

MARINE MEDIUM HELICOPTER SQUADRON 262  
Detachment Alpha  
Marine Aircraft Group 15  
Ninth Marine Amphibious Brigade  
FPO San Francisco, 96602

S-3/RIG/wab  
5750  
03A33967  
5 December 1967

~~██████████~~  
From: Officer-In-Charge  
To: Commander, Task Group 79.5

Subj: Command Chronology, Period 6 November 1967 to  
1 December 1967

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

Encl: ✓(1) Command Chronology  
✓(2) *Comms After Action Report, Operation Badgerhunt/Foster*  
*13-28 Nov 67*

1. In accordance with reference (a), enclosure (1) is hereby submitted.
2. This letter becomes unclassified upon removal of enclosure (1).

*D. L. Althoff*  
D. L. ALTHOFF

SLF Task Group 79.5  
S&C Control No 0841

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*Out A, HMM-262*

*CMD CHRON*

*6 Nov - 1 Dec 1967*

## PART I

1. Organization Data - HMM-262 Detachment Alpha

a. Officer-In-Charge	J. W. ALBER, Major	6Nov-23Nov 67
	D. L. ALTHOFF, Major	24Nov- 1Dec 67
b. Assistant Officer-In-Charge	G. L. LARKIN, Major	6Nov-10Nov 67
	R. G. RITCHIE, Major	29Nov- 1Dec 67
c. Operations/Safety Officer	T. D. SHEARY, Capt	6Nov- 1Dec 67
d. Intelligence Officer	P. G. JAMES, 1STLT	6Nov- 1Dec 67
e. Logistics Officer	J. W. HOGUE, Capt	6Nov- 1Dec 67
f. Maintenance Officer	W. J. SAMBITO, Capt	6Nov-28Nov 67
	R. G. RITCHIE, Major	29Nov- 1Dec 67

2. Task Organization and Unit Location

a. HMM-262, Detachment "A", Marine Aircraft Group 15, Ninth Marine Amphibious Brigade, FPO San Francisco, California, 96602.

3. Average Strength of Detachment

<u>NAVAL AVIATORS</u>	<u>AGO</u>	<u>ENLISTED</u>	<u>BOEING REP</u>
17	0	54	1

4. Important Visitors to Detachment

a. None.

PART II Summary of Operations

6-7 November 1967 - No flight operations scheduled.

8 November 1967 - Launched one aircraft to Clark Air Base for medical evacuation, getting 1.0 flight hours and 2 sorties. Two aircraft were launched for carrier requalification, flying 3.9 hours and logging 59 sorties. One aircraft was utilized for qualifying four, port side gunners. Five sorties and 1.0 flight hours were logged on this mission. One test hop was completed for 2 sorties and 0.5 flight hours.

9 November 1967 - 8.3 hours of instrument training were flown.

10 November 1967 - Hard at work on the 192nd Birthday of our Corps, HMM-262 Detachment "A" flew 21.9 flight hours, 195 sorties and earned 117 tasks. One aircraft sustained CHARLIE damage because of engine failure. No casualties were incurred.

- 11 November 1967 - Flew 12.6 flight hours, carrying 63 troops in 51 sorties and 40 tasks.
- 12 November 1967 - Flew 22 sorties, carrying 61 troops for 6.6 flight hours in support of the SIF. Test hops accounted for 1.7 flight hours and 3 sorties.
- 13 November 1967 - Launched six aircraft to support Operation "BADGERHUNT". One aircraft ET-49, suffered light damage to aircraft components due to small arms fire received near LZ HAWK and was forced to land at An Hoa. An additional aircraft was dispatched to supply replacement parts. Another aircraft ET-38 received one hit at AT812479 but was able to continue the mission. A total of 826 troops, 194 Vietnamese civilians and 21 U. S. civilians were carried in 146 sorties for a total of 37.8 flight hours.
- 14 November 1967 - Flew 75 sorties in support of Operation "BADGERHUNT" carrying 853 Vietnamese civilians, 88 troops and 9.5 tons of cargo for a total of 18.9 flight hours. Administrative/liaison flights to Danang were also conducted for a total of 1100 lbs. of cargo, 41 passengers carried in 11 sorties and 2.9 flight hours.
- 15 November 1967 - Flew 100 sorties carrying 23,700 lbs. of cargo, 106 Vietnamese civilians, 300 passengers and 7 medivacs for a total of 29.9 flight hours in support of Operation "BADGERHUNT". One aircraft ET-33 received two hits at AT985523, repairs were made and aircraft continued its mission.
- 16 November 1967 - Launched six aircraft in support of Operation "BADGERHUNT". Three aircraft were hit by enemy fire resulting in three crew members receiving minor wounds. ET-33 suffered the loss of one engine on approach to a refugee camp, north west of An Hoa, and crashed in the zone. No casualties were incurred, the aircraft suffered substantial damage.
- 17 November 1967 - Launched one aircraft on an Administrative/Liaison mission. A total of 30 sorties were flown carrying 66 passengers, 5 medivacs and 2950 lbs. of cargo in 8.0 flight hours.
- 18 November 1967 - Launched four aircraft in support of Operation "BADGERHUNT". A total of 109 sorties were flown carrying 204 troops, 17 medivacs, 1184 Vietnamese civilians and 25,350 lbs. of cargo in 18.6 flight hours. One Administrative hop was flown for 4.3 flight hours carrying 9600 lbs. of cargo in 20 sorties.

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- 19 November 1967 - Launched three aircraft in support of Operation "BADGERHUNT". A total of 71 sorties were flown carrying 263 troops, 139 Vietnamese civilians and 27,700 lbs. of cargo in 17.0 flight hours. One aircraft received battle damage at AT806485 but was able to complete its mission. Two aircraft flew 3.2 flight hours on an administrative hop where they 13 passengers and 4800 lbs. of cargo in 7 sorties.
- 20 November 1967 - Launched four aircraft in support of Operation "BADGERHUNT". A total of 203 troops, 9 medivacs, 309 Vietnamese civilians and 48,130 lbs. of cargo were carried in 111 sorties and 29.6 flight hours. One aircraft received battle damage, but was able to continue mission.
- 21 November 1967 - Launched four aircraft in support of Operation "BADGERHUNT". A total of 101 sorties were flown carrying 513 troops, 1 medivac, 104 Vietnamese civilians and 43,750 lbs. of cargo in 22.9 flight hours. One aircraft flew an administrative/liaison mission carrying 23 passengers and 3000 lbs. of cargo in 13 sorties for a total of 5.3 flight hours.
- 22 November 1967 - Launched three aircraft in support of Operation "BADGERHUNT". A total of 102 sorties were flown carrying 394 troops, 32 Vietnamese civilians, 37 Viet Cong suspects and 14,160 lbs. of cargo in 20.5 flight hours. One aircraft received two hits from small arms fire at AT819542 and AT870335 but was able to continue mission. Another aircraft received damage from an accidental discharge from a troopers M-16. The round entered the barrier filter and foreign object damage to the engine resulted. Aircraft was returned to ship. One aircraft flew administrative/liaison missions carrying 2 passengers and 2000 lbs. of cargo in 9 sorties for a total of 1.4 flight hours.
- 23 November 1967 - Launched two aircraft in support of Operation "BADGERHUNT". A total of 63 sorties were flown carrying 164 troops, 186 Vietnamese civilians and 18,640 lbs. of cargo in 15.0 flight hours.
- 24 November 1967 - Launched two aircraft in support of Operation "BADGERHUNT". A total of 79 sorties were flown carrying 366 troops, 42 Vietnamese civilians, 4 U.S. Civilians and 11,500 lbs of cargo for a total of 15.6 flight hours.
- 25 November 1967 - Launched four aircraft in support of Operation "BADGERHUNT". A total of 97 sorties were flown, carrying 391 troops, 37 Vietnamese civilians, 6 Viet Cong POW's and 22,850 lbs. of cargo in 21.6 flight hours. One aircraft received a hit at AT869558 but was able to

Enclosure (1) -

continue its mission

One administrative mission was flown for a total of 6 sorties carrying 5 troops and 1900 lbs. of cargo in 1.8 flight hours.

26 November 1967 - Launched four aircraft for 37 sorties, carrying 121 passengers and 3850 lbs. of cargo for 10.0 flight hours. One aircraft was launched on a test flight for two sorties and 0.7 flight hours.

27 November 1967 - Launched six aircraft for a total of 75 sorties, carrying 292 troops, and 1250 lbs. of cargo in 23.3 flight hours. One aircraft, BT-49, received three hits, however, the aircraft was able to complete its mission. BT-40 had maintenance trouble and was left at An Hoa.

28 November 1967 - Launched four aircraft for 69 sorties carrying 514 troops for 11.2 flight hours in support of Operation "FOSTER". One aircraft was launched for 9 sorties, carrying 31 passengers and 500 lbs. of cargo for 2.9 flight hours in direct support of the SLF. One aircraft was launched on a test flight for two sorties and 0.8 flight hours.

29 November 1967 - Launched six aircraft to transfer the SLF Staff from the USS TRIPOLI (LPH-10) to the USS VALLEY FORGE (LPH-8). They flew 54 sorties, carried 57,900 lbs. of cargo and 95 troops for a total of 22.3 flight hours. Two test hops were flown for a total of two sorties and 0.8 flight hours.

30 November 1967 - Launched four aircraft in support of the SLF, carrying 2850 lbs. of cargo and 78 troops in 8.8 hours for a total of 31 sorties.

### PART III

#### 1. Listing of Significant Events

##### a. Personnel

- (1) Transfers to HMM-262 Det "A"
  - (a) Thirteen Officers.
  - (b) Sixteen Enlisted.
- (2) Transfers from HMM-262 Det "A"
  - (a) Thirteen Officers.

Enclosure (1)

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(b) Fifteen Enlisted.

(3) Promotions

(a) None.

b. Operations

During this period HMM-262, Detachment "A" flew 2029 sorties, carrying 9597 troops/passengers and 170.3 tons of cargo for a total of 447.1 flight hours.

(a) Operation BADGERHUNT. A total of 1166 sorties were flown in support of this operation carrying 5273 troops, 2069 Vietnamese Civilians, 54 medivacs and 242,480 lbs. of cargo in 275.7 flight hours.

c. Training

- (1) Pilots practiced day carrier landing and instrument work.
- (2) Five gunners fam fired the M-50.

d. Maintenance

(1) Average availability for the period 6 November 1967 through 30 November 1967 was 67.7 per cent.

e. Informational Service

(1) The twelveth edition of "Tiger Tales" a monthly publication of HMM-262, was published.

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MARINE MEDIUM HELICOPTER SQUADRON 262  
Detachment Alpha  
Marine Aircraft Group 15  
Ninth Marine Amphibious Brigade  
FPO San Francisco, 96602

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3480  
003A35767  
23 December 1967

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From: Officer-In-Charge  
To: Commander, Task Group 79.5

Subj: Combat After Action Report, Operation BADGERHUNT/FOSTER

Ref: (a) CTG 79.5 OPLAN 120(A)-67 (S)

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

*D. L. Althoff*  
D. L. ALTHOFF

SLF Task Group 79.5  
s&c Cont. U No 00906

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Ref A, W/M-262  
w/a BADGER HUNT/FOSTER  
13.. 28N-47

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CHRONOLOGY OF SIGNIFICANT EVENTS

13 November 1967

Six aircraft were launched on D-Day in support of Operation BADGERHUNT. At 0900, L-Hour, these six aircraft landed Foxtrot Company in LZ HAWK. After completing the insertion of Foxtrot Company, Echo and Golf Companies were inserted at AT819469 and AT817472.

One aircraft, ET-49, suffered light damage due to small arms fire near LZ HAWK and was forced to land at An Hoa. An additional aircraft was launched to provide replacement parts.

During the course of the day, 194 Vietnamese refugees were evacuated from the area of AT828468 and taken to the refugee camp near An Hoa.

The reaction company was inserted at AT805538 to provide additional fire power for Golf Company. Additional refugees were brought out of AT814475 and taken to An Hoa.

At the end of the day all aircraft returned to the USS TRIPOLI, LPH-10.

14 November 1967

On the second day of the operation, 19,000 lbs. of rice and combat cargo were carried by four CH-46A's in direct support of Grey Rebel 14. At the same time 2 CH-46A's carried 1100 lbs. and 41 passengers to and from DaNang.

853 Vietnamese refugees were lifted from the area of AT808508 and carried to the refugee center near An Hoa.

No aircraft were hit or aircraft mishaps occurred this day.

15 November 1967

Seven CH-46A's were utilized in resupplying BLT 2/3 on Operation BADGERHUNT. They carried 23,700 lbs. of combat cargo in 5.5 hours of flight.

ET-33, sustained light damage from small arms fire at AT935523. The aircraft was able to land safely at An Hoa with no injuries to the crew.

Recon team PANAMA HAT was extracted from ZC173620 under emergency conditions. The extract was accomplished without incident and the team returned to LZ FINCH.

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Seven U. S. military personnel were med-evaced to the USS TRIPOLI (LPH-10) from the BAS at An Hoa.

16 November 1967

The detachment launched six aircraft for routine resupply, med-evac and administrative flights. 17,700 lbs. of cargo and 634 passengers were carried in 28.3 flight hours. Three aircraft sustained minor damage due to small arms fire. ET-44 suffered damage from an unknown source near An Hoa causing minor injury to one crew member. ET-34 suffered damage near AT895522 and ET-49 suffered damage near AT812499. ET-34 had one crew member injured. The loss of the number one engine caused ET-33 to crash land at the refugee camp at Duc Duc. No crew members or passengers were injured, the aircraft received minor damage.

17 November 1967

One aircraft was launched on an admin/liaison mission carrying 66 passengers, 5 med-evacs and 2,950 lbs. of cargo. One test hop was flown and ET-44 returned to the USS TRIPOLI (LPH-10), following repairs at Marble Mountain Air Facility.

18 November 1967

Four aircraft launched carrying 25,350 lbs. of cargo and 204 combat troops from BLT 2/3. 1,184 Vietnamese refugees were taken to the refugee camp near An Hoa from AT863498.

17 med-evacs were taken to G-4 Med near Marble Mountain Air Facility.

Administrative flights for the day consisted of 4.3 flight hours and 9,600 lbs. of cargo hauled.

19 November 1967

Launching for normal resupply, med-evac and refugee evacuation, three aircraft carried 27,700 lbs. of combat cargo and 139 Vietnamese civilians.

ET-38 was hit by small arms fire near AT806485 causing minor damage to the aircraft and no injury to the crew. The aircraft safely returned to the USS TRIPOLI (LPH-10).

20 November 1967

The detachment launched 4 aircraft in support of Operation BADGER-HUNT carrying 203 troops, 309 Vietnamese civilians and 48,130 lbs. of cargo. One aircraft, ET-43, sustained minor damage due to small arms fire near AT806485 with no injury to the crew.

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21 November 1967

Routine resupply, med-evac and administrative flights were conducted throughout the day. Four aircraft carried 13,750 lbs. of cargo, 513 troops, 140 Vietnamese civilians and one WIA.

22 November 1967

During evacuation operations 37 Viet Cong suspects, 32 Vietnamese civilians and 14,160 lbs. of rice and cargo were carried.

Aircraft ET-44 was damaged by small arms fire from near AT&19542. The crew and passengers sustained no injuries.

One other aircraft, ET-43, was damaged by an accidental discharge. The aircraft returned safely to the ship.

23 November 1967

Flight operations consisted of four aircraft carrying 18,640 lbs. of cargo, 164 combat troops, and 186 Vietnamese refugees.

24 November 1967

Normal resupply and troop lift operations were conducted. Four aircraft carried 11,500 lbs. of cargo, 366 combat troops and 42 Vietnamese civilians.

25 November 1967

Three CH-46A's launched to retract BLT 2/3 to LZ FALCON in the final stages of Operation BADGERHUNT. During the lift 24,750 lbs. of rice and cargo was carried along with 391 combat troops, 37 Vietnamese civilians and 6 Viet Cong POW's.

ET-43 was hit in the forward pylon causing skin damage to the aircraft.

26 November 1967

Four aircraft were launched carrying 121 passengers, and 3,850 lbs. of combat cargo in support of Operation BADGERHUNT.

27 November 1967

One aircraft, ET-49 received three hits near AT&62505. The aircraft however, was able to complete its mission. ET-40 was left in the field because of engine problems.

Six aircraft were launched carrying 1,250 lbs. of cargo and 292 troops.

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28 November 1967

On the final day of Operation BADGERHUNT, BLT 2/3 was retracted to LZ FALCON. Four aircraft carried 545 passengers and eight emergency med-evacs.

Casualties

2 WIA

Intelligence/Counter Intelligence

<u>A/C Fired On</u>	<u>Incidents</u>	<u>A/C Hit</u>	<u>No. Hits</u>	<u>Sorties</u>	<u>Hours</u>
51	2	10	19	1166	275.7

Breakdown of fire incidents with respect to altitude:

<u>Altitude</u>	<u>Incidents</u>	<u>A/C Hits</u>	<u>A/C Lost</u>
0-499	22	11	0
500-999	16	7	0
1000-1499	10	1	0
1500-2000	3	0	0

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ANALYSIS OF HELICOPTER OPERATIONS1. General

Operation BADGERHUNT began 130640H November by transporting heli-borne troops from LPH-10 to LZ FALCON (An Hoa) for search and destroy operations to begin at L-Hour. Subsequent heliborne assaults were made into LZ's EAGLE and HAWK. Operations were executed to capture enemy forces and supplies and to destroy all enemy facilities within the AOA.

The helicopter operational concept was sound and employed in accordance with FMFM 3-3.

2. Analysisa. Ship-To-Shore Operations

(1) In accordance with the landing plan, ship to shore movement was commenced by 6 CH-46A's and 2 CH-53 helicopters from LPH-10 to LZ FALCON. LZ FALCON was utilized as an intermediate LZ to permit massing sufficient forces to mount a sustained vertical assault into primary LZ's HAWK and EAGLE. This scheme of maneuver was designed to mask the true objectives of the heliborne assault and create the deception that the ~~primary objectives were the~~ reinforcement of forces in the Antenna Valley Area (Opp ESSEX). These same aircraft were to make subsequent assault waves into LZ's HAWK and EAGLE for search and destroy operations. The initial shock effect was provided by (1) prepping the LZ's, (2) entering LZ's by high speed approaches. Due to the above deception the element of surprise was attained.

(2) Because of the small number of aircraft utilized and the professional efficiency of the LPH-10 no operational problems were encountered even though limited deck spots were available.

(3) All ~~assault waves~~ assault waves were executed smoothly in accordance with the landing plan.

(4) The augmentation of the SLF helicopter assets consisted of two CH-53's and two UH-1E gunship escorts plus one UH-1E C&C provided by 1st MAW. UH-1E's provided vital TAC(A)/armed escort support. Tactically for the size and scope of the operation involved, two UH-1E gunships were considered below the minimum acceptable number. The CH-53's were an indispensable aid by providing the heavy lift capability of transporting troops from the LPH-10 to LZ FALCON.

b. Ashore Operations

(1) Flight operations ashore consisted of a sustained vertical assault from LZ FALCON to LZ HAWK and EAGLE and other briefed zones. Normal resupply, medical evacuation, troop transport and administrative missions by the CH-46A's and C&C and gun support missions by the UH-1E's were conducted as needed.

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(2) SLF helicopter support was controlled by the TACP and LZ Control net. No problems were encountered in this area due to good radio communications with the zones, outstanding performance of the HST personnel in the zones, and proper briefing by the "14" of the LZ tactical and enemy situation.

Outside air support by the 1st MAW consisted of on-call fixed wing cover, CH-53's for heavy lift capability and UH-1E's for C&C and gunship escort.

c. Offloading Operations

(1) The offloading operations consisted of the initial offloading of the troops, supplies and equipment from the LPH-10 to LZ FALCON. During the rest of the Operation, offloading was light due to the fact that the BLT was supported from LZ FALCON.

Upon completion of the operation, the BLT was chopped ashore to the III MAF and no backloading operations were required. At this time, the LPH-10 departed Viet Nam for CONUS and the squadron was offloaded from LPH-10 and transferred to LPH-8.

3. Problems Encountered

a. A TPQ drop was made through an overcast landing within 2000 meters of the LZ and within the designated helicopter approach lane into the zone. This incident could have caused a major catastrophe, damaging aircraft and injuring friendly troops on the ground. This caused a hazard to helicopter operations and prevented heliborne operations into this zone until TPQ drops had been lifted. This delay could have been costly to the troops on the ground during the early assault phase.

b. Several launches were made in support of the BLT in adverse weather, the ceiling below 1500'. In some cases, the ceiling was below 800'. This resulted in aircraft flying within enemy small arms range causing aircraft battle damage, decreasing squadron aircraft availability.

c. Lack of UH-1E's, gunships, caused a three hour delay in extracting two companies from their positions back to LZ FALCON. This resulted in back loading these two companies at night when not necessary and a vital delay in operations. Four transport helicopters sat on the deck these three hours when they could have been utilized elsewhere.

4. Conclusion

a. That more accurate control of fixed wing support should be assumed by the TAC and that any information given to the flight leader of the transport helicopter in regard to TPQ drops, be made directly by the TAC.

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b. That more attention be given to the forecast weather, before an operation. This would minimize the chances of supporting the operation, once established, during below minimum weather conditions. Continued use of the helicopters during marginal weather is necessary once the operation has commenced but low ceilings make aircraft more vulnerable to ground fire and subsequent battle damage.

c. That a detachment of at least 2 UH-1E gunships should be assigned to support the SLF operations on a permanent basis.

Enclosure (2)

[REDACTED] - NOFORN

Statistical Summary  
 Operation Badger Hunt  
 13-28 November 1967

<u>DATE</u>	<u>SORTIES</u>	<u>PASSENGERS</u>	<u>CARGO</u>	<u>MEDEVACS</u>	<u>FLIGHT HOURS</u>
13Nov	146	1051	0	0	37.8
14Nov	75	969	19,000	0	21.8
15Nov	100	406	23,700	7	29.9
16Nov	112	634	17,700	4	28.3
17Nov	50	148	2950	5	13.0
18Nov	109	1388	25,350	17	18.6
19Nov	71	402	27,700	0	17.0
20Nov	111	512	48,130	9	29.6
21Nov	101	654	13,750	1	22.9
22Nov	102	463	14,160	0	20.5
23Nov	63	350	18,640	0	15.0
24Nov	79	412	11,500	0	15.6
25Nov	97	434	22,850	0	21.6
26Nov	37	121	3850	0	10.0
27Nov	75	292	1250	0	23.3
28Nov	69	514	-	8	11.2