ha to the battalion was expeditious and efficient. The staging of the resupplies was adequate. Having the aircraft stage from Dong Ha, while making the aircraft unavailable for use aboard ship, was more efficient utilization of aircraft.

3. Problems Encountered

No significant problems of an operational nature were encountered. Lack of spare parts continued to derogate aircraft availability.

4. Conclusions

a. The concept of staging the resupplies from an LSA ashore is sound and desirable.

b. The spare parts problem requires more attention in order to maintain a higher level of aircraft availability.

Enclosure (2)

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STATISTICAL SUMMARY
OPERATION BEAVER TRACK

4 JULY - 12 JULY 1967

<u>DATE</u>	<u>SORTIES</u>	<u>PASSENGERS</u>	<u>CARGO*</u>	<u>MEDEVACS</u>	<u>FLIGHT HOURS</u>
4 July	199	864	4.8	9	61.6
5 July	106	130	15.4	12	41.6
6 July	148	188	16.9	50	42.7
7 July	116	144	13.7	30	37.1
8 July	159	246	35.9	84	42.4
9 July	120	151	21.2	23	41.7
10 July	108	140	12.2	11	40.2
11 July	161	92	68.2	2	43.0
12 July	12	34	0.6	0	10.5
TOTAL	1,129	1989	188.9	221	360.8

* Denotes Short Tons

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Enclosure (3)

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MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco, California 96602

3:DJW:djw
 003A21367
 AUG 6 1967

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From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: Command Chronology; 13 July 1967 through 31 July 1967;
 submission of

Ref: (a) GruO 5750.1A

Encl: ✓(1) Marine Medium Helicopter Squadron 164 Command
 Chronology for 13 July through 31 July 1967.

1. In accordance with reference (a), the subject report is submitted as enclosure (1).
2. Upon removal of enclosure (1), downgrade to Unclassified.

M. T. Jannell
 M. T. JANNELL

FMFM-164 S & T Files

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SAC # 00960-67
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FMFM-164

Cmd Chron

13-31 July 1967

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MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO San Francisco, California 96602

13 July 1967 - 31 July 1967

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PART I - ORGANIZATIONAL DATA

1. CO LtCol R. D. McKITTRICK 14 February 1967
CO Maj J. R. PLUMMER 14 July 1967
CO LtCol M. T. JANNELL 25 July 1967
XO Maj J. R. PLUMMER 16 September 1966
S-1 Maj E. T. LANGLEY 11 February 1967
S-2 Capt D. A. BLANCHARD 1 June 1967
S-3 Maj C. H. O'BRIEN 16 January 1967
S-3 Capt A. M. BORDELON 23 July 1967
S-4 Maj J. D. WATSON 11 February 1967
S-4 Capt D. A. MANZ 14 July 1967
MAINT Maj A. B. COLBERT 16 January 1967
2. HMM-164, Phu Bai, Vietnam
3. Average monthly strength:
Officer: 41
Enlisted: 180
4. Important visitors to the command: Major General ANDERSON, CG, First Marine Aircraft Wing, visited the squadron area the 30th of July.

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PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING
PERIOD 13 JULY 1967 TO 31 JULY 196713 July 1967

Three CH-46's launched on recon insertions and two on resupply missions, carrying a total of 23,850 pounds of cargo.

14 July 1967

Three CH-46's launched on recon insertions, two of the aircraft received fire at YD582066.

Two aircraft launched on resupply missions, carrying a total of 5,400 pounds of cargo.

One aircraft launched to Marble Mountain Air Facility on an administrative flight.

15 July 1967

Three CH-46's launched on a resupply mission, one aircraft was diverted to pick up one medical evacuation. A total of 8,600 pounds of cargo was carried.

Two CH-46's were launched on recon insertions. One aircraft received fire at YD461218.

One aircraft launched on administrative flight to Hue Citadel where one of the resupply aircraft made an emergency landing with engine problems. The aircraft then went to the LPH-10.

16 July 1967

One aircraft was launched to Marble Mountain on an administrative flight and one aircraft was launched on a troop lift.

A total of 35 U. S. troops and 4,200 pounds of cargo was carried.

17 July 1967

Numerous aircraft were launched from Phu Bai on recon insertions, troop lifts and resupply missions, including an emergency recon extraction. One aircraft launched on an administrative flight to Marble Mountain.

Two aircraft were launched to Khe Sanh for resupply, troop lift, recon insertion-retraction, and overfly missions.

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A total of 26,500 pounds of cargo and 243 troops were carried this date.

18 July 1967

Five Aircraft were launched on two troop lift missions. On one of the missions an unknown enemy device was detonated at YD 993144. None of the aircraft were hit.

Two aircraft were launched to relieve and return aircraft to Phu Bai from Khe Sanh. One aircraft was also launched to Marble Mountain.

Two aircraft were launched from Khe Sanh on recon inserts, retractions, overfly and troop lifts.

A total of 269 U.S. troops and 3,250 pounds of cargo this date.

19 July 1967

Three aircraft were launched for resupply, troop movement and administrative flights. Four aircraft were dispersed to Marble Mountain.

Four aircraft at Khe Sanh were used for recon insert and retractions. One aircraft was used on an admin flight from Khe Sanh to Scat LZ and Camp Carroll. Another aircraft returned to Phu Bai from Khe Sanh.

A total of 11,550 pounds of cargo and 213 troops were carried this date.

20 July 1967

Four aircraft were launched on a troop lift. All of the aircraft received fire from YD 574220 and two of them were hit. Also, two crewmembers were wounded by shrapnel.

Two aircraft were used on resupply and one more sent to Marble Mountain on an admin flight.

A total of 13,295 pounds of cargo and 342 U.S. troops were carried this date.

21 July 1967

Four aircraft were launched on a troop lift and three aircraft received fire and were hit at YD 540441 and YD 540454.

Three aircraft were launched for resupply and one aircraft received fire at YD 596233.

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Two aircraft were used for a resupply to hills 881 south and 861 at Khe Sanh. Three aircraft were used for troop lift, emergency resupply, and medical evacuation missions at Khe Sanh. One aircraft received mortar fire in the vicinity of XD 916476. No hits received.

At the end of this day a total of 692 troops, 9 priority medevacs, and 25,080 pounds of cargo were carried.

22 July 1967

Four aircraft were used on recon insertion and troop extraction missions.

Three aircraft were used on administration flights to Khe Sanh, Hue Citadel and Marble Mountain.

Two aircraft were used on resupply and recon insertion, retraction, and overfly missions.

A total of 6,550 pounds of cargo and 127 troops and 1 civilian passenger were carried this date.

23 July 1967

Two aircraft were launched for recon insertion and retraction missions. One of the aircraft received fire at YC 838965, but was not hit.

Two aircraft were used for recon insertion and retraction missions at Khe Sanh. In addition two aircraft were used to bring medevacs to Phu Bai.

One aircraft had an engine failure at YD 015455. One aircraft was launched with parts and maintenance crew.

A total of 500 pounds of cargo, 102 passengers, and 9 routine medical evacuations.

24 July 1967

Two aircraft were launched for resupply missions and two more aircraft were used to support Special Landing Force Alpha. One aircraft was sent to Marble Mountain on an administrative flight.

One aircraft was sent to Khe Sanh to change a crew and one aircraft.

A total of 25,100 pounds of cargo and 52 U.S. troops were carried.

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[REDACTED] - NOFORN25 July 1967

Two aircraft were launched on recon insertion and retraction missions. Also, one aircraft was sent on an administrative flight to Marble Mountain.

Two aircraft were used for a resupply mission at Khe Sanh. One aircraft was used on an administrative flight from Khe Sanh to Dong Ha and Phu Bai. One person was injured at the LSA at Dong Ha while loading cargo.

A total of 17,800 pounds of cargo and 106 troops were carried.

26 July 1967

Two aircraft were launched on an emergency recon extraction and fire was received from YD 479250. Four other aircraft were launched for resupply missions.

Two aircraft used on a recon insertion mission at Khe Sanh. One aircraft was used on an administrative flight to Marble Mountain, LPH-10 and Khe Sanh. One aircraft returned from Khe Sanh by way of Dong Ha.

A total of 17,095 pounds of cargo and 92 passengers were carried this date.

27 July 1967

Four aircraft were launched on a Sparrow Hawk mission. Two flights of two aircraft were launched on recon inserts and retractions. One flight received moderate automatic weapons fire in the vicinity of YD 429284, while extracting the recon team. Two more aircraft were launched on two resupply missions.

Two aircraft launched from Dong Ha on a recon insert.

One aircraft launched to relieve a crew and aircraft at Khe Sanh.

A total of 985 pounds of cargo and 156 passengers were carried this date.

28 July 1967

One section of CH-46's was launched to insert one recon team and one more section was used for a resupply mission.

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One aircraft, BuNo 151929, crashed after take-off from Phu Bai enroute to Khe Sanh. Aircraft was consumed in flames and there were 4 minor injuries to the crewmembers and one passenger had minor injuries.

Three aircraft were launched from Dong Ha on a troop lift and also two aircraft were launched on a recon extraction and resupply missions.

One aircraft was used on a resupply mission and a troop movement mission at Khe Sanh. Two aircraft were used on a recon insertion and one was used on a recon extraction.

A total of 34, 535 pounds of cargo and 326 passengers were carried this date.

29 July 1967

Four aircraft in two sections were launched on recon insertion and retraction missions. On one occasion a team had to be retracted shortly after it had been inserted and the aircraft making the retraction received fire in the vicinity of YD 426346.

One aircraft launched to Dong Ha. Two aircraft launched from Dong Ha to pick up numerous medical evacuees. Two aircraft were also launched for recon insertions and retractions.

Two aircraft were used on recon insertions, retraction and resupply missions at Khe Sanh.

A total of 8900 pounds of cargo, 141 passengers and 57 priority medical evacuations were carried this date.

30 July 1967

One section of aircraft was used on numerous resupply flights and another section was used on a troop movement in support of Special Landing Force Alpha. One other section was launched on a troop extraction.

One aircraft was launched on a administrative flight to Dong Ha. Two aircraft launched on medical evacuation and resupply missions. One aircraft returned from Dong Ha.

Two aircraft were launched on medical evacuation missions. While on approach to the pick up zone, one aircraft, BuNo. 151945, was observed to go out of control and crash, killing all four crewmembers. There were no passengers aboard. The aircraft was not recovered.

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One aircraft launched to Khe Sanh for plane change and crew relief. Two aircraft were launched from Khe Sanh on recon insertion mission.

A total of 14,050 pounds of cargo, 148 troops and 68 priority and emergency medical evacuations were carried this date.

31 July 1967

One flight of three aircraft was used on a troop insert and the flight received light small arms and automatic weapons fire in the vicinity of ZD 034112. None of the aircraft were hit. One more section was used on a resupply mission.

One section launched from Khe Sanh on a recon insertion and retraction mission.

A total of 20,280 pounds of cargo, 187 U.S. passengers, and 1 Viet Cong suspect were carried this date.

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PART III - MISCELLANEOUS

1. Awards: A total of nine Air Medals were presented during this period and one Navy Commendation Medal.
2. Casualties:
 - 20 July - Two WIA
 - 25 July - One injury sustained by Cpl R. W. BROWN, two broken wrists.
One person injured at Dong Ha. (unknown)
 - 28 July - Five injuries as result of aircraft accident.
 - 30 July - Four KIA

3. Intelligence / Counter Intelligence

<u>A/C Fired On</u>	<u>Incidents</u>	<u>A/C Hit</u>	<u>Hits</u>	<u>Sorties</u>	<u>Hours</u>
24	11	4	5	2275	873.4

Ratio of aircraft hits to aircraft fired on:	<u>1:4.80</u>
Ratio of aircraft hits to sorties flown:	<u>1:455.0</u>
Ratio of aircraft hit to sorties flown:	<u>1:568.75</u>
Ratio of aircraft hit to hours flown:	<u>1:218.35</u>
Ratio of aircraft hit to aircraft fired on:	<u>1:6.0</u>

Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
9	1	0-499
0	0	500-999
1	0	1000-4999
1	4	1500 +

Enclosure (1)

- NOFORN

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PART IV - SUPPORTING DOCUMENTS

1. Maps: Series: L7014, 1:25,000 coverage of I Corps area.
2. All briefs were given by Oakgate and Roseanne Bravo, with detachments at Dong Ha, and Khe Sanh being briefed by Operations there.

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