

CONFIDENTIAL

MARINE MEDIUM HELICOPTER SQUADRON-361
 Marine Aircraft Group-16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco, 96602

3:JKT:rom
 5750
 03A32967
 25 Nov 1967

CONFIDENTIAL

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group-16 (Attn: S-3)
 Subj: Command Chronology for period 1 - 15 November 1967, submission of
 Ref: (a) MCO 5750.2
 (b) WgO 5750.1C
 (c) GruO 5750.1B
 Encl: (1) HMM-361 Command Chronology, 1 - 15 November 1967
 1. In accordance with references (a) through (c), enclosure (1) is herewith submitted.
 2. This letter is downgraded to UNCLASSIFIED upon removal of enclosure (1).

D. M. Wilson
 D. M. WILSON

DECLASSIFIED AFTER 12 YEARS.
 DCO D/R 120010

MAG. 16
 SAC * 01403-67
 COPY * 1 of 3

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED

CONFIDENTIAL

COMMAND CHRONOLOGY

MARINE MEDIUM HELICOPTER SQUADRON 361
MARBLE MOUNTAIN AIR FACILITY

1 NOVEMBER to 15 NOVEMBER 1967

CONFIDENTIAL

DECLASSIFIED

CONFIDENTIAL

INDEX

PART I	ORGANIZATIONAL DATA
PART II	NARRATIVE SUMMARY
PART III	SIGNIFICANT EVENTS
PART IV	SUPPORTING DOCUMENTS

CONFIDENTIAL

CONFIDENTIAL

PART I

ORGANIZATIONAL DATA1. Commander and Staff

Commanding Officer	LtCol. D. M. WILSON
Executive Officer	LtCol. G. A. PORTER
Operations Officer	Maj. F. W. CRONE
Maintenance Officer	Maj. L. DELMORE III
Logistics Officer	Maj. G. L. JOHNSON
Administrative Officer	1stLt. J. DRUCKER
Personnel Officer	Capt. W. R. GAGE
Intelligence Officer	Capt. G. L. KERSEY

2. Inclusive Dates and Location

1 - 15 NOVEMBER 1967: MARBLE MOUNTAIN AIR FACILITY, Republic of Vietnam

3. Average Monthly StrengthUSMCOFF
41ENL
152USNOFF
1ENL
0

CONFIDENTIAL

CONFIDENTIAL

PART II

NARRATIVE SUMMARY

- 1 Nov: Lt. WOIDYLA's section took small arms fire while on a troop lift at AT 989678 but the aircraft received no damage.
- 2 Nov: Capt. HEINLE's section hauled 8250 pounds of resupplies and 40 troops in support of the 1st MARDIV in 8.4 hours without incident.
- Lt. MURRAY took small arms fire while on a day medevac at AT 887525. The Deadlock chase was hit but damage was not severe.
- Lt. WOIDYLA received sniper fire while on a day medevac at AT 992609 but received no damage to the aircraft.
- 3 Nov: Capt. SIGLER's section took automatic weapons fire from BT 063645, 068648, 062648, 061645 while departing a night medevac zone but took no hits.
- 3 Nov: Lt. CRUTCHER's division hauled 8500 pounds of resupplies and 95 troops in support of operation Knox.
- 5 Nov: Maj. JOHNSON's section took sniper fire while on a night medevac at AT 925528 but the aircraft received no hits.
- 6 Nov: LtCol. WILSON led a flight of 9 HMM-361 aircraft and 8 HMM-363 aircraft on an early morning strike in support of the 2nd Bn, 5th Marines, 1st MAR DIV during operation Essex. 420 troops were inserted without incident.
- Lt. SABIN received 50 cal fire while on a troop lift at BT 004544 but took no hits.
- Capt. SCHIPPER took small arms fire at BT 055652 and Capt. COUNCIL took small arms fire at BT 017574 without receiving damage to the aircraft. Both were on medevac missions.
- Capt. GAGE while on a resupply of Operation Essex took small arms fire at AT 907387 and BT 004544 but received no damage to the aircraft.
- Lt. CRUTCHER, while on an emergency night medevac in support of Operation Essex took heavy automatic weapons fire coming into the zone. The aircraft received 18 - 20 hits wounding Lt. CRUTCHER in the leg and the gunner, GySgt. NOLAN, in the foot. Lt. CRUTCHER flew the aircraft safely back to An Hoa. Both the pilot and gunner were evacuated to the 1st MED BN.
- 7 Nov: LtCol. WILSON, while flying a day medevac took small arms and automatic

CONFIDENTIAL

CONFIDENTIAL

weapons fire at AT 995613 but the aircraft received no damage.

Capt. DELMORE's division hauled 5000 pounds of resupply, 130 troops, and carried out 35 medevacs in support of Operation Essex. During the 7.5 hours of flying the division received mortar and sniper fire at AT 905395 and AT 812448 but no hits were recorded.

8 Nov: Capt. SIGLER received small arms fire during the pickup of a day medevac at AT 909555 but the aircraft received no damage.

Maj. JOHNSON led a seven plane flight hauling 75 troops. The flight received fire at AT 006601 from automatic weapons but no hits were recorded.

LtCol. Wilson received sniper fire at BT 031618 while on a day medevac but the aircraft was not hit.

Capt. COUNCIL received small arms fire on an emergency night medevac but the aircraft received no hits.

9 Nov: Capt. BROWN, while flying day medevac, received small arms fire at BT 037610 and BT 062646 but the aircraft received no hits.

Capt. HEINLE's section while on a resupply to Operation Essex, hauled 5350 pounds and flew out 15 medevacs in 7.6 hours of flying. The section received automatic weapons fire at AT 950550 but neither aircraft were hit.

10 Nov: Capt. DELMORE's section hauled 15,600 pounds of resupply, 67 passengers and 9 medevacs in support of Operation Essex. In 8 hours of flying Capt. DELMORE's section flew 16 missions without incident.

11 Nov: Capt. HEINLE's section hauled 16,000 pounds of resupply and 40 passengers in 4.1 hours in support of Operation Essex.

Lt. MURRAY's section hauled 10,000 pounds of resupply, 60 passengers and 20 medevacs in support of Operation Essex in 8 hours of flying. Lt. MURRAY received small arms fire at AT 895362 but neither aircraft was hit.

Capt. BROWN while on emergency night medevac came under intense automatic weapons fire upon entering the zone at BT 099659 but the aircraft was not hit.

12 Nov: Capt. SCHIPPER's section hauled 9600 pounds of resupply, 68 passengers, and 14 medevacs in support of Operation Essex in 8 hours of flying. Capt. SCHIPPER received sniper fire at AT 923353 and the aircraft took one hit.

CONFIDENTIAL

CONFIDENTIAL

- 13 Nov: LtCol. WILSON led a 3 plane section that took part in Operation Foster
The section lifted 85 troops from 7th Marines into BT 894518 under
automatic and small arms fire but the aircraft received not hits.
- 14 Nov: The squadron did not fly at all due to the move out to the ship the
following day.

CONFIDENTIAL

CONFIDENTIAL

PART III

SIGNIFICANT EVENTS1. Personnel

a. Promotions: To LtCol. 1
 To Maj. 1
 To Sgt. 1

b. Joined and Dropped: 1 - Ground Officer - Dropped
 15 - Enlisted - Joined
 17 - Enlisted - Dropped

c. Analysis:

- (1) The manning level (8932) we rate 53 - 7561's. We have On-Hand as of the 15 November 38.
- (2) According to the Manning Level the squadron rate 185 enlisted, as of 15 November we had on-hand 152. The greatest shortage existing in MOS 6332.

2. Awards

First Air Medal Award 15

3. Casualties

1stLt. J. W. CRUTCHER 095375 6 Nov 1967
 GySgt. K. M. NOLAN 1441114 6 Nov 1967

4. Intelligence. Enemy activity concerning fire incidents during the period 1 - 15 November 1967 continued at a normal rate. There were a total of 18 aircraft shot at resulting in one aircraft taking a total of 20 hits with two casualties. During this period the squadron participated in Operations Essex and Foster in southern Quang Nam Province, supporting 2nd BN., 5th Marines and 1st BN., 7th Marines respectively.

5. Special Operations. During the period 1-15 November 1967 the squadron participated in operations Essex and Foster.

6. Air Operations

Total Flight Hours	512.0
Total Sorties Flown	1614
Total MEDEVAC	498
Total Cargo Carried	64 Tons
Total Passengers	1381

CONFIDENTIAL

CONFIDENTIAL

7. Logistics

a. AOCP Resume:

(1) Total Submitted:	160
(2) Total Filled:	118
(3) Outstanding:	5
(4) Cancelled:	34

b. ANFE Resume:

(1) Total Submitted:	41
(2) Total Filled:	25
(3) Outstanding:	14
(4) Cancelled:	2

c. AV-GAS Resume:

(1) Total Av-Gas Cost:	\$9,757.66
(2) Gallons Utilized:	56,398

d. AV-OIL Resume:

(1) Total Av-Oil Cost:	0
(2) Drums Utilized:	0

8. Maintenance. The HMM-361 maintenance effort during the period 1-15 November was directed toward bringing all of the Squadron's 24 aircraft into a flyable status for deployment aboard ship. This task was accomplished to the degree that 21 aircraft were flown aboard and three aircraft which incurred damage from enemy fire were left at Marble Mountain for repair. Parts and personnel shortages continue, however our aircraft availability averages fourteen aircraft daily.

CONFIDENTIAL

CONFIDENTIAL

PART IV

SUPPORT DOCUMENTS

None submitted for this period.

CONFIDENTIAL

MARINE MEDIUM HELICOPTER SQUADRON-361
Marine Aircraft Group-15 (Rein)
9th Marine Amphibious Brigade, FMFPac
FPO San Francisco 96602

3:JKT:rom
5750
03A34167
7 Dec 1967

CONFIDENTIAL

From: Commanding Officer

To: Commander, Task Group Seventy Nine Point Four

Subj: Command Chronology for period 16 - 30 November 1967, submission of

Ref: (a) MCO 5750.2

Encl: (1) HMM-361 Command Chronology, 16 - 30 November 1967

1. In accordance with reference (a), enclosure (1) is herewith submitted.
2. This letter is downgraded to UNCLASSIFIED upon removal of enclosure (1).


D. M. WILSON

HMM-361

CMD CHRON

16-30 Nov 1967

CONFIDENTIAL

CONFIDENTIAL

COMMAND CHRONOLOGY
MARINE MEDIUM HELICOPTER SQUADRON-361
USS IWO JIMA (LPH-2)

16 NOVEMBER to 30 NOVEMBER 1967

CONFIDENTIAL

1

Enclosure (1)

CONFIDENTIAL

INDEX

PART I

ORGANIZATIONAL DATA

PART II

NARRATIVE SUMMARY

PART III

SIGNIFICANT EVENTS

PART IV

SUPPORTING DOCUMENTS

CONFIDENTIAL

PART I

ORGANIZATIONAL DATA1. Commander and Staff

Commanding Officer	LtCol. D. M. WILSON
Executive Officer	LtCol. G. A. PORTER
Operations Officer	Maj. F. W. CRONE
Maintenance Officer	Maj. L. DELMORE III
Logistics Officer	Maj. G. L. JOHNSON
Administrative Officer	1stLt. J. DRUCKER
Personnel Officer	Capt. W. R. GAGE
Intelligence Officer	Capt. G. L. KERSEY

2. Inclusive Dates and Location

16 - 30 NOVEMBER 1967: USS IWO JIMA (LPH-2), Republic of Vietnam

3. Average Monthly Strength

<u>USMC</u>	<u>USN</u>
<u>OFF</u> 45	<u>ENL</u> 152
	<u>OFF</u> 1
	<u>ENL</u> 3

CONFIDENTIAL

PART II

NARRATIVE SUMMARY

- 15 Nov: The squadron moved from Marble Mountain Air Facility to the USS Iwo Jima (LPH-2). 21 out of 24 aircraft were flown aboard the ship. Two CH-53's from HMM-463 helped complete the lift without incident.
- 16 Nov: The day was spent onloading the BLT 1/3 to the Iwo Jima from the LPD. A flight of six planes flew 190 sorties hauling 26,300 pounds of gear and 456 passengers in 4 hours. Upon completion of the onloading, day and night carrier qualifications were conducted to close out the first day at sea.
- 17 Nov: LtCol. PORTER led a division of four aircraft hauling 17,100 pounds of cargo and 40 passengers from the LPD-7 to the LPH-2 in 3 hours of flying. Night carrier qualifications were again conducted.
- 22 Nov: 16 aircraft launched at 0620 to participate in a rehearsal for Operation Ballistic Arch planned for the next day.
- 23 Nov: The strike was moved back 24 hours due to weather. One aircraft spent the night at Phu Bai and two aircraft at Marble Mountain due to mechanical difficulties leaving the squadron short of aircraft and pilots for the strike.
- 24 Nov: 14 aircraft lifted 468 troops of BLT 1/3 into YD 298688 without incident in 3 hours for the start of Operation Ballistic Arch.
- 25 Nov: A 3 plane division led by Maj. JOHNSON hauled 17,300 pounds of resupplies and 55 passengers in support of Operation Ballistic Arch in 3 hours of flying without incident.
- 29 Nov: Capt. CUNNINGHAM's section hauled 5,500 pounds of resupplies and 5 passengers in support of the 3rd MARDIV.

CONFIDENTIAL

PART III

SIGNIFICANT EVENTS1. Personnel

a. Promotions: To Capt. 1

b. Analysis:

(1) According to the manning level (8932) we rate 53 - 7561's. We have on-hand as of the 30 November, 42 7561's.

(2) According to the manning level the squadron rate is 185 enlisted, as of 30 November we had on-hand 152. The greatest shortage existing in MOS 6332.

2. Intelligence. During the period 16-30 November the squadron experienced no enemy contact. Being in total support of the BLT/SLF frags consisted mainly of administration and logistic type flights. Operation Ballistic Arch commencing 24 November and terminating 28 November ended with no enemy contact. The squadron continues to support the 1st Battalion, 3rd Marines while they wait in reserve to assist, if needed, on Operation Newton. Operation Newton consists of a sweep around Con Thien, and is expected to meet heavy enemy contact.

3. Special Operations. During the period 16-30 November 1967 the squadron participated in operations Ballistic Arch and Newton.

4. Air Operations

Total Flight Hours	523.9
Total Sorties Flown	1671
Total MEDEVAC	10
Total Cargo Carried	83 Tons
Total Passengers	1984

5. Logistics

a. AOCP Resumes:

(1) Total Submitted:	65
(2) Total Filled:	38
(3) Outstanding:	26
(4) Cancelled:	1

CONFIDENTIAL

CONFIDENTIAL

b. ANFE Resume:

(1) Total Submitted:	29
(2) Total Filled:	16
(3) Outstanding:	13
(4) Cancelled:	0

c. AV-GAS Resume:

(1) Total Av-Gas Costs:	\$7,353.35
(2) Gallons Utilized:	43,255

d. AV-OIL Resume:

(1) Total Av-Oil Costs:	\$276.64
(2) Gallons Utilized:	728

6. Maintenance. On 15 November HMM-361 deployed aboard ship with 21 aircraft having left three temporarily down aircraft and six repairmen at Marble Mountain Air Facility. Around the clock maintenance was required to bring the 21 aircraft into a flyable status as personnel and part shortages continue to hamper maintenance efforts. Two of the three aircraft with their crews were later flown aboard ship. One aircraft remains at Marble Mountain because of the extensive battle damage and shortage of parts to repair it. Ship board working conditions are convenient, however, due to the scarcity of shop and office spaces, maintenance areas are rather limited. Maintenance was able to supply the necessary aircraft availability to support the amphibious operation conducted during this period.

CONFIDENTIAL

PART IV

SUPPORT DOCUMENTS

None submitted for this period.

CONFIDENTIAL

Enclosure (1)

MARINE MEDIUM HELICOPTER SQUADRON-361
Marine Aircraft Group-15 (Rein)
9th Marine Amphibious Brigade, FMFPac
FPO San Francisco, California 96602

3:JKT:rom
3480
03A00468
4 Jan 1968

SECRET-NOFORN

From: Commanding Officer
To: Commander, Task Group Seven Nine Point Four
Subj: After Action Report, Ballistic Arch; submission of (U)

Ref: (a) Annex to CTG 79.4 Operation Plan 120A-67

Encl: (1) Chronology of Significant Events
 (2) Analysis of Helicopter Operations
 (3) Statistics for Operation Ballistic Arch
 (4) Statistics for Operations Newton and Kentucky

1. In accordance with reference (a), enclosures (1) through (4) are submitted.
2. This letter may be downgrade to UNCLASSIFIED upon removal of enclosures (1) through (4).

D. M. WILSON

ENCLOSURE (3)

SECRET-NOFORN

Copy 8 of 70

SECRET-NOFORN

INDEX

ENCLOSURE I	CHRONOLOGY OF SIGNIFICANT EVENTS
ENCLOSURE II	ANALYSIS OF HELICOPTER OPERATIONS
ENCLOSURE III	STATISTICS FOR OPERATION BALLISTIC ARCH
ENCLOSURE IV	STATISTICS FOR OPERATIONS NEWTON AND KENTUCKY

SECRET-NOFORN

SECRET-NOFORN

CHRONOLOGY OF SIGNIFICANT EVENTS
FOR OPERATION BALLISTIC ARCH24 Nov 1967

At 0620, fourteen UH-34D helicopters commenced lifting elements of BLT 1/3 into LZ Robbin (YD 298688). The LZ, being more than adequate, was quiet with no enemy fire.

By 0930H the entire lift was completed without incident.

A detachment of four UH-1E's from VMO-6 logged 18.0 hours flying TAC(A) and armed escort for the operation.

25 Nov 1967

Squadron aircraft were utilized flying resupply from LPH-2 to various companies of the BLT. Other missions included C & C and MEDEVACs. No fire incidents were reported.

26 Nov 1967

Squadron aircraft flew the normal resupply, C & C, MEDEVAC and administrative missions. No fire incidents were reported.

27 Nov 1967

The squadron flew regularly assigned missions in support of the BLT. No fire incidents were reported.

SECRET-NOFORN

Enclosure (1)

SECRET-NOFORN

ANALYSIS OF HELICOPTER OPERATIONS

1. General

Helicopter Operations were conducted from the USS Iwo Jima (LPH-2) during the entire Ballistic Arch Operation. Most of the resupply was conducted from the USS Cleveland (LPD-7). Weather had no adverse effect on the operation. Communication of helicopters was adequate to good.

2. Analysis

a. Helicopter Utilization. The squadron helicopters weren't utilized to an extent to impose any excessive burden on the squadron.

b. Communications and Coordination. The only problems encountered in communications were due to unnecessary traffic on the nets and the obvious inexperience of the radio operators on the ground. The use of panels supplemented by smoke, proved satisfactory in the marking of landing zones. However, there were occasions where given coordinates were 1000 to 2000 meters off intended landing zones and on one occasion the LZ was not up on the assigned frequency.

c. Operations of logistic Support Area. There were no insurmountable problems in coordinating local resupply of the BLT.

d. Resupply of Companies. The only problem incurred during resupply was finding the zones, however, the zones selected were adequate.

3. Conclusions. The major lift went smoothly and efficiently without incident. The zone selected could handle all traffic in and out at the same time. The only minor problems were unnecessary radio traffic, inexperienced radio operators on the ground and the use of wrong coordinates for landing zones.

SECRET-NOFORN

Enclosure (2)

SECRET-NOFORN

STATISTICAL SUMMARY

OPERATION BALLISTIC ARCH

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO</u>	<u>MEDEVAC</u>	<u>HOURS</u>
24 Nov 1967	180	468	0	0	41.2
25 Nov 1967	72	64	9950	3	32.8
26 Nov 1967	32	33	3500	1	11.4
27 Nov 1967	50	78	300	0	15.0
TOTAL	334	643	13,750	4	100.4

No. aircraft hit by enemy fire	None
No. fire incidents	None
No. aircraft damaged or destroyed Operationally	None
No. personnel wounded in action	None
No. personnel killed in action	None

SECRET-NOFORN

Enclosure (3)

SECRET-NOFORN

STATISTICAL SUMMARY

OPERATION NEWTON/KENTUCKY

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO</u>	<u>MEDEVAC</u>	<u>HOURS</u>
29 Nov 1967	60	20	20,000	6	27.1
30 Nov 1967	52	32	10,000	0	9.6
3 Dec 1967	94	148	9,500	4	19.0
4 Dec 1967	171	163	36,600	4	45.9
5 Dec 1967	108	181	7,400	12	31.8
6 Dec 1967	132	69	36,500	14	36.0
7 Dec 1967	4	0	0	2	1.3
8 Dec 1967	129	95	32,200	4	42.1
9 Dec 1967	96	22	1,500	7	27.4
10 Dec 1967	49	40	14,000	13	13.8
11 Dec 1967	26	0	0	16	8.4
12 Dec 1967	10	17	700	3	11.3
14 Dec 1967	112	138	21,800	2	30.5
15 Dec 1967	20	13	4,700	2	8.8
16 Dec 1967	141	172	40,500	14	43.1
17 Dec 1967	59	86	7,700	5	17.4
18 Dec 1967	82	69	21,600	2	23.5
19 Dec 1967	58	96	15,900	0	16.5
20 Dec 1967	50	52	10,200	0	19.1

SECRET-NOFORN

DECLASSIFIED

SECRET--NOFORN

21 Dec 1967	82	100	8,400	0	26.4
22 Dec 1967	18	25	14,400	1	16.7
23 Dec 1967	68	43	20,300	0	13.4
24 Dec 1967	59	54	15,100	0	20.8
25 Dec 1967	45	46	3,300	0	13.2
26 Dec 1967	36	16	5,100	0	12.0
27 Dec 1967	26	24	8,200	0	5.8
28 Dec 1967	26	20	5,100	0	5.4
TOTAL	1803	1741	370,700 Lbs	111	546.3

No. aircraft hit by enemy fire	3
No. fire incidents	14
No. aircraft damaged or destroyed Operationally	2
No. personnel wounded in action	2
No. personnel killed in action	0

SECRET--NOFRON