MARINE MEDIUM HELICOPTER SQUADRON-362 Marine Aircraft Group-15 9th Marine Amphibious Brigade (Rein) FPO San Francisco, California, 96602 DECLASSIFIED

3:TEF:hmc 003A22667 14 August 1967



From:

Commanding Officer

To:

Commander, Task Group Seventy Nine Point Four

Subj: Command Chronology; Submission of

Ref:

(a) MCO 5750₂

(b) CTG 79.4 ltr 3:PJM: 13m over 5750 dtd 5 April 1967

Encl: (1) Command Chronology for the period 28 June 1967 to 31

July 1967
(1) After Achon Report, Operation Beaconstances.
In accordance with references (a) and (b), enclosure (1) is

- submitted.
- This letter is down graded to unclassified upon removal of enclosure (1).





COMMAND CHRONOLOGY
MARINE MEDIUM HELICOPTER SQUADRON 362
28 June - 31 July 1967

DECLASSIFIED

ENCLOSURE (1)



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Part I Organizational Data
Part II Narrative Summary
Part III Significant Events
Part IV Operating Statistics



PART I

ORGANIZATIONAL DATA

(c)	1.	Organizational Data:		•
	Ţ	(a) Reporting Unit	нмм-362	. .
	•	(b) Location	SLF, USS Okinawa	:
		(c) Reporting	28 June 67 to 31 Ju	ıly 1967
		(d) Commanding Officer	N. J. Kapetan, LtCo	
		(e) Executive Officer	L. J. Flanagan, Ma	
		(f) Operations Officer	J. A. BANRY, Maj, T	
		(g) Administrative Officer	T. E. Fish, Maj, US	
		(h) Intelligence Officer	D. K. Kawalek, 1stI	
		(i) Logistics Officer	W. T. Hewes, Maj, U	JSMC
	•	(j) A/C Maintenance Officer	E. H. Modzelewski,	
		(k) Aviation Safety Officer	H. A. Makeever, Maj	USMC
		(1) Flight Surgeon	W. F. Devce, Lt, US	N
				Į ·

2. Task Organization and Unit Location:

MAG-15 (Rein), 9th MAB, SLF, USS Okinawa 28 June to 31 July 1967

3. Average Monthly Strength

	1	• •	USMC	USN	TOTAL
Officers:			148	1	49
Enlisted:			194	. 3	197





PART II

NARRATIVE SUMMARY

During this period, HMM-362, located aboard the USS Okinawa, was under operational control of the Third Marine Amphibious Force. The primary activities during this period were administrative and logistic flights in support of Task Group 79.4 and direct support of Operations "Bear Claw/Buffalo/Hickory II and Beacon Guide!"

PART III

SIGNIFICANT EVENTS

28 June 1967 - (S) Flight Time 25.7
Sorties 127
Fire Incidents 0
Comments: On load of Squadron

29 June 1967 - (S) Flight Time 0.3
Sorties 2
Fire Incidents 0
Comments: Flying was limited to two test flights.

30 June 1967 - (S) Flight Time 41.8

Sorties 545

Fire Incidents 0

Comments: Time was logged flying day and night carrier qualifications

l July 1967 - (S) Flight Time 41.8

Sorties 492 in routine support of TG 79.4

Fire Incidents 0

Comments: Routine administrative flights and practice carrier landings.

2 July 1967 - (S) Flight Time 6.7
Sorties 8
Fire Incidents 0
Comments: Routine Administrative flights

3 July 1967 - (S) Flight Time 99.6
Sorties 682
Fire Incidents 1
Hit Incidents 0
Comments: Landed BLT in LZ Hawk (YD 146693)





4 July 1967 - (s) Flight Time 68.3
Sorties 181 in support of TG 79.4
Fire Incidents 0
Comments: Continued support of Operation Bear Claw/Buffalo

5 July 1967 - (s) Flight Time 65.9
Southers 187 in support of TG 79.4

Sorties 187 in support of TG 79.4

Fire Incidents 0

Comments: Continued support of Operation Bear Claw/Buffalo

6. July 1967 - (S) Flight Time 48.2
Sorties 170 in support of TG 79.4
Fire Incidents 0
Comments: Continued support of Operations Bear Claw/Buffalo

7 July 1967 - (S) Flight Time 54.8
Sorties 161 in support of TG 79.4
Fire Incidents 1
Hit Incidents 1
Casualties 0
Comments: Continued support of Operations Bear Claw/Buffalo

8 July 1967 - (S) Flight Time 61.9
Sorties 179 in support of TG 79.4
Fire Incidents 1
Hit Incidents 1
Casualties 1

Comments: Continued support of Operation Bear Claw/Buffalo. Six aircraft were hit by schrapnel from mortars while in refueling pits at Dong Ha resulting in l minor injury.

9 July 1967 = (S) Flight Time 35.7
Sorties 113 in support of TG 79.4
Fire Incidents 0
Comments: Continued support of Operation Bear Claw/Buffalo

10 July 1967 - (S) Flight Time 29.0
Sorties 101 in support of TG 79.4
Fire Incidents 1
Casualties 2

Comments: Continued support of Operations Bear Claw/ Buffalo.

One aircraft received schrapnel hits while on
night med-evac stand-by at Dong Ha. Two crew
members were wounded.





11 July 1967 - (S) Flight Time 21.8 Sorties 62 in support of TG 79.4 Fire Incidents Comments: Continued support of Operation Bear Claw/Buffalo 12 July 1967 - (S) Flight Time 24.5 Sorties 62 in support of TG 79.4 Fire Incidents . Comments: Continued support of Operation Bear Claw/Buffalo 13 July 1967 - (S) Flight Time 37.5 Sorties 81 Fire Incidents Comments: Continued support of Operation Bear Claw/Buffalo 14 July 1967 - (S) Flight Time 20.7 52 in support of TG 79.4 Sorties Fire Incidents Comments: Continued support of Operation Bear Claw/Buffalo 15 July 1967 - (S) Flight Time 27.2 88 in support of TG 79.4 Sorties Fire Incidents Comments: Continued support of Operation Bear Claw/Hickory II 16 July 1967 - (S) Flight Time 25.6 Sorties 44 in support of TG 79.4 Fire Incidents Comments: Continued support of Operation Bear Claw/Hickory II 17 July 1967 - (S) Flight Time 15.2 Sorties 33 in support of TG 79.4 Fire Incidents 1 Hit Incidents Comments: Continued support of Operation Bear Claw/Hickory II 18 July 1967 - (S) Flight Time 26.6 Sorties 22 in support of TG 79.4 Fire Incidents Comments: Administrative and Instrument time logged.

19 July 1967 - (S) Flight Time 13.6
Sorties 35 in support of TG 79.4
Fire Incidents 0
Comments: Administrative flights in Phu Bai area





- 20 July 1967 (S) Flight Time 34.6

 Sorties 81 in support of TG 79.4

 Fire Incidents 0

 Comments: Administrative flights in Phu Bai area
- 21 July 1967 (S) Flight Time 105.4
 Sorties 421 in support of TG 79.4
 Fire Incidents 0
 Comments: Initial Strike of Operation Beacon Guide
- 22 July 1967 (S) Flight Time 32.8
 Sorties 105 in support of TG 79.4
 Fire Incidents 0
 Comments: Continued support of Operation Beacon Guide
- 23 July 1967 (S) Flight Time 31.1
 Sorties 105 in support of TG 79.4
 Fire Incidents 0
 Comments: Continued support of Operation Beacon Guide
- 24 July 1967 (S) Flight Time 21.4
 Sorties 81 in support of TG 79.4
 Fire Incidents 0
 Comments: Continued support of Operation Beacon Guide
- 25 July 1967 (S) Flight Time 34.0

 Sorties 168 in support of TG 79.4

 Fire Incidents 0

 Comments: Continued support of Operation Beacon Guide
- 26 July 1967 (S) Flight Time 56.4

 Sorties 195 in support of TG 79.4

 Fire Incidents 0

 Comments: Continued support of Operation Beacon Guide
- 27 July 1967 (S) Flight Time 254
 Sorties 109 in support of TG 79.4
 Fire Incidents 0
 Comments: Continued support of Operation Beacon Guide
- 28 July 1967 (S) Flight Time 41.9
 Sorties 138 in support of TG 79.4
 Fire Incidents 0.
 Comments: Continued support of Operation Beacon Guide





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29 July 1967 - (S) Flight Time 126.2

Sorties 482 in support of TG 79.4

Fire Incidents 0

Comments: Continued support of Operation Beacon Guide

Strike from (ZD 138018), (ZD 163068) and

(ZD 149033) to (YD 996134).

30 July 1967 - (S) Flight Time 82.8

Sorties 324 as squadron participated in back load of BLT

Fire Incidents 0

Comments: Emergency back load from "Beacon Guide" area

31 July 1967 - (S) Flight Time 16.7
Sorties 39 in routine support TG 79.4
Fire Incidents 0
Comments: Administrative flights in Dong Ha area

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PART IV

OPERATIONAL STATISTICS

1.	FLIGHT DATA	28 June - 31 July 1967
	Flight Hours	
	Pax/Troops	
2.	AMARDS	
٠.	There were no awards during this	م المام





MARINE MEDIUM HELICOPTER SQUADRON-362

Marine Aircraft Group-15

9th Marine Amphibious Brigado, (Rein)
FPO San Trancisco, California, 96602

3:TFF:rar 3480 11 August 1967

SECRET-NOFORN

From:

Commanding Officer

To:

Commander, Task Group Seven Nine Point Four

Subj:

After Action Report, Operation Beacon Guide; Submission of (U)

Ref:

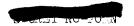
Annex to CTG 79.4 Operation Plan 120A-67

Encl:

- √(1) Chronology of Significant Events
- √(2) Analysis of Helicopter Operations
- (3) Statistical Summary
- 1. In accordance with Ref (a), Enclosures (1), (2), and (3) are submitted.
- 2. This letter may be downgraded to unclassified upon removal of Enclosures (1), (2), and (3).

J. L. J. FLANACE kopin





CHAONOLOGI OF SIGNIFICANT VENTS

21 July 1967

At 0730, sixteen UH-34D helicopters commenced lifting elements of BLT 1/3 into LZ Quail (AU 815025). The LZ was quiet with no enemy fire encountered.

At approximately 0930%, elements of the flight be an moving elements from the USS Duluth LPD-6 into LZ Wren (AU 808020). No fire was encountered in this zone and the major part of the lift was completed by 1135H.

A detachment of 3 UV-12's from VD-6 log ed 18.1 hours flying TAC(A) and armed esport for the operation.

22 July 1967

Squadron aircraft were chiefly utilized flying resupply from the LSA established at AU 806018 to various companies on the BLT. Other missions included C&C and Med-Evacs. No fire incidents were reported during the day.

23 July 1967

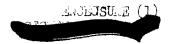
Squadron aircraft flew the normal resupply, C&C, Med-Evac and administrative missions. No fire incidents were reported for the day but there were two aircraft incidents. YL-32 sustained minor damage in an engagement mishap aboard LPH-3. YL-38 received damage to rotor blades on an approach to a confined zone at AU 831076.

24 July 1967

H.14-362 flew the regularly assumed missions in support on the SLF with no incidents occurring. Two CH-46's logged 3 hours while transporting a radio relay van to 10 808021.

25 July 1967

Squadron aircraft flew res pply, C&C, Med-Twac and administrative missions in support of the operation. One H-34D (M-44) flying a resupply mission from the LSA to a high confined zone at YD 157055 damaged the tail rotor on approach and mashed, rolling 100-200 meters down the moun ainside. One crewmember sustained minor injury.





26 July 1967

Another day of normal supporting missions was logged by the squadron. We incidents were recorded but difficulty in resupply to confined hill top zones resulted in use of external supply leading.

27 July 1967

No fire or aircraft incidents were recorded on another day of routine resupply, Med-Evac and administrative missions.

At 1600H YL-14 was removed from crash zone at YD 157055 by a U.S. Army H-54 and transported to Marble Mountain Air Facility.

28 July 1967

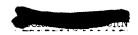
Operational support by HMM-362 continued with no significant occurrences.

29 July 1967

AT 2630H, sixteen UH-34D's launched to pick up "D" 2/26 at Hue Phu Bai for an insert as a blocking force at LZ Hawk (YD 951134). The aircraft continued to move BLT 1/3 from LZ Oriole (ZD 149033), LZ Eagle (ZD 138018), & LZ Goose (ZT 163368) to LZ Sparrow (YD 996134). The move was completed at approximately 1230H. No fire was reported by any aircraft. Squadrom aircraft flew resupply, Med-Evac and administrative missions in the afternoon. A division of 4 UH-34D's also moved "W" Battery from Hue Phu Bai to LPH-3.

30 July 1967

The day began with squadron aircraft handling normal support missions, Am emergency back-load of the BLT began with 16 aircraft + 2 CH-46's launching at 143CH. The movement was from YD 975166 to LPH-3 and LPD-6. No fire was reported during the back-load and it was completed by 182CH.



ANALYSIS OF MALICOPTER OPERATIONS

l. General

Helicopter operations were conducted from the USS Okinawa (LPH-3) during the entire Beacon Guide Operation. Hue Phy Dai was used as a supplementary refueling point. Most of the resupply was conducted from inland LSA's. Weather had no adverse effect on the operation. Communication of helicopters was adequate to good.

2. Analysis

- a. Relicopter Utilization. Although helicopters weren't utilized to an extent to impose any excessive burden on the squadron, there were instances when accorate could have been more effectively utilized. On many occasions four and six aircraft were fragged to perform missions that could have been handled by two.
- b. Communications and Coordination. No major problems were encountered in communications chiefly because on the low amount of traffic on the nets. The use of panels supplemented by smoke, proved satisfactory in marking of landing zones. Communications throu hout the operation were good and were limited mostly by difficulties with transmitting and receiving sets.
- c. Operations of logistic support area. The inland L3A proved effective in resupplying supported combat units. No insurmountable problems were met in coordinating local resupply. There were minor problems encountered in helicopted utilization but this was generally caused by communication difficulties between the HST and ground units.
- d. Resupply of companies. Problems normally incurred during resupply became even more difficult due to the terrain of the landing zones. Many of the zones were confined by obstacles on all sides and at altitudes ranging to 400 meters. The zones were ill prepared by use of bombs from air strikes and other emplosives. The high density altitude plus the confined zones made any effective loading of helicopters difficult. Five aircraft were damaged, two substantially, under these conditions. The problem could have been corrected with more care in selecting and preparing helicopter landing zones.
- 3: Conclusions. The two major lists went smoothly and efficiently. Terrain factors permitted the squadron to accompdate the ELT with the progressive movement of the initial off-load into gones moving with advancing ground units. The greatest problem area was the generally unsatisfactory resupply zones. This was due to unsatisfactory terrain, consisting of precipitous slopes and inadequate preparation of gones.





STATISTICAL SULLARY

OPELATION BLACON GUIDE

DATE	SORTLES	PAX	CARGO	LED-EVAC	HOURS
21 July	421	847	18.7	l	با. 105
22 Ju l y	105	139	5.1	8	32.8
23 July	105	86	11.2	NONE	31.1
2h July	81	99	10.5	E. NCM	21.4
25 July	168	307	2.2	2	34.0
26 July	195	122	22.5	14	56.4
27 July	109	153	8.7	4	25.4
28 July	138	243	6.6	10	41.9
29 July	<u> </u> 482	968	7.1	MON Z	126.2
30_July _	. <u>324</u> 2,128	8 <u>3</u> 1 3,795	97.0	2	82.8 557.4

No. Aircraft Hit by Enemy Fire

No. Fire Incidents

No. Aircraft Damaged or Destroyed Operationally

No. Personnel Wounded in Action

No. Personnel Killed in Action

NONE

NONE

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Enclosure (3)