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

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3:TEF:hmc  
003A22667  
14 August 1967

~~SECRET~~  
From: Commanding Officer  
To: Commander, Task Group Seventy Nine Point Four

Subj: Command Chronology; Submission of

Ref: (a) MCO 5750.2  
(b) CTG 79.4 ltr 3:PJM:dlm over 5750 dtd 5 April 1967

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

- ✓(2) After Action Report, Operation Beacon *in des.*
1. In accordance with references (a) and (b), enclosure (1) is submitted.
  2. This letter is down graded to unclassified upon removal of enclosure (1).

*N. J. Kapetan*  
N. J. KAPETAN

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4400-362

CMO CHRON

28 JUNE-JULY 1967

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

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ENCLOSURE (1)

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NOPART IORGANIZATIONAL DATA

## (C) 1. Organizational Data:

- (a) Reporting Unit
- (b) Location
- (c) Reporting
- (d) Commanding Officer
- (e) Executive Officer
- (f) Operations Officer
- (g) Administrative Officer
- (h) Intelligence Officer
- (i) Logistics Officer
- (j) A/C Maintenance Officer
- (k) Aviation Safety Officer
- (l) Flight Surgeon

HMM-362

SLF, USS Okinawa

28 June 67 to 31 July 1967

N. J. Kapetan, LtCol, USMC

L. J. Flanagan, Maj, USMC

J. A. BARRY, Maj, USMC

T. E. Fish, Maj, USMC

D. K. Kawalek, 1stLt, USMC

W. T. Hewes, Maj, USMC

E. H. Modzelewski, Maj, USMC

H. A. Makeever, Maj, USMC

W. F. Devoe, Lt, USN

## 2. Task Organization and Unit Location:

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

## 3. Average Monthly Strength

	USMC	USN	TOTAL
Officers:	48	1	49
Enlisted:	194	3	197

## (C) 1.

- (a) Reporting Unit
- (b) Location
- (c) Reporting
- (d) Commanding Officer
- (e) Executive Officer
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PART IINARRATIVE 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 IIISIGNIFICANT 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

1 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)

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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  
 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 shrapnel from mortars while in refueling pits at Dong Ha resulting in 1 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 shrapnel hits while on night med-evac stand-by at Dong Ha. Two crew members were wounded.

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11 July 1967 - (S) Flight Time 21.8  
Sorties 62 in support of TG 79.4  
Fire Incidents 0  
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 0  
Comments: Continued support of Operation Bear Claw/Buffalo

13 July 1967 - (S) Flight Time 37.5  
Sorties 81  
Fire Incidents 0  
Comments: Continued support of Operation Bear Claw/Buffalo

14 July 1967 - (S) Flight Time 20.7  
Sorties 52 in support of TG 79.4  
Fire Incidents 0  
Comments: Continued support of Operation Bear Claw/Buffalo

15 July 1967 - (S) Flight Time 27.2  
Sorties 88 in support of TG 79.4  
Fire Incidents 0  
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 0  
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 0  
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 0  
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

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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 25.4  
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

28 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).

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 Sorties 324 as squadron participated in back  
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 Sorties 482 in support of TG 79.4  
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 Comments: Continued support of Operation Beacon Guide  
 Strike from (ZD 138018), (ZD 163068) and  
 (ZD 149033) to (YD 996134).

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PART IVOPERATIONAL STATISTICS1. FLIGHT DATA

28 June - 31 July 1967

Flight Hours - - - - -	1,424.0
Sorties - - - - -	5,145
Pax/Troops - - - - -	6,749
Tons of Cargo - - - - -	3

2. AWARDS

There were no awards during this period.

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Marine Aircraft Group-15  
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FPO San Francisco, California, 96602

3:TEF:rar  
3480  
14 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. FLANNERY  
Acting

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MMN-362  
A/A BEACON GUIDE

21-30 June 67

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CHRONOLOGY OF SIGNIFICANT EVENTS21 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 began 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 UH-1B's from VAO-6 logged 18.1 hours flying TAC(A) and armed escort for the operation.

22 July 1967

Squadron aircraft were chiefly utilized flying resupply from the LBA 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

HH-362 flew the regularly assigned missions in support of the SLF with no incidents occurring. Two OH-46's logged 3 hours while transporting a radio relay van to AU 808021.

25 July 1967

Squadron aircraft flew resupply, C&C, Med-Evac and administrative missions in support of the operation. One UH-34D (YL-44) flying a resupply mission from the LBA to a high confined zone at YD 157055 damaged the tail rotor on approach and crashed, rolling 100-200 meters down the mountain side. One crewmember sustained minor injury.

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ENCLOSURE (1)

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26 July 1967

Another day of normal supporting missions was logged by the squadron. No incidents were recorded but difficulty in resupply to confined hill top zones resulted in use of external supply loading.

27 July 1967

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

At 1600H YL-44 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 0630H, 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 (ZD 163068) to LZ Sparrow (YD 996134). The move was completed at approximately 1230H. No fire was reported by any aircraft. Squadron 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. An emergency back-load of the BLT began with 16 aircraft + 2 CH-46's launching at 1430H. The movement was from YD 975166 to LPH-3 and LPH-6. No fire was reported during the back-load and it was completed by 1820H.

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Enclosure (1)  
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ANALYSIS OF HELICOPTER OPERATIONS1. General

Helicopter operations were conducted from the USS Okinawa (LPH-3) during the entire Beacon Guide Operation. Hue Phu Bai 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. Helicopter Utilization. Although helicopters weren't utilized to an extent to impose any excessive burden on the squadron, there were instances when aircraft could have been more effectively utilized. On many occasions four and six aircraft were fraged to perform missions that could have been handled by two.

b. Communications and Coordination. No major problems were encountered in communications chiefly because of the low amount of traffic on the nets. The use of panels supplemented by smoke, proved satisfactory in marking of landing zones. Communications throughout the operation were good and were limited mostly by difficulties with transmitting and receiving sets.

c. Operations of logistic support area. The inland LSA proved effective in resupplying supported combat units. No insurmountable problems were met in coordinating local resupply. There were minor problems encountered in helicopter 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 explosives. 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 lifts went smoothly and efficiently. Terrain factors permitted the squadron to accommodate the ELT with the progressive movement of the initial off-load into zones 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 zones.

ENCLOSURE (2)

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SECRET NO. 780

STATISTICAL SUMMARY :OPERATION BEACON GUIDE

<u>DATE</u>	<u>SORTIES</u>	<u>PAZ</u>	<u>CARGO</u>	<u>WED-EVAC</u>	<u>HOURS</u>
21 July	421	847	18.7	1	105.4
22 July	105	139	5.1	8	32.8
23 July	105	86	11.2	NONE	31.1
24 July	81	99	10.5	NONE	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	482	968	7.1	NONE	126.2
- 30 July -	- 324 -	- 831 -	- 4.4 -	- 2 -	- 82.8 -
TOTAL	2,128	3,795	97.0	40	557.4

No. Aircraft Hit by Enemy Fire	NONE
No. Fire Incidents	NONE
No. Aircraft Damaged or Destroyed Operationally	3
No. Personnel Wounded in Action	NONE
No. Personnel Killed in Action	NONE

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Enclosure (3)