

CTG 79.4

0045-68

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

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 3480
 03A03768
 6 Feb 1968

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From: Commanding Officer
 To: Commander, Task Group Seven Nine Point Four

Subj: After Action Report, Ballistic Armor/Neosho II; 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 Operations Ballistic Armor/Neosho II

1. In accordance with reference (a), enclosure (1) through (3) are submitted.

2. This letter may be downgraded to "UNCLASSIFIED" upon removal of enclosures (1) through (3).

D. M. Wilson
 D. M. WILSON

ENCLOSURE (3)

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A/MN-361

C/A BALLISTIC ARMOR/NEOSHO II

22-26 Jan 68

Tab A

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STATISTICS FOR OPERATION BALLISTIC ARMOR/
NEOSHO II

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CHRONOLOGY OF SIGNIFICANT EVENTS

22 Jan 1968

At 1500, 12 UH-34D helicopters commenced lifting elements of BLT 2/4 into Camp Evans (YD 545322). The LZ was quiet with no enemy fire but there was a total of 8 fire incidents reported enroute. One aircraft was hit with one 30 caliber round in the tail pylon.

23 Jan 1968

Squadron aircraft were utilized flying resupplies from LPH-2 and LPD-7 to various companies of the BLT. C&C missions were also flown. No fire incidents were reported.

24 Jan 1968

Squadron aircraft flew the normal resupplies, C&C, Medevac and Administrative missions in support of BLT 2/4. No fire incidents were reported.

25 Jan 1968

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

26 Jan 1968

The squadron completed the backload of the BLT by dark with the help of one CH-53 and two CH-46's. One fire incident was reported at YD 565405.

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Enclosure (1)

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ANALYSIS OF HELICOPTER OPERATIONS

1. General

Helicopter operations were conducted from the USS Iwo Jima (LPH-2) during the entire Ballistic Armor/Neosho II Operation. Most of the resupply was conducted from LPH-2 and LPD-7. Weather had no adverse effect on the operation but a lot of hazardous flying was done after dark had fallen. Communication of helicopters was good.

2. Analysis

a. Helicopter Utilization. The squadron helicopters weren't utilized to an extent to impose any excessive burden on the squadron except for the late start we had on the offload on 22 January. Pilot fatigue combined with night flying and shipboard operations was the major point of concern.

b. Communication and Coordination. There were no problems concerned with communications. The use of panels supplemented by smoke, proved satisfactory in the marking of the landing zones.

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

d. Resupply of Companies. There were no problems incurred during resupply of zones and the zones selected were adequate.

3. Conclusions. Eight fire incidents occurred during the major lift on the offload. The majority of these occurred enroute after dark. Pilot fatigue combined with night flying and shipboard operations was of major concern during the offload.

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Enclosure (2)

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STATISTICAL SUMMARY

OPERATION BALLISTIC ARMOR/NEOSHO II

| <u>DATE</u> | <u>SORTIES</u> | <u>PAX</u> | <u>CARGO</u> | <u>MEDEVAC</u> | <u>HOURS</u> |
|-------------|----------------|------------|--------------|----------------|--------------|
| 22 Jan 1968 | 238 | 525 | 9200 | 0 | 96.1 |
| 23 Jan 1968 | 200 | 355 | 27800 | 0 | 71.0 |
| 24 Jan 1968 | 148 | 95 | 75000 | 2 | 52.3 |
| 25 Jan 1968 | 48 | 61 | 5700 | 1 | 17.6 |
| 26 Jan 1968 | 190 | 435 | 2000 | 0 | 76.2 |

| | | | | | |
|-------|-----|------|---------|---|-------|
| TOTAL | 824 | 1471 | 119,700 | 3 | 313.2 |
|-------|-----|------|---------|---|-------|

| | |
|---|---|
| No. aircraft hit by enemy fire | 1 |
| No. fire incidents | 9 |
| No. aircraft damaged or destroyed Operationally | 1 |
| No. personnel wounded in action | 0 |
| No. personnel killed in action | 0 |

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Enclosure (3)