

9thMAB S&C

0016337

CTG 79.4

0080-69

HMM-362

stc # 689-69

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

UNCLASSIFIED

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 003010369
 5750
 18 April 1969

From: Commanding Officer
 To: Commander, Task Force 79.4, FMFPac FPO San Francisco 96602

Subj: Command Chronology

Ref: (a) FMFPacO 5750.8A
 (b) TGO PC5000.1A
 (c) MagC 5750.1G

Encls: (1) HMM-362 Command Chronology for 1 March 1969 to 28 March 1969

VTAB A - A/R Rpt Eager Pursuit, phase Ia II

1. In accordance with references (a) through (c), enclosure (1) is hereby submitted.

J. E. Schlaf
 J. E. SCHLAF

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 DOD Dir 5200.10

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HMM-362

1-28 Mar 69

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COMMAND CHRONOLOGY

1 to 28 March 1969

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PART I

ORGANIZATIONAL DATA

1. SQUADRON STAFF

Commanding Officer

Lieutenant Colonel Jack E. SCHLARP
1 March 1969 to 28 March 1969

Executive Officer

Major Billy G. WILKISON
1 March 1969 to 28 March 1969

Administrative Officer

Major Louis G. SASSO
1 March 1969 to 28 March 1969

Operations Officer

Major George E. PRATT
1 March 1969 to 28 March 1969

Intelligence Officer

Captain Ronald F. BYRNES
1 March 1969 to 28 March 1969

Maintenance Officer

Major Steven ONDRAKO
1 March 1969 to 26 March 1969
Captain Richard J. HOOTON
26 March 1969 to 28 March 1969

2. TASK ORGANIZATIONAL AND LOCATION

a. From 1 to 28 March 1969, HMM-362 was assigned to Marine Aircraft Group 15 (REIN), and under the operational control of CTG 79.4 (SLE "A").

b. During this period, HMM-362 was located aboard the U.S.S. OKINAWA (LPH-3).

3. AVERAGE MONTHLY STRENGTH

	<u>USMC</u>		<u>USN</u>	
<u>OFF</u>		<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
56		218	1	3

4. IMPORTANT VISITORS

8 March 1969

Brigadier General John E WILLIAMS Commanding General Task Force 79

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PART II

NARRATIVE SUMMARY

1. During the reporting period, 1 to 28 March 1969, HMM-362 was under the operational control of CTG 79.4 (SLF "A").
2. The primary mission during the reporting period was support of CTG 79.4 (SLF "A").
3. On 1 March 1969 HMM-362 commenced flight operations in Operation Eager Pursuit, functioning as a helicopter transport squadron. Major missions were troop transport, medevac, visual reconnaissance, command and control, administrative and liaison, and resupply. Six (6) fire incidents took place during the reporting period resulting in minor damage to two (2) aircraft with no casualties sustained.

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1 March 1969 Flight time was 115.2 hours in support of Operation Eager Pursuit which commenced at 0600H this date. No medevacs were carried or fire incidents reported. 665 sorties were flown accomplishing 47 tasks, transporting 1,045 passengers and 28.5 tons of cargo.

2 March 1969 Flight time was 49.1 hours in support of Operation Eager Pursuit. Three (3) medevacs were carried and no fire incidents were reported. 297 sorties were flown accomplishing 36 tasks, transporting 522 passengers and 7.8 tons of cargo.

3 March 1969 Flight time was 36.8 hours in support of Operation Eager Pursuit. Five (5) medevacs were carried, and no fire incidents reported. 174 sorties were flown accomplishing 27 tasks, transporting 235 passengers and 7.3 tons of cargo.

4 March 1969 Flight time was 33.4 hours in support of Operation Eager Pursuit. Four (4) medevacs were carried, and no fire incidents were reported. 213 sorties were flown accomplishing 31 tasks, transporting 346 passengers and 9.5 tons of cargo.

5 March 1969 Flight time was 25.0 hours in support of Operation Eager Pursuit. Two (2) medevacs were carried, and no fire incidents were reported. 135 sorties were flown, accomplishing 17 tasks, transporting 178 passengers and 6.8 tons of cargo.

6 March 1969 Flight time was 42.4 hours in support of Operation Eager Pursuit. One (1) medevac was carried, and no fire incidents were reported. 245 sorties were flown accomplishing 20 tasks, transporting 249 passengers and 16.2 tons of cargo.

7 March 1969 Flight time was 32.9 hours in support of Operation Eager Pursuit. Two (2) medevacs were carried, and no fire incidents were reported. 170 sorties were flown accomplishing 21 tasks, transporting 212 passengers and 10.2 tons of cargo.

8 March 1969 Flight time was 29.3 hours in support of Operation Eager Pursuit. 28 medevacs were carried, and no fire incidents were reported. 117 sorties were flown accomplishing 15 tasks, transporting 151 passengers and 4.7 tons of cargo.

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9 March 1969 Flight time was 17.1 hours in support of Operation Eager Pursuit. No medevacs were carried, and no fire incidents were reported. 49 sorties were flown accomplishing 17 tasks, transporting 100 passengers, and 1.0 tons of cargo.

10 March 1969 Flight time was 33.9 hours in support of Operation Eager Pursuit, Phase II. Two (2) medevacs were carried and one (1) fire incident was reported with no damage to aircraft or injury to personnel. 81 sorties were flown accomplishing 15 tasks, transporting 144 passengers, and 2.1 tons of cargo.

11 March 1969 Flight time was 25.4 hours in support of Operation Eager Pursuit, Phase II. One (1) medevac was carried, and no fire incidents were reported. 84 sorties were flown accomplishing 13 tasks, transporting 118 passengers, and 2.1 tons of cargo.

12 March 1969 Flight time was 18.4 hours in support of Operation Eager Pursuit, Phase II. No medevacs were carried, and no fire incidents were reported. 70 sorties were flown accomplishing 10 tasks, transporting 114 passengers, and 0.8 tons of cargo.

13 March 1969 Flight time was 25.4 hours in support of Operation Eager Pursuit, Phase II. Nine (9) medevacs were carried, and no fire incidents reported. 94 sorties were flown accomplishing 18 tasks, transporting 115 passengers, and 0.8 tons of cargo.

14 March 1969 Flight time was 24.7 hours in support of Operation Eager Pursuit, Phase II. 10 medevacs were carried, and no fire incidents were reported. 82 sorties were flown accomplishing 19 tasks, transporting 117 passengers, and 1.5 tons of cargo.

15 March 1969 Flight time was 27.8 hours in support of Operation Eager Pursuit, Phase II. One (1) medevac was carried, and no fire incidents were reported. 105 sorties were flown accomplishing 21 tasks, transporting 147 passengers, and 1.1 tons of cargo.

16 March 1969 Flight time was 24.0 hours in support of Operation Eager Pursuit, Phase II. 64 sorties were flown accomplishing 16 tasks. 102 passengers, and 1.1 tons of cargo were transported. A 12 aircraft mock landing was staged at the mouth of Hoi An River and upon completion, the aircraft proceeded on their normal missions. Seven (7) aircraft flew 17.7 hours in support of 1stMAW, accomplishing 38 sorties and 19 tasks. 0.6 tons of cargo and 39 passengers were transported, of which one (1) was a medevac. One (1) fire incident occurred at AT912546. No casualties or damage to aircraft occurred.

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17 March 1969 Flight time was 23.7 hours in support of Operation Eager Pursuit, Phase II. 97 sorties were flown accomplishing 22 tasks. 121 passengers, and 1.5 tons of cargo were transported. 12.8 hours were flown in support of 1stMAW. 36 sorties were flown accomplishing six (6) tasks. 2.0 tons of cargo, and 54 passengers were transported, of which one (1) was a medevac. No fire incidents were reported this date. One (1) aircraft went down at LZ 210 due to carburetor trouble and was lifted back to LPH-3 by a CH-53.

18 March 1969 Flight time was 21.4 hours in support of Operation Eager Pursuit, Phase II. 67 sorties were flown accomplishing 13 tasks. 1.0 tons of cargo, and 130 passengers were carried of which one (1) was a medevac. The squadron was involved in no fire incidents, however three (3) An Hoa administrative and liaison flights were not completed due to intense mortar attacks on the landing zones. In support of 1stMAW 18.3 hours were flown accomplishing 56 sorties and 11 tasks. 0.6 tons of cargo, and 63 passengers were transported, of which two (2) were KIAS.

19 March 1969 Flight time was 22.0 hours in support of Operation Eager Pursuit, Phase II. 77 sorties were flown accomplishing 18 tasks. 144 passengers were transported of which eight (8) were medevacs, two (2) KIAS and six (6) WIAS. 1.1 tons of cargo were also transported. Two (2) fire incidents were reported. The first one occurred at BT065585 with one (1) round striking the tail rotor. The second occurred at AT902710, but no hits were received. The two fire incidents caused minor damage to one (1) of the aircraft and no injury to personnel. 16.3 hours were flown in support of 1stMAW. 51 sorties were flown accomplishing 12 tasks. 61 passengers were carried, along with 1.0 tons of cargo.

20 March 1969 Flight time was 18.6 hours in support of Operation Eager Pursuit, Phase II. 58 sorties were flown accomplishing 11 tasks. 71 passengers were transported, of which eight (8) were medevacs, seven (7) WIAS, and one (1) KIA. 3.0 tons of cargo were carried. One (1) reconnaissance and one (1) SAR mission were flown. 22.0 hours were in support of 1stMAW. 69 sorties were flown accomplishing six (6) tasks. 0.5 tons of cargo, and 68 passengers were transported of which one (1) was a medevac. No fire incidents were reported this date.

21 March 1969 Flight time was 14.3 hours in support of Operation Eager Pursuit, Phase II. 65 sorties were flown accomplishing 13 tasks. 93 passengers were transported, of which one (1) was a medevac, and 1.5 tons of cargo. 19.5 hours were flown in support of 1stMAW. 76 sorties were flown completing 14 tasks. 2.3 tons of cargo, and 75 transported, of which four (4) were medevacs. No fire incidents were reported this date.

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22 March 1969 Flight time was 19.6 hours in support of Operation Eager Pursuit, Phase II. 60 sorties were flown accomplishing 12 tasks. 117 passengers were transported, of which one (1) was a medevac, and 0.8 tons of cargo. 20.6 hours were flown in support of 1stMAW. 74 sorties were flown accomplishing seven (7) tasks. 89 passengers were carried and 1.5 tons of cargo. One (1) aircraft was grounded at LZ 467 due to transmission trouble and remained over night. No fire incidents were reported this date.

23 March 1969 Flight time was 18.4 hours in support of Operation Eager Pursuit, Phase II. 62 sorties were flown accomplishing 16 tasks. 1.0 tons of cargo, and 101 passengers were transported of which eight (8) were medevacs. 13.7 hours were flown in support of 1stMAW, with 46 sorties accomplishing seven (7) tasks. 38 passengers were carried along with 0.6 tons of cargo. No fire incidents were reported this date.

24 March 1969 Flight time was 28.7 hours in support of Operation Eager Pursuit, Phase II. 113 sorties were flown accomplishing 13 tasks. 1.9 tons of cargo, and 119 passengers were transported, of which three (3) were medevacs. 16.5 hours were flown in support of 1stMAW. 76 sorties were flown accomplishing seven (7) tasks. 0.2 tons of cargo, and 87 passengers were transported. One (1) fire incident was reported at BT145556, but no aircraft damage or injury to personnel was sustained. One (1) aircraft was forced to land at Hill 55 due to transmission problems and was externalled back to LPH-3 by CH-53.

25 March 1969 Flight time was 17.2 hours in support of Operation Eager Pursuit, Phase II. 54 sorties were flown accomplishing seven (7) tasks. 0.5 tons of cargo and 64 passengers were transported, of which one (1) was a medevac. 17.2 hours were flown in support of 1stMAW. 88 sorties were flown accomplishing 11 tasks. 6.2 tons of cargo, and 114 passengers were transported. No fire incidents were reported this date.

26 March 1969 Flight time was 19.9 hours in support of Operation Eager Pursuit, Phase II. 78 sorties were flown accomplishing 14 tasks. 0.7 tons of cargo, and 74 passengers were carried, of which five (5) were medevacs. 26.1 hours were flown in support of 1stMAW. 89 sorties were flown accomplishing 11 tasks. 1.0 tons of cargo, and 105 passengers were transported. No fire incidents were reported this date.

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27 March 1969 Flight time was 33.1 hours at the conclusion of Operation Eager Pursuit, Phase II. 84 sorties were flown accomplishing 14 tasks, including the back loading BLT 2/26 personnel and equipment from the Liberty Bridge area. 191 passengers and one (1) ton of cargo were transported. 30.3 hours were flown in support of 1stMAW. 105 sorties were flown accomplishing 12 tasks. 0.9 tons of cargo, and 110 passengers were transported. One (1) aircraft went down in the field due to transmission trouble and was returned to LPH-3 by CH-53.

28 March 1969 Flight time was 23.1 hours in support of III MAF. 94 sorties were flown accomplishing 14 tasks. 0.2 tons of cargo, and 136 passengers were transported, of which one (1) was a medevac. 12.0 hours were flown in support of 1stMAW. 55 sorties were flown accomplishing five (5) tasks. 0.9 tons of cargo, and 55 passengers were carried of which one (1) was a medevac. Today's operations included off loading of portions of BLT 2/26. No fire incidents were reported this date.

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PART IV

OPERATIONAL STATISTICS

1. FLIGHT DATA

Flight Hours.....1071.6
Sorties.....4416
Pax/Troops.....6286
Tons of Cargo.....127.5
Medevacs.....115
Shipboard Landings (day).....1187
Shipboard Landings (night).....6

2. AWARDS

Distinguished Flying Cross.....3
Single Mission Air Medals.....5
Air Medals.....15
Navy Achievement.....1
Good Conduct.....8

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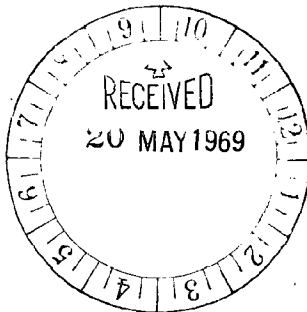
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Marine Aircraft Group 15 (RESIN)
9th Marine Amphibious Brigade, FMFPac
FPO San Francisco, 96602

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SECRET INFORM

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18 April 1969

From: Commanding Officer
To: Commander, Task Force 79.4, FMFPac, FPO San Francisco, 96602
Subj: After Action Report, Operation Eager Pursuit, Phase I and II
Ref: (a) CTG 79.4 OPLAN 120 (YR)
(b) TGO PO5000.A
Encl: (1) HMM-362 After Action Report, Operation Eager Pursuit, Phase I and II
1. In accordance with references (a) and (b), enclosure (1) is hereby submitted.



J. E. SCHLARP

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AFTER ACTION REPORT

Operation Eager Pursuit, Phase I and II

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PART II	ANALYSIS OF HELICOPTER OPERATIONS
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PART I

CHRONOLOGY OF SIGNIFICANT EVENTS

1 March 1969 Flight time was 115.2 hours in support of Operation Eager Pursuit which commenced at 0600H this date. No medevacs were carried or fire incidents reported. 665 sorties were flown accomplishing 47 tasks, transporting 1045 passengers and 27.5 tons of cargo.

2 March 1969 Flight time was 49.1 hours in support of Operation Eager Pursuit. 297 sorties were flown accomplishing 36 tasks, transporting 525 passengers, of which three (3) were medevacs, and 7.8 tons of cargo. One (1) fire incident took place with the aircraft receiving one (1) hit causing minor damage, and no injuries.

3 March 1969 Flight time was 36.8 hours in support of Operation Eager Pursuit. 174 sorties were flown accomplishing 27 tasks, transporting 240 passengers, of which five (5) were medevacs, and 7.3 tons of cargo. Squadron aircraft were also used to insert a reconnaissance team from BLT 1/26 at AT889863. No fire incidents were reported this date.

4 March 1969 Flight time was 33.4 hours flown in support of Operation Eager Pursuit, with 213 sorties accomplishing 31 tasks, transporting 350 passengers, of which four (4) were medevacs, and 9.5 tons of cargo. A priority water and ammunition lift was completed at 1845H for Echo, Golf, and Foxtrot Companies. There were no fire incidents reported this date.

5 March 1969 Flight time was 25.0 hours flown in support of Operation Eager Pursuit, with 135 sorties accomplishing 17 tasks. 6.8 tons of cargo and 180 passengers were transported, of which two (2) were medevacs. Two (2) aircraft were pre-positioned on the LPD-6 at 1530H for day medevac on 6 March 1969. One (1) squadron aircraft received minor damage while landing in Golf Company landing zone at AT838791. No fire incidents were reported this date.

6 March 1969 Flight time was 42.4 hours in support of Operation Eager Pursuit. 245 sorties were flown accomplishing 20 tasks. 250 passengers were carried, of which one (1) was a medevac, and 16.2 tons of cargo. Two (2) squadron aircraft made precautionary emergency landings at Marble Mountain Air Facility where they remained pending engine changes. There were no fire incidents reported this date.

7 March 1969 Flight time was 32.9 hours in support of Operation Eager Pursuit. 170 sorties were flown accomplishing 21 tasks transporting 214 passengers, of which two (2) were medevacs, and 10.2 tons of cargo. No fire incidents were reported this date.

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8 March 1969 HMM-362 continued to support Operation Eager Pursuit Phase I, in its last day. 29.3 hours and 117 sorties were flown, accomplishing 15 tasks. 179 passengers were carried, of which 28 were medevacs, along with 4.7 tons of cargo.

10 March 1969 Flight time was 33.9 hours in support of Operation Eager Pursuit, Phase II, which commenced at 0800H this date. 81 sorties were flown accomplishing 15 tasks. 146 passengers were transported, of which two (2) were medevacs, and 2.1 tons of cargo were lifted. One (1) aircraft sustained rotor blade damage, after making an emergency landing, while ground taxiing at An Hoa it struck the rotor blade of a parked UH-1B. The damaged aircraft was externally nailed back to the LPH-3 by a CH-53. One (1) fire incident was reported, with no damage to the aircraft or injury to crew.

11 March 1969 Flight time was 25.4 hours in support of Operation Eager Pursuit, Phase II. 84 sorties were flown accomplishing 13 tasks. 119 passengers were transported, one (1) of which was a medevac, and 2.1 tons of cargo. No fire incidents were reported this date.

12 March 1969 Flight time was 25.4 hours in support of Operation Eager Pursuit, Phase II. 94 sorties were flown accomplishing 18 tasks. 124 passengers were transported, nine (9) of which were medevacs, and 0.8 tons of cargo. No fire incidents were reported this date.

13 March 1969 Flight time was 18.4 hours in support of Operation Eager Pursuit, Phase II. 70 sorties were flown accomplishing 10 tasks. 114 passengers and 0.8 tons of cargo were transported. No fire incidents were reported this date and no medevacs were carried.

14 March 1969 Flight time was 24.7 hours in support of Operation Eager Pursuit, Phase II. 82 sorties were flown accomplishing 19 tasks. 127 passengers were transported, of which 10 were medevacs, and 1.5 tons of cargo. No fire incidents were reported this date.

15 March 1969 Flight time was 27.8 hours in support of Operation Eager Pursuit, Phase II. 105 sorties were flown, accomplishing 21 tasks. 148 passengers were carried, of which one (1) was a medevac, and 1.1 tons of cargo. No fire incidents were reported this date.

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13 April 1969

16 March 1969 Flight time was 24.0 hours in support of Operation Eager Pursuit, Phase II. 64 sorties were flown accomplishing 16 tasks. 102 passengers and 1.1 tons of cargo were transported. A 12 aircraft mock landing was staged at the mouth of the Hoi An river and, upon completion, the aircraft proceeded on their normal missions. One (1) fire incident occurred at AT912546. No casualties or damage to the aircraft were reported.

17 March 1969 Flight time was 23.7 hours in support of Operation Eager Pursuit, Phase II. 97 sorties were flown accomplishing 22 tasks. 121 passengers, and 1.5 tons of cargo were transported. One (1) medevac was transported for the 1stMAW. No fire incidents were reported this date. One (1) aircraft landed at LZ7410, due to carburetor trouble, and was externalled back to LPH-3 by a CH-53.

18 March 1969 Flight time was 21.4 hours in support of Operation Eager Pursuit, Phase II. 67 sorties were flown accomplishing 13 tasks. 1.0 tons of cargo and 131 passengers were transported, of which one (1) was a medevac. The squadron was involved in no fire incidents. Three (3) An Hoa administrative flights were not completed due to intense mortar fire in the landing zone.

19 March 1969 Flight time was 22.0 hours in support of Operation Eager Pursuit, Phase II. 77 sorties were flown, accomplishing 18 tasks. 152 passengers were transported, of which eight (8) were medevacs, six (6) WIAS and two (2) KIAS. 1.1 tons of cargo were carried. Two (2) fire incidents were reported, the first occurring at BT065687 with one (1) round striking the tail rotor. The other occurred at AT902710, with no hits received. The two (2) fire incidents produced no injury to personnel.

20 March 1969 Flight time was 18.6 hours in support of Operation Eager Pursuit, Phase II. 58 sorties were flown, accomplishing 11 tasks. 79 passengers were transported, eight of which were medevacs, seven (7) WIAS and one (1) KIA. 3.0 tons of cargo were carried. One (1) reconnaissance and (1) SAR mission was flown. No fire incidents were reported this date.

21 March 1969 Flight time was 14.8 hours in support of Operation Eager Pursuit, Phase II. 65 sorties were flown, accomplishing 13 tasks. 94 passengers were transported, one (1) of which was a medevac and 1.5 tons of cargo were carried. No fire incidents were reported this date.

22 March 1969 Flight time was 19.6 hours in support of Operation Eager Pursuit, Phase II. 60 sorties were flown, accomplishing 12 tasks. 0.8 tons of cargo and 118 passengers were transported, of which one (1) was a medevac. No fire incidents were reported this date. One (1) aircraft was grounded at LZ7417 due to transmission difficulty and remained over night.

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23 March 1969 Flight time was 18.4 hours in support of Operation Eager Pursuit, Phase II. 62 sorties were flown, accomplishing 16 tasks. 101 passengers were transported, of which eight (8) were medevacs, 1.0 tons of cargo were carried. No fire incidents were reported this date.

24 March 1969 Flight time was 28.7 hours in support of Operation Eager Pursuit, Phase II. 113 sorties were flown, accomplishing 13 tasks. 202 passengers were transported, of which three (3) were medevacs, and 1.9 tons of cargo were carried. One (1) fire incident was reported at BT145556 with no aircraft damage or personnel injury sustained. One (1) aircraft was forced to land at Hill 55 due to transmission problems and was externalled back to the LPH-3 by a CH-53.

25 March 1969 Flight time was 14.2 hours in support of Operation Eager Pursuit, Phase II. 54 sorties were flown, accomplishing seven tasks. 65 passengers were transported, of which one (1) was a medevac, and 0.5 tons of cargo were carried. No fire incidents were reported this date.

26 March 1969 Flight time was 19.9 hours in support of Operation Eager Pursuit, Phase II. 78 sorties were flown accomplishing 14 tasks. 74 passengers were transported of which five were medevacs, and 0.7 tons of cargo were carried. No fire incidents were reported this date.

27 March 1969 Flight time was 33.1 hours at the conclusion of Operation Eager Pursuit, Phase II. 84 sorties were flown accomplishing 14 tasks, including the back-loading BLT 2/26 personnel and equipment from the Liberty Bridge area. 1.0 ton of cargo was transported. One (1) aircraft landed in the field, due to transmission difficulty, and was returned to LPH-3 by CH-53.

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PART II

ANALYSIS OF HELICOPTER OPERATIONS

1. General. HMM-362 helicopter operations in support of BLT 2/26 were conducted from the U.S.S. OKINAWA (LPH-3) during Operation Eager Pursuit.

2. Helicopter Utilization

a. The basic missions assigned HMM-362 were troop lift, day and night medevac, command and control resupply and administrative tasks. At 0600H, an amphibious landing commenced Operation Eager Pursuit. 18 aircraft lifted 1,045 troops into their designated positions. During the period 1-8 March 1969, HMM-362 supported this operation with command and control, administrative and resupply flights. BLT 2/26 was moved by truck from their landing area to Liberty Bridge, and on 10 March 1969 commenced Phase II of Eager Pursuit. The squadron continued to support BLT 2/26 with logistic, personnel, administrative, and medevac flights between LPH-3 and An Hoa. On 27 March 1969 Operation Eager Pursuit Phase II was concluded by back loading BLT 2/26 aboard the LPH-3 from Liberty Bridge.

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PART III

STATISTICS FOR OPERATION EAGER PURSUIT PHASE I AND II

DATE	SORTIES	TASKS	PAX	CARGO	MEDEVAC	HOURS
1 Mar69	665	47	1,045	27.5	0	115.2
2 "	297	36	522	7.8	3	49.1
3 "	174	27	235	7.8	5	36.8
4 "	213	31	346	9.5	4	33.4
5 "	135	17	178	6.3	2	25.0
6 "	245	20	249	16.2	1	42.4
7 "	170	21	212	10.2	2	32.9
8 "	117	15	151	4.7	28	29.3
10 "	81	15	144	2.1	2	33.9
11 "	84	13	118	2.1	1	25.4
12 "	94	18	115	0.8	9	25.4
13 "	70	10	114	0.8	0	18.4
14 "	82	19	117	1.5	10	24.7
15 "	105	21	147	1.1	1	27.8
16 "	64	16	102	1.1	0	24.0
17 "	97	22	121	1.5	0	23.7
18 "	67	13	130	1.0	1	21.4
19 "	77	18	144	1.1	8	22.0
20 "	58	11	71	3.0	8	18.6
21 "	65	13	93	1.5	1	14.8
22 "	60	12	117	0.8	1	19.6
23 "	62	16	101	1.0	8	18.4
24 "	113	13	199	1.9	3	28.1
25 "	54	7	64	0.5	1	14.2
26 "	78	14	69	0.7	5	19.9
27 "	84	14	198	1.0	0	33.1

Totals	3,211	479	5,102	114.5	104	778.1
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Aircraft hit by enemy fire
 Fire incidents
 Aircraft damaged or destroyed operational
 Persons wounded in action
 Persons killed in action

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HMM-362
SAC
072-69MARINE MEDIUM HELICOPTER SQUADRON 362
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
APO San Francisco, 96602

UNCLASSIFIED

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003A10069
5750
10 April 1969From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3), 1st Marine
Aircraft Wing, FMFPac, APO San Francisco, 96602

Subj: Command Chronology

Ref: (a) MCO 5750.2
(b) WGO 5750.1
(c) GRUO 5750.1A

Encl: (1) HMM-362 Command Chronology for the Period 29 to 31 March 1969

1. In accordance with references (a) through (c), enclosure (1) is here-
by submitted.*B. G. Wilkison*
B. G. WILKISON
ActingDowngraded at 12 year intervals;
not automatically declassified
IOD Dir 5200.10

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ENCLOSURE (7)

HMM-362

CMD CHRON

29-31 MAR 1969

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10 April 1969

COMMAND CHRONOLOGY

29 to 31 March 1969

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PART I

ORGANIZATIONAL DATA

1. SQUADRON STAFF

Commanding Officer	Lieutenant Colonel Jack E. SCHLARP 29 to 31 March 1969
Executive Officer	Major Billy G. WILKISON 29 to 31 March 1969
Administrative Officer	Major Louis G. SASSO 29 to 31 March 1969
Operations Officer	Major George E. PRATT 29 to 31 March 1969
Intelligence Officer	Captain Ronald F. BYRNES 29 to 31 March 1969
Logistics Officer	Major Bobby G. ANTHIS 29 to 31 March 1969
Maintenance Officer	Captain Richard J. HOOTON Jr. 29 to 31 March 1969

2. TASK ORGANIZATION AND UNIT LOCATION

a. From 29 to 31 March 1969, HMM-362 was located at Hue/Phu Bai, Republic of Viet Nam.

b. Throughout the reporting period the squadron functioned as a helicopter transport squadron attached to Marine Aircraft Group 36.

3. Average Monthly Strength

USMC		USN	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
55	243	1	3

4. Important Visitors

None

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PART II

NARRATIVE SUMMARY

1. During the reporting period HMM-362 came under operational control of MAG-36 from CTG 79.4 aboard LPH-3.
2. The primary mission of HMM-362 during the reporting period was Admin and Liaison flights, Medevac, and Command and Control flights in support of 1st MARDIV, 1st MAW, and the Royal Korean Marine Corps.

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

29 March 1969 - HMM-362 commenced and completed off loading from LPH-3 to Hue/Phu Bai and came under operational control of MAG-36 at 1200H. 30.1 hours were flown in support of 1st MAW accounting for 118 sorties, carrying 183 passengers and 5.3 tons of cargo. No fire incidents were reported, no medevacs carried.

30 March 1969 - HMM-362 flew C&C, VIP, Admin & Liaison, and Medevac missions this date. Three 1st MARDIV and 5 ARVN medevacs were carried. 8.6 hours were flown in support of the ROK Marine Corps, 25.4 hours were flown in support of the 1st MARDIV for a total 34.0 flight hours and 119 sorties. 116 passengers and 2.3 tons of cargo were transported this date. No fire incidents were reported.

31 March 1969 - HMM-362 continued in support of 1st MARDIV and ROK Marine Corps by flying Medevac, C&C, and Admin and Liaison flights. One medevac mission was flown transporting two ROK Marines. A total of 39.4 hours were flown carrying 137 passengers and 0.7 tons of cargo accounting for 130 sorties. One fire incident was reported this date. While sitting on the flight line one stray round, believed to be spent, struck the turtleback of a UH-34D causing minor damage.

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PART IV

OPERATIONAL STATISTICS

1. FLIGHT DATA

Flight Hours	94.9
Sorties	367
Pax/Troops	436
Tons of Cargo	8.3
Medevacs	10

2. AWARDS

None

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