

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

TO : Commandant, Marine Corps Schools (Attention: G-3) AO3A-se
 FROM : Assistant Chief of Staff, G-3, Headquarters, U. S. Marine Corps
 SUBJECT: Post-Deployment report; EUREKA, California Flood Relief Operations (23 Dec 64 to 6 Jun 65)

DATE: 8 MAR 1965

1. Forwarded for information.
2. After action completed, please return to this office for file.


F. D. LEDER
By Direction

24 MAR 1965

FIRST ENDORSEMENT

From: Commandant, Marine Corps Schools
 To: Assistant Chief of Staff, G-3, Headquarters, U. S. Marine Corps

1. Returned.


A. C. SHELBY
By direction

3/25

File JDL

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HEADQUARTERS MARINE CORPS ROUTING SHEET
HMC HQ 335-CMC (REV. 11-63)DATE
24 Feb 1965

RTG.	OPR. CODE	DATE		INITIAL	ADDRESSEES	FROM
		IN	OUT			TO
					COMMANDANT	
					ASSISTANT COMMANDANT	
					MILITARY SECY TO CMC	
					CHIEF OF STAFF	
					DC/S (PLANS & PROGRAMS)	
					DC/S (R&D)	
					DC/S (AIR)	
					SECY OF GEN STAFF	
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					G-3	
					G-4	
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					LEGISLATIVE	
					COUNSEL	
					STAFF DENTAL	
					STAFF MEDICAL	
					STAFF CHAPLAIN	
					OP-09M	

G-3 DIVISION

X	2/24 1965	ACoFS, G-3 (AO3) Asst G-3 <i>By Dir.</i>
		Admin & Fisc Br (AO3A)
		Service Plans Br (AO3B)
I G	2/25 1965	Operations Br (AO3H) Operations Sect Combat Rqmts Sect Prog & Org Sect
		Training Branch (AO3C) General Trng Sect Schools Trng Sect Planning & Prog Sect
		Marksmanship Br (AO3M)
I		Historical Br (AO3D) Admin Sect Writing Sect Archives/Library Sect

(For additional remarks attach plain paper)

ROUTING - Use numbers to show order of routing

OPERATION CODE

X - ORIGINATOR OR OFFICE AFFIXING ROUTING SHEET	F - FOR CONCURRENCE G - FOR INFORMATION
A - FOR APPROPRIATE ACTION	H - RETURN TO AO3A
B - FOR COMPLIANCE	I - <i>Retention</i>
C - PREPARE REPLY FOR SIGNATURE OF _____	
D - FOR COMMENT	
E - FOR INFORMATION	INITIAL FOR FILE

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2/24

For: Assistant Chief of Staff, G-3
From: Assistant G-3

1. Draft
2. We will walk this by
Div Staff before sending
to Historical.

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Before being in the files

JS Air should see.

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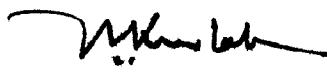
FOURTH ENDORSEMENT on CO, HMM-363 ltr HMM:rlm 3700 dtd
15 Jan 1965

From: Commanding General, Fleet Marine Force, Pacific
To: Commandant of the Marine Corps (Code A03H)

Subj: Post-Deployment report; Eureka, California Flood
Relief Operations (23 December 1964 to 6 January 1965)

1. Forwarded.

2. The successful completion of the California flood relief operations attest to the high degree of professionalism displayed by the officers and men of HMM-363.



Y. H. KRULAK

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3/CAR/mth

3121

2FEB 1965

THIRD ENDORSEMENT on CO, HMM-363 ltr HMM:r1m 3700 of 15Jan65

From: Commanding General, Aircraft, Fleet Marine Force,
Pacific

To: Commandant of the Marine Corps (Code A03B)

Via: Commanding General, Fleet Marine Force, Pacific

Subj: Post-Deployment report; Eureka, California Flood
Relief Operations (23 December 1964 to 6 January 1965)

1. Forwarded.



E. F. PRICE

By direction

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3710/5
JAN 27 1965

SECOND ENDORSEMENT on CO, HMM-363 ltr HMM:rlm 3700 of 15Jan65

From: Commanding General, 3d Marine Aircraft Wing
To: Commandant of the Marine Corps (Code A03D)
Via: (1) Commanding General, Aircraft, Fleet Marine Force, Pacific
 (2) Commanding General, Fleet Marine Force, Pacific

Subj: Post-Deployment report; Eureka, California Flood Relief Operations
(23 December 1964 to 6 January 1965)

1. Forwarded.



F. L. Lusk

28:PPP:xll
3700
19 January 1965

FIRST ENDORSEMENT on CO, HMM-363 ltr HMM:rlm over 3700 dtd 15 Jan 65

From: Commanding Officer, Marine Aircraft Group 36
To: Commandant of the Marine Corps (Code A030)
Via: (1) Commanding General, 3d Marine Aircraft Wing
(2) Commanding General, Aircraft Fleet Marine Force Pacific
(3) Commanding General, Fleet Marine Force Pacific

Subj: Post Deployment report; Eureka California Flood Relief Operations
(23 December 1964 to 6 January 1965)

Encl: (6) Medical report of HMM-363 Flight Surgeon

1. Forwarded.


J. B. WINTERS

MARINE MEDIUM HELICOPTER SQUADRON 363
 Marine Aircraft Group 36
 3d Marine Aircraft Wing, AirFMFPac
 Marine Corps Air Facility
 Santa Ana, California 92709

ORIGINAL

HMM:rlm
 3700
 15 January 1965

From: Commanding Officer
 To: Commandant of the Marine Corps (Code A03D)
 Via: (1) Commanding Officer, Marine Aircraft Group 36
 (2) Commanding General, 3d Marine Aircraft Wing
 (3) Commanding General, Aircraft, Fleet Marine Force, Pacific
 (4) Commanding General, Fleet Marine Force, Pacific
 Subj: Post-Deployment report; Eureka, California Flood Relief Operations
 (23 December 1964 to 6 January 1965)

Ref: (a) MARAIRGRU THREE SIX Msg 081745Z Jan 65
 (b) CG THIRD MAW Msg 071712Z Jan 65
 (c) Marine Corps Order 3480.1 W/Chg 1
 (d) HMM-363 AAR Ser 1-64 dtd 26 Dec 64
 (e) HMM-363 Investigative Report of Damaged Private Property at
 Murray Field, Eureka, California on 2 Jan 65 Ser: RSG:rjg
 5800 dtd 13 Jan 65

Encl: ✓(1) Organizational Data Sheet; HMM-363, Eureka Flood Relief
 ✓(2) Organizational Chart - Civil Defense/Red Cross, Eureka Flood
 Relief
 ✓(3) Operational Statistical Summary - Eureka Flood Relief
 ✓(4) Map of Area of Operations - Eureka Flood Relief
 ✓(5) Photographs of HMM-363 Operations - Eureka Flood Relief
 ✓(6) *Medical Annex*

1. In accordance with references (a), (b), and (c), the following report of operations of HMM-363 during the Eureka, California flood disaster (period 23 December 1964 - 6 January 1965) is submitted.

2. Narrative Summary.

a. At about 1830 23 December 1964, Commanding Officer, HMM-363, LtCol E. I. LUFTON was called at home by Col WINTERS, Commanding Officer, MAG-36, and notified of the possible deployment of HMM-363 to the Eureka, California flood disaster area. At 1845 the Squadron Duty Officer initiated a general recall of squadron personnel. Pack up and flight scheduling commenced with a 0800 24 December departure planned. By 2100 pilots and crews were assigned to the 16 HMM-363 and four (4) HMM-164 aircraft available. The crews were placed on a one (1) hour standby.
 MARINE CORPS HISTORICAL LIBRARY
 In the holiday leave period, it was necessary to augment the squadron with aircraft and personnel from MAG-36. Enclosure (1).

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b. At 2000 23 December the squadron received word that the USS BENNINGTON (CVS-20) at Terminal Island Naval Shipyard at Long Beach, California had been assigned the mission of assisting in the flood relief operations with HMM-363 aboard. At 0710 on 24 December the HMM-363 advance party departed MCAF Santa Ana for the BENNINGTON by surface transportation. At 0822 on 24 December LtCol LUFTON, CO HMM-363, departed MCAF Santa Ana with the first flight of UH-34D's with supporting flight echelon personnel aboard. By 1020 the squadron was aboard the BENNINGTON. Major supplies and support equipment were truck convoyed to Terminal Island. Administrative control of the squadron remained at MCAF Santa Ana. At 1105 the BENNINGTON departed Terminal Island enroute to the Eureka, California area.

c. At 1600 on 24 December the BENNINGTON and attached units became CTG 99.8, RADM MAC PHERSON in command; who was assigned the mission of coordinating military assistance in the Eureka area. While enroute to the Eureka area, CTG 99.8 established communications with the Office of Emergency Planning Regional Director, Mr. Charles WOOD in Eureka, to formulate plans for the flood disaster assistance mission. At noon on 25 December, the BENNINGTON came abreast Humboldt Bay. Earlier plans to launch helicopters on rescue/resupply mission when the BENNINGTON was within 100 miles of Eureka were abandoned because of heavy fog and low visibility. At 1510 the first seven (7) aircraft from the squadron, led by LtCol LUFTON launched from the BENNINGTON enroute to Murray Field, Eureka, California for reconnaissance, rescue and emergency supply missions. Aboard these aircraft were RADM MAC PHERSON (CTG 99.8), rescue and assistance teams (including members of BENNINGTON's Marine Detachment), and news media representatives. It had been planned to use the BENNINGTON's Marine Detachment to augment civil authorities for security, check point control, etc., however, civilian authorities had matters well in hand and the BENNINGTON's Marines were used for perimeter security for the squadron area at Murray Field. They were later relieved by units of the local National Guard. Further flight operations were curtailed by weather and darkness.

d. At 0715 on 26 December, flight operations began from Murray Field. The remaining aircraft aboard the BENNINGTON were flown ashore to Murray Field by 0930. Missions were conducted from Murray Field while obtaining fuel services and rescue supplies from the BENNINGTON. At that time, there was no other source of 115/145 Aviation Gas in the Eureka area. A detachment of three (3) aircraft was sent to the Roherville airport for operations in the Eel River area. The Civil Defense Control Center in the courthouse in Eureka became the center of coordination activities since communications with the BENNINGTON were intermittent. Military officers were assigned to assist the coordination effort. A civilian Helicopter Control Center was established by retired Marine Corps Major Paul BENT in an effort to handle the volume of mission request traffic. Enclosure (3).

At 1255 on the 26th, YZ-67, a HMM-363 UH-34D on a single aircraft photo reconnaissance mission from Murray Field crashed in the Eel River in the vicinity of Camp Grant, California. The injured pilot was recovered but the co-pilot, crewchief, Navy photographer, and civilian Civil Air Patrol spotter aboard were presumed drowned in the aircraft.

Extensive search and rescue operations by helicopter, river craft, and search parties on foot failed to reveal the main wreckage. Reference (d). Helicopter operations on 26 December consisted primarily of reconnaissance, emergency resupply, evacuations and logistical support flights. Enclosure (3) has detailed statistical summary of operations. On this and subsequent days, HMM-363 operations were aided greatly by the use of volunteer spotter/guides provided by the Eureka Civil Air Patrol Squadron 34. The men and women utilized were local private pilots, who were familiar with the terrain, weather and people of the area. HMM-363 operations ashore were conducted from the Civil Air Patrol Office and spaces at Murray field. There was no radio control of air traffic at Murray initially, hence helicopters launched from the taxi ways while fixed-winged aircraft used the runways. MABS-36 radiomen with back-pack radios facilitated communications with HMM-363 aircraft on UHF and FM frequencies, however, contact with civilian aircraft on VHF was impossible. The BENNINGTON continued to be used as a refueling, reprovisioning and maintenance base.

e. Operations on 27 December continued as reconnaissance of areas isolated by the floods, resupply, evacuation, and medical assistance by ship, squadron and local medical personnel. Helicopter coordination was conducted by the Civilian Helicopter Control Center at Eureka with military advisors in supporting roles. Helicopter crews were equipped as independent operators with sleeping bags, rations and extra fuel for unscheduled stops in the mountainous areas East of Eureka. When fog blocked the river canyons, some crews were required to spend the night in the field or at isolated hamlets being supplied by squadron aircraft. Resupply, additional support equipment and personnel were brought to Arcata Airfield, fifteen (15) miles North of Eureka, by the KC-130F transports of VMGR-352 or C-117's of MAMS-37. Quarters and messing for all military personnel ashore was provided at civilian motels and restaurants under the auspices of the Civil Defense and the Red Cross and coordinated by Sixth Army representatives. Heavy weather and fog reduced operations on the 27th. Enclosure (3). The days operations terminated with six (6) UH-34D's on the BENNINGTON, eleven (11) at Murray Field, one (1) at Hoopa on the Trinity River and one (1) at Chisholm Ranch on Redwood Creek.

f. Flight operations during 28 - 31 December continued to be hampered by high winds, rain, hail, fog, snow, freezing rain, etc. The emphasis during this period changed from emergency rescue and evacuation flights to resupply of areas isolated by washed out bridges, railroads, and roads. Medical services, humanitarian and medical evacuations continued as missions after supplies were flown to the flooded areas. On the morning of 29 December Air Force fuel trucks with 115/145 AvGas were flown in to Arcata Field to service helicopters at Murray Field. The fuel trucks were supplied with fuel by Air Force tanker aircraft. At 1030 MajGen KIER, CG AirFMFPac and MajGen LEEK, CG 3dMAW, arrived at Arcata Field on a tour of inspection. In addition, Col WINTERS, CO MAG-36, arrived to survey the flood relief efforts. At noon three (3) additional HMM-363 aircraft arrived from MCAF Santa Ana. In the afternoon, the BENNINGTON, having taken aboard the shipboard Marine Detachment, departed the Eureka area. The ship had served well to bring the squadron through the fog to the disaster area, and once there to act as a floating base until resources ashore could be mobilized to handle all necessary operations. At this time CO HMM-363 reported for coordination to Col James

LEE, U.S. Army, Joint Coordinator for flood relief operations in the Eureka area for the Sixth Army. Areas of responsibility were assigned the Air Force, Army and Marine Corps squadrons operating in the area. Enclosure (4). An all-Army Helicopter Control Center had been formed to replace the initial Civil Defense HCC. Marine liaison officers were assigned to the HCC for coordination purposes. A "hot line" connected the HCC to the HMM-363 Operations office at Murray Field. On 30 December the (4) HMM-164 aircraft and crews departed for MCAF Santa Ana. The final three (3) HMM-363 aircraft arrived at Murray Field at 1400 from MCAF Santa Ana to bring the number of HMM-363 UH-34D's to 21. The Army erected an Air Force portable airfield control tower at Murray Field, to be operated by the FAA, for control of military and civilian air traffic.

g. On the morning of 1 January 1965, the Sixth Army released HMM-363 from further operations in the Eureka area. By 1500 ten (10) aircraft had departed for NAS Alameda enroute to MCAF Santa Ana. The remaining aircraft were utilized to complete the missions assigned for the day. Preparations were made for the remaining aircraft to depart by 1200 2 January. Two (2) KC-130's were loaded at Arcata Field the morning of 2 January, and departed for El Toro. The remaining eleven (11) aircraft were held at Murray Field because of gale force winds and heavy weather. The high winds(gusts to 60 knots) blew over a portable canvas covered maintenance shelter (extendable test shelter - medium) causing damage to a civilian vehicle, telephone lines and CAP aircraft. Reference (e). Departure time was revised to 1200 on 3 January. During the afternoon of 2 January, the Sixth Army placed a temporary (72 hours) hold on the remaining eleven (11) aircraft due to unexpected rising of the Eel River. One KC-130F that had returned to Arcata Field for a second load was held and utilized as Airborne Radio Relay (discussed in detail later). The squadron requested return of support equipment, augmentation personnel, and relief pilots from MCAF Santa Ana to continue operations for an additional three (3) days. There were no flight operations on 2 January because of excessively high winds.

h. On 3 January, flight operations in the Eureka area continued with HMM-363 aircraft carrying out resupply, medical evacuation, and administrative missions in the area assigned by Helicopter Control Center. The tempo of operations had subsided considerably and the remaining eleven (11) aircraft and crews easily carried the load. A Marine C-117 from MAMS-37 at MCAS El Toro relieved the KC-130F as "Middleman" (MAMS-37 has filed a separate report on "Middleman" operations).

i. At about 2300, on 3 January, the Sixth Army released the remaining eleven (11) aircraft from the flood disaster efforts. Preparations were made to return all aircraft, support equipment, and personnel to MCAF Santa Ana on 4 January. By 1330, on 4 January, the eleven (11) aircraft had departed Murray Field enroute to MCAF Santa Ana. Due to 30 - 35 knot head winds enroute to NAS Alameda, all aircraft carried a 55 gallon drum of 115/145 AvGas for refueling at Fort Bragg, California. The last aircraft arrived at MCAF Santa Ana at 1715 on 5 January, after stops at NAS Alameda and NAS Lemoore. The remaining support personnel and equipment departed Arcata Field by C-117 and KC-130F for MCAS El Toro the afternoon of 4 January.

j. At 1545 on 5 January, the squadron was placed on standby to return to the Eureka area as soon as possible. HMM-363 and HMM-361 were scheduled to provide twelve (12) aircraft each with necessary support personnel provided by H&MS-36 and MABS-36. Crews were scheduled for an early departure on the 6th. All support personnel and equipment had been readied for air transport to Eureka. At 0730 on 6 January the standby was secured and the squadron returned to normal operations.

2. Conclusions.

a. A prime conclusion is that this squadron can deploy on very short notice when the need arises. In this circumstance there was massive cooperation among support and adjacent organizations to make the deployment work speedily and as efficiently as possible.

b. It is difficult to give enough praise to the civilian agencies, who organized the rescue and supply efforts in the Eureka area. The Civil Defense organization and Red Cross carried out their mission in an outstanding manner. The California Highway Patrolmen and Fish and Game Wardens assumed the unusual roles of radio relay stations to report flood and weather conditions in the remote areas in which the squadron operated. Amateur radio operators and commercial/industrial radios were also instrumental in the communications effort. A California Fish and Game Commission radio car parked beside HMM-363's Operations office was one of the primary sources of landing zone information. The Civil Air Patrol gave over their spaces completely to HMM-363 at Murray Field and provided the volunteer civilian spotters who flew with squadron crews. These spotters often were the only source of information on local terrain available. They were coolly courageous in their efforts. The officials of Humboldt County provided vehicles for squadron use. Commercial vehicles and school buses were pressed into service by the Civil Defense and coordinated by the Civil Air Patrol.

c. The Marine Corps press representatives on the scene provided vital coverage of squadron efforts in the area. Photographs of the squadron in the disaster relief effort are attached as enclosure (5).

d. The validity of having flight surgeons and corpsmen assigned directly to a unit in the field was again proven in this operation. HMM-363 Flight Surgeon Lt C. E. JOHNSTON USN (MC) and Lt F. SWANGER USN (MC) (H&MS-36) were utilized continuously, as were the assigned corpsmen. Medical teams accompanied squadron aircraft to the isolated villages, held sick call, and administered assistance to those persons requiring medical evacuations.

e. The "Middleman" concept wherein a "high" radio relay aircraft (C-117 or KC-130) was used to keep canyon flying helicopters in touch with the base of operations is a necessity in mountainous terrain. The KC-130's were best suited for this operation because of altitude capability, numerous and varied radio receivers and transmitters, and time on station capability. While "Middleman" was airborne all aircraft (civil or military) had relay available to any control stations or other aircraft. HMM-363 operations fed information to Murray Tower for relay to squadron aircraft by "Middleman". Squadron aircraft made periodic position and

weather reports to "Middleman" for relay to other aircraft and to Operations.

f. Cooperation and coordination between military and civilian organizations was excellent. The citizens of Northern California heaped generous hospitality on all personnel involved in the relief effort.

g. In final conclusion, HMM-363 was able to operate effectively because of the outstanding civilian support. The city of Eureka, Humboldt County and state of California officials were in control and operating the necessary supply and coordination centers when military personnel arrived in the area. When civilian fixed wing aircraft could no longer fly in the intense weather and there were insufficient civilian helicopters available for the job, the Navy-Marine Corps team provided these badly needed helicopters. Highly trained helicopter crews were available from MAG-36 on short notice. Throughout the operation, relations with the local authorities and residents involved in the Eureka area floods were highly satisfactory because of this policy of mutual support.



E. I. LUPTON

ORGANIZATIONAL DATA SHEET, HMM-363, EUREKA
FLOOD RELIEF

Period Covered: 23 December 1964 to 6 January 1965

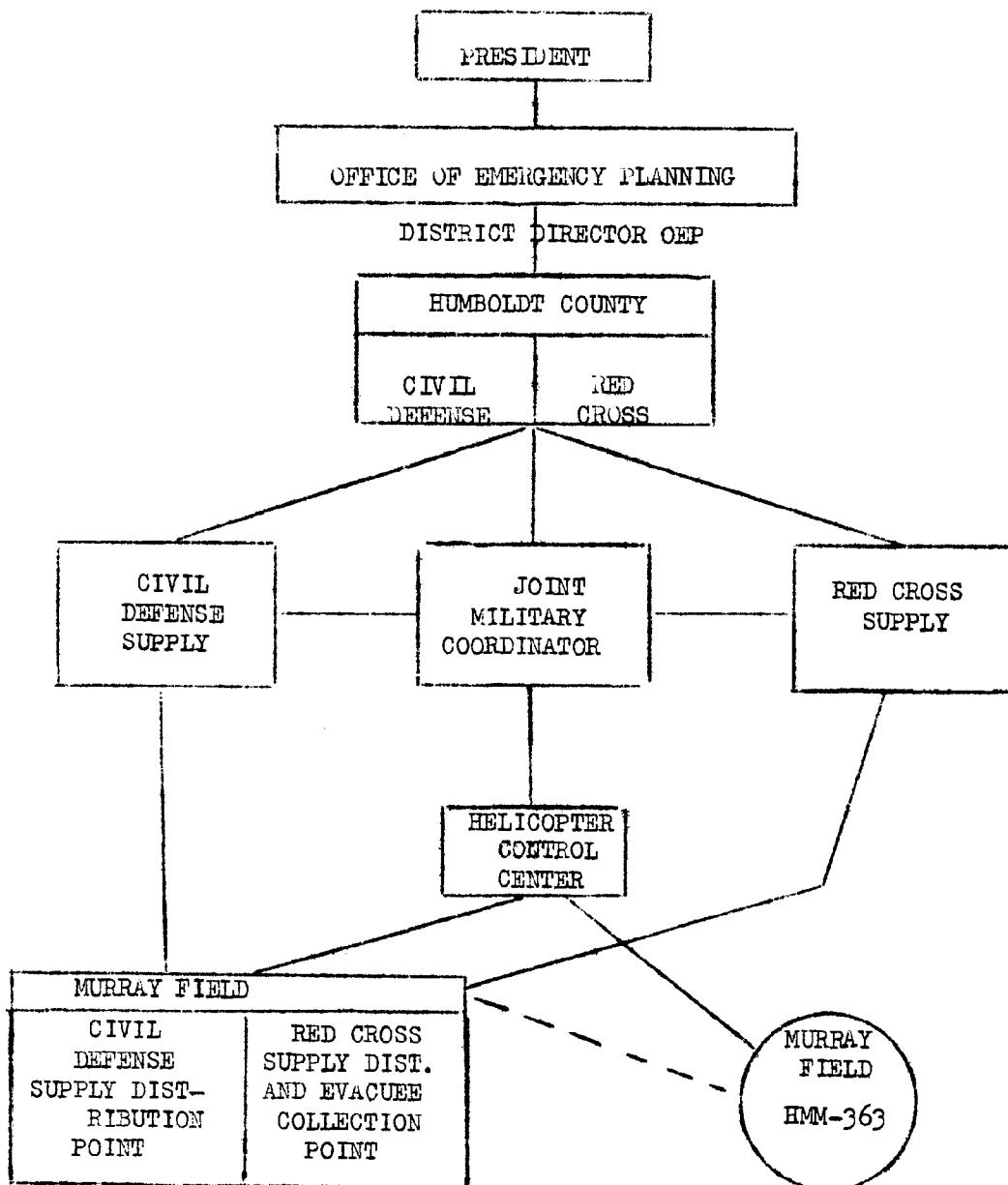
Name and Rank of Commanding Officer: LtCol E.I.Lupton

Command Post Deployed: USS BENNINGTON (CVS-20) and
Murray Field, Eureka, Calif.

Command Post at end of period: MCAF Santa Ana, Calif.

Unit Strength:	Period	<u>Officers</u>	<u>Enlisted</u>
	24-28 Dec	33	63
	28-29 Dec	39	66
	29-31 Dec	43	70
	31 Dec-1 Jan	38	69
	2-3 Jan	21	37
	3-4 Jan	23	40
	4-5 Jan	17	13
Augmentation:	H&MS-36	7	0
	MABS-36	1	11
	HMM-164	8	4
	HMM-361	3	0
	HMM-362	<u>7</u>	<u>0</u>
Augmentation	Totals	26	15

ENCLOSURE (1)



ENCLOSURE (2)

OPERATIONAL STATISTICAL SUMMARY
EUREKA FLOOD RELIEF

	24 Dec	25 Dec	26 Dec	27 Dec	28 Dec	29 Dec	30 Dec	31 Dec	1 Jan	2 Jan	3 Jan	4 Jan	5 Jan	6 Jan	Totals
Flight Hours	12.3	2.4	39.1	32.4	57.6	56.2	44.7	47.3	76.6	37.1	18.1	37.1	55.6	0	516.5
Sorties	20*	7	95	51	117	85	123	126	97		29				730
Evacuees						109	7	95	47		14				272
Passengers		29				82	46	48	82		24				311
Cargo Lbs.		1400	9000	10000	32000	12000	12550	20495	12600		7500				117545
Mission Assgn.		6	40	17	41	40	52	57	34		17				304
Aircraft Assgn.	20	20	20	19	19	22	21	21	21	11	11	11	11	12	Ave-19
Aircraft Avail.	20	20	20	19	19	19	20	18	17	11	11	11	11	12	Ave-18 (93%)

Notes:

(*) - 24 Dec, 20 aircraft enroute to USS Bennington, Terminal Island Naval Shipyard, Long Beach, Calif.

(#) - 1-2 Jan, 10 aircraft enroute to MCAF, Santa Ana.

2 Jan, no flight operations at Eureka due to weather

(%) - 4-5 Jan, 11 aircraft enroute to MCAF Santa Ana

6 Jan, no flight operations - 12 aircraft on standby MCAF Santa Ana (aircraft assigned not averaged w/Eureka figures)

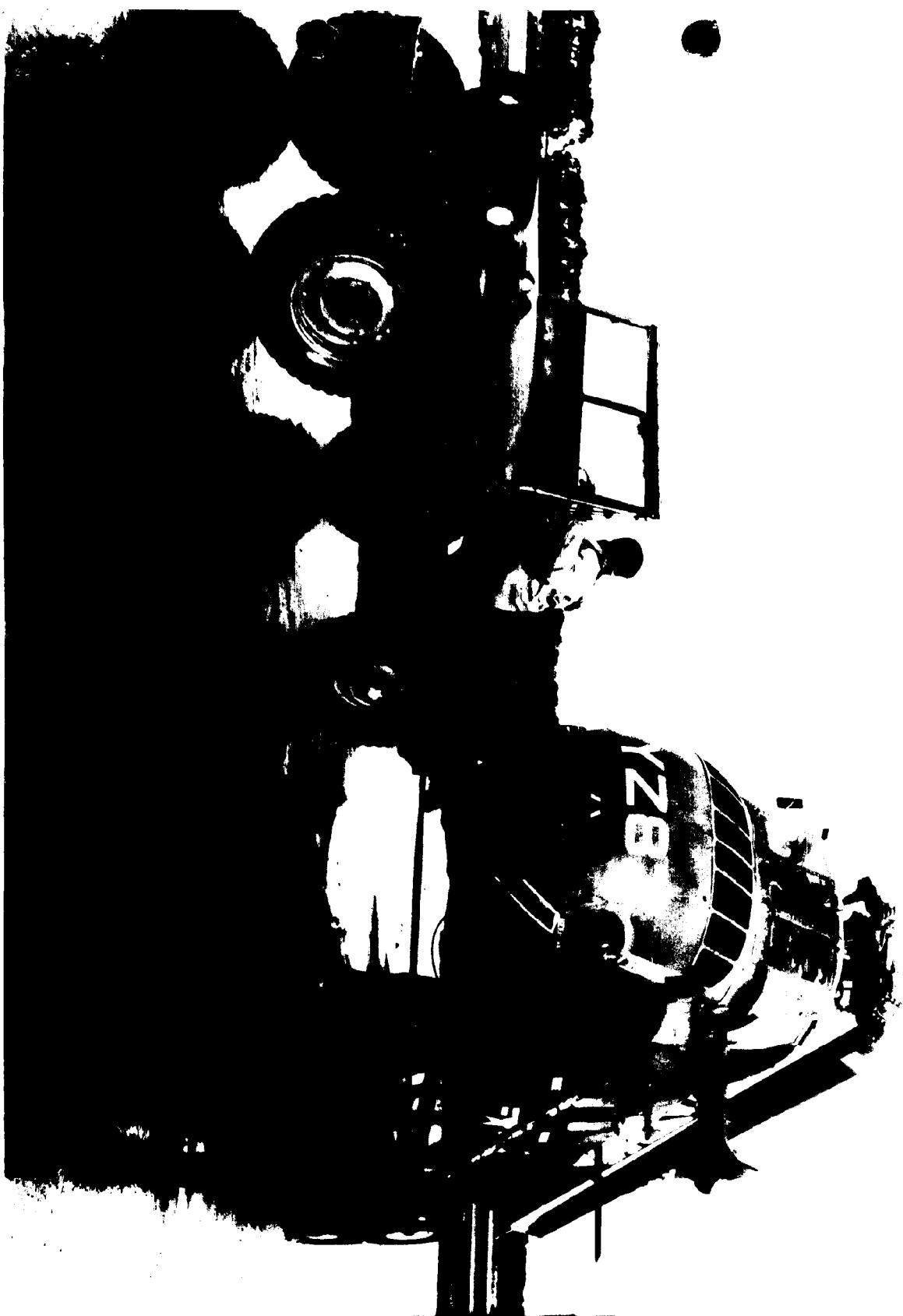
ENCLOSURE (3)



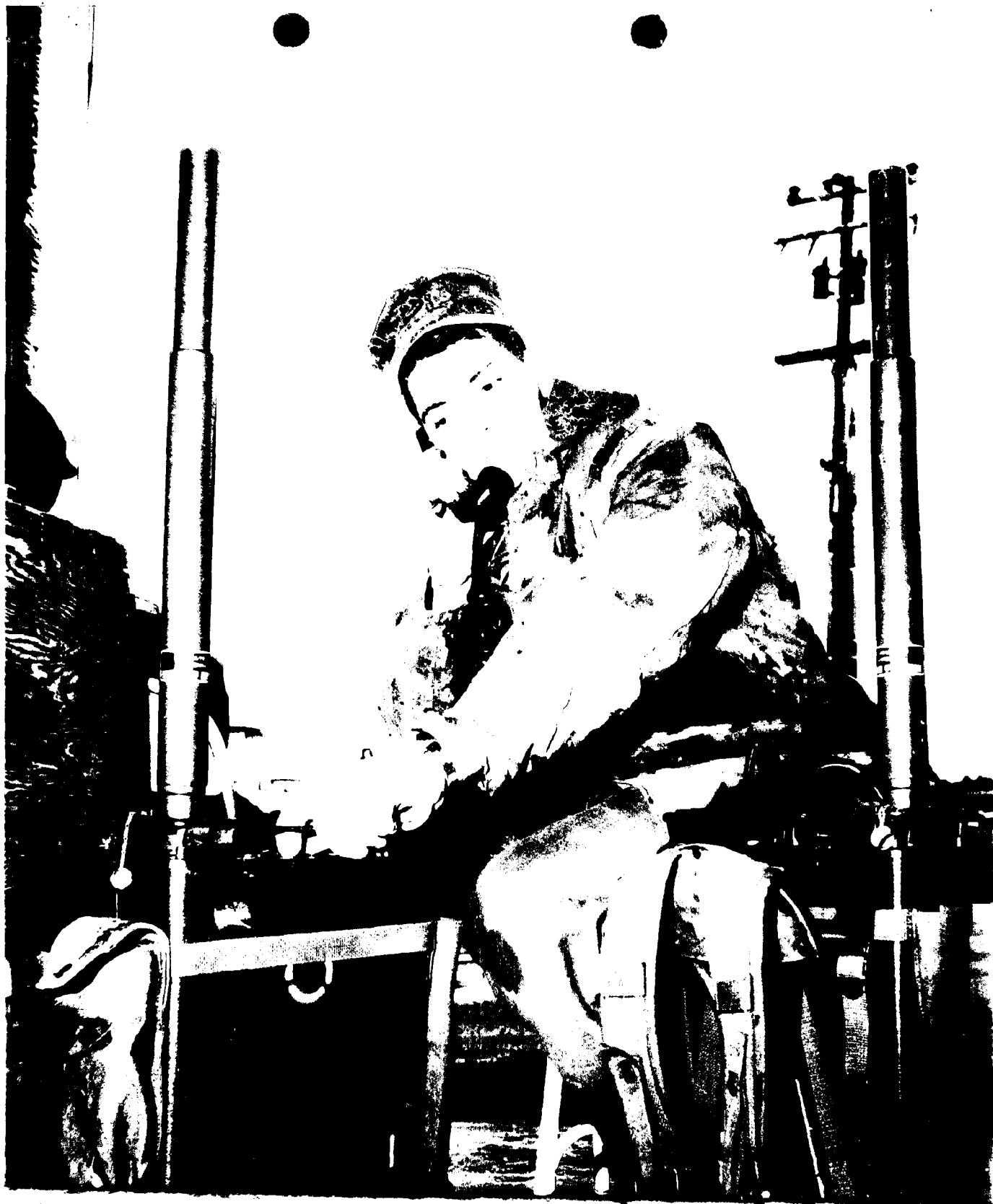
USS BENNINGTON (CVS-20) DEPARTS TERMINAL ISLAND NAVAL SHIPYARD
WITH HMM-363 AND SUPPORTING PERSONNEL ABOARD. DESTINATION NORTHERN
CALIFORNIA FLOOD AREAS.



MURRAY FIELD, EUREKA, CALIFORNIA, HMM-363 BASE OF OPERATIONS AFTER
26 DECEMBER.



A JEEP LOANED BY CIVILIANS, TOWS AN HMM-363 AIRCRAFT TO THE MAINTENANCE AREA AT MURRAY FIELD.



MARINE PFC C. A. BUSS, RADIO TECHNICIAN FOR MARS-36, MANS RADIO IN
CONTACT WITH MARINE HELICOPTER DURING FLOOD RELIEF OPERATIONS.



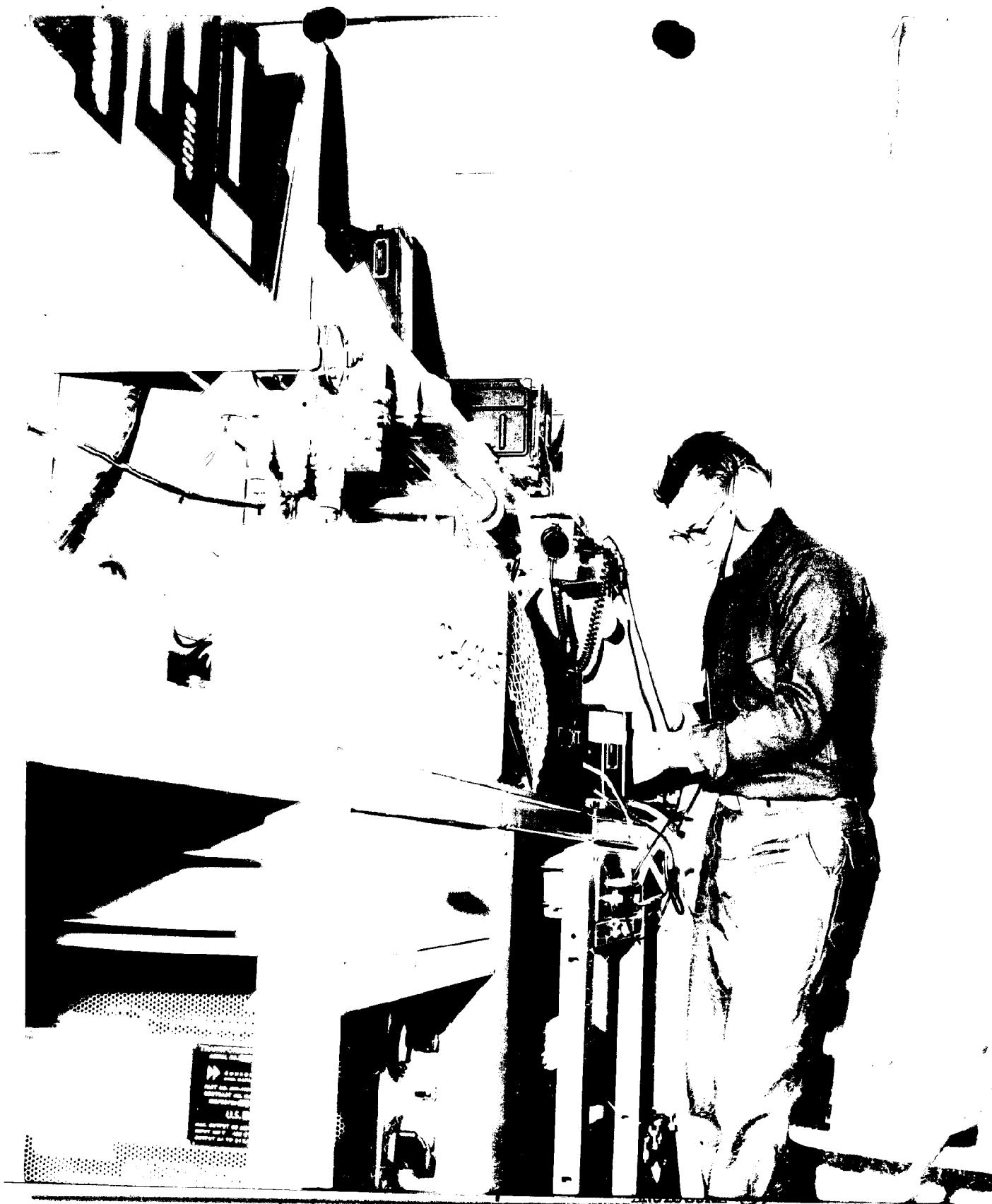
WO J. W. HILTNER (LEFT), US ARMY 4TH AVIATION BATT, FORT LEWIS, WASHINGTON AND CAPT. J. L. SCHULER, USMC, HMM-362, CHECK MAPS IN PREPARATION FOR JOINT ARMY-MARINE FOOD LIFT TO ISOLATED COMMUNITIES.



CREW MEMBERS AND MAINTENANCE PERSONNEL OF HMM-363 ARE WARMED BY SPACE HEATER IN THE LINE SHACK (CONVERTED CIVILIAN LIGHT PLANE HANGAR) DURING A SLACK MOMENT.



WHEN FOG BLOCKED THE RIVER CANYONS, HELICOPTERS SET LOW ON ROADS, SAND BARS, OR SMALL FIELDS TO WAIT IT OUT. AT TIMES THIS BECAME AN ALL NIGHT WAIT.



MARINE PFC J. D. CALLAWAY, AN ELECTRICAL TECHNICIAN WITH H&MS-36,
BENCH CHECKS UH34D ELECTRONIC COMPONENTS AT MURRAY FIELD, EUREKA,
CALIFORNIA.



MR. HAROLD WILSON (RIGHT), A HUNTER STRANDED AT THE STOVER RANCH ON THE TRINITY RIVER, AIDS MARINE SSGT D. H. CLINTON IN UNLOADING AN EMERGENCY GENERATOR.



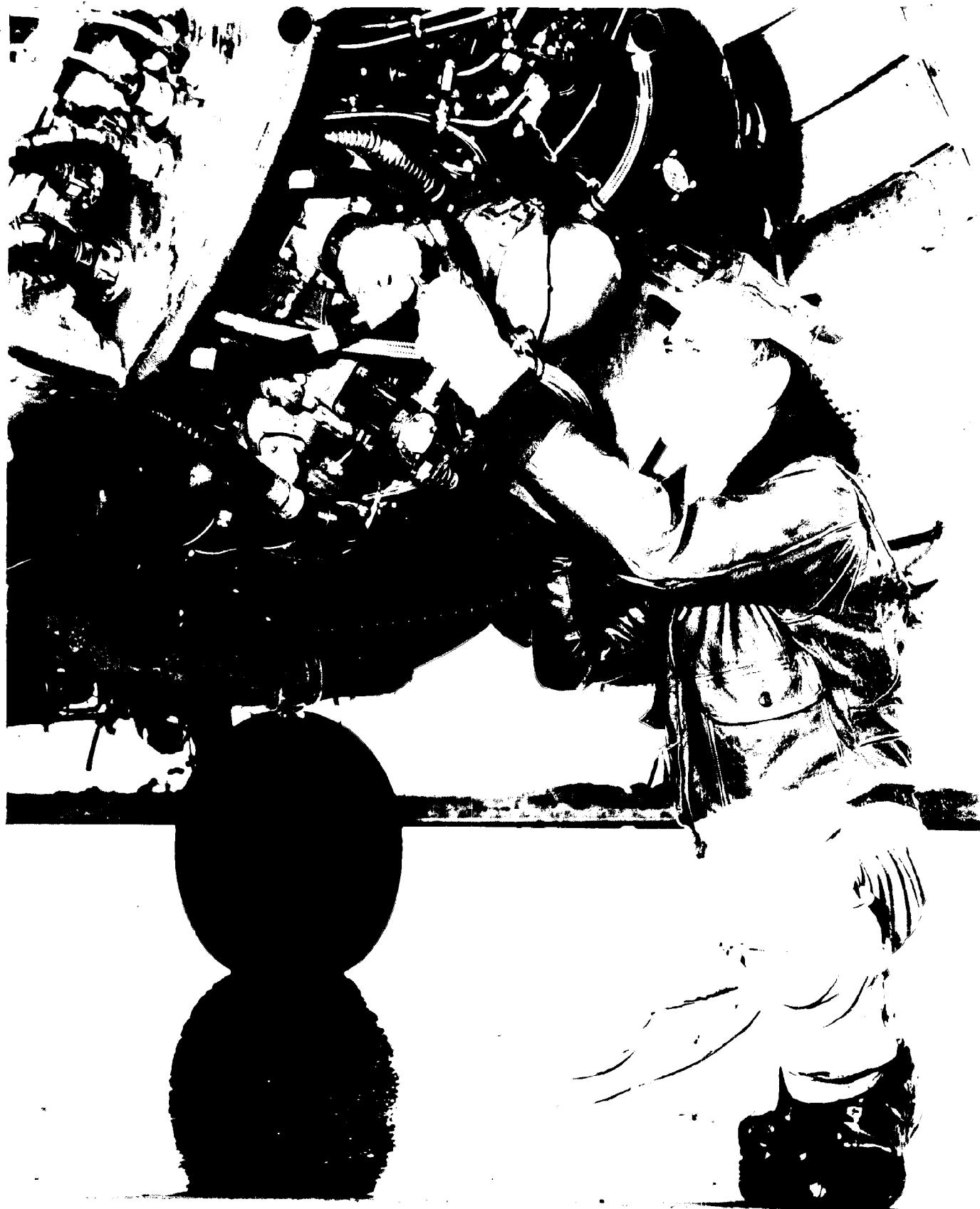
Lt C. E. JOHNSTON USN(MC), HMM-363 FLIGHT SURGEON (LEFT) AND MR. R. W. SPJUT, CIVILIAN SPOTTER OF EUREKA (RIGHT), ASSIST LCPL R. E. STAPLETON IN EVACUATING AN 18 MONTH OLD BOY PNEUMONIA CASE FROM WEITCHPEC, CALIFORNIA ON THE KIAMATH RIVER.

10 ENCLOSURE (5)

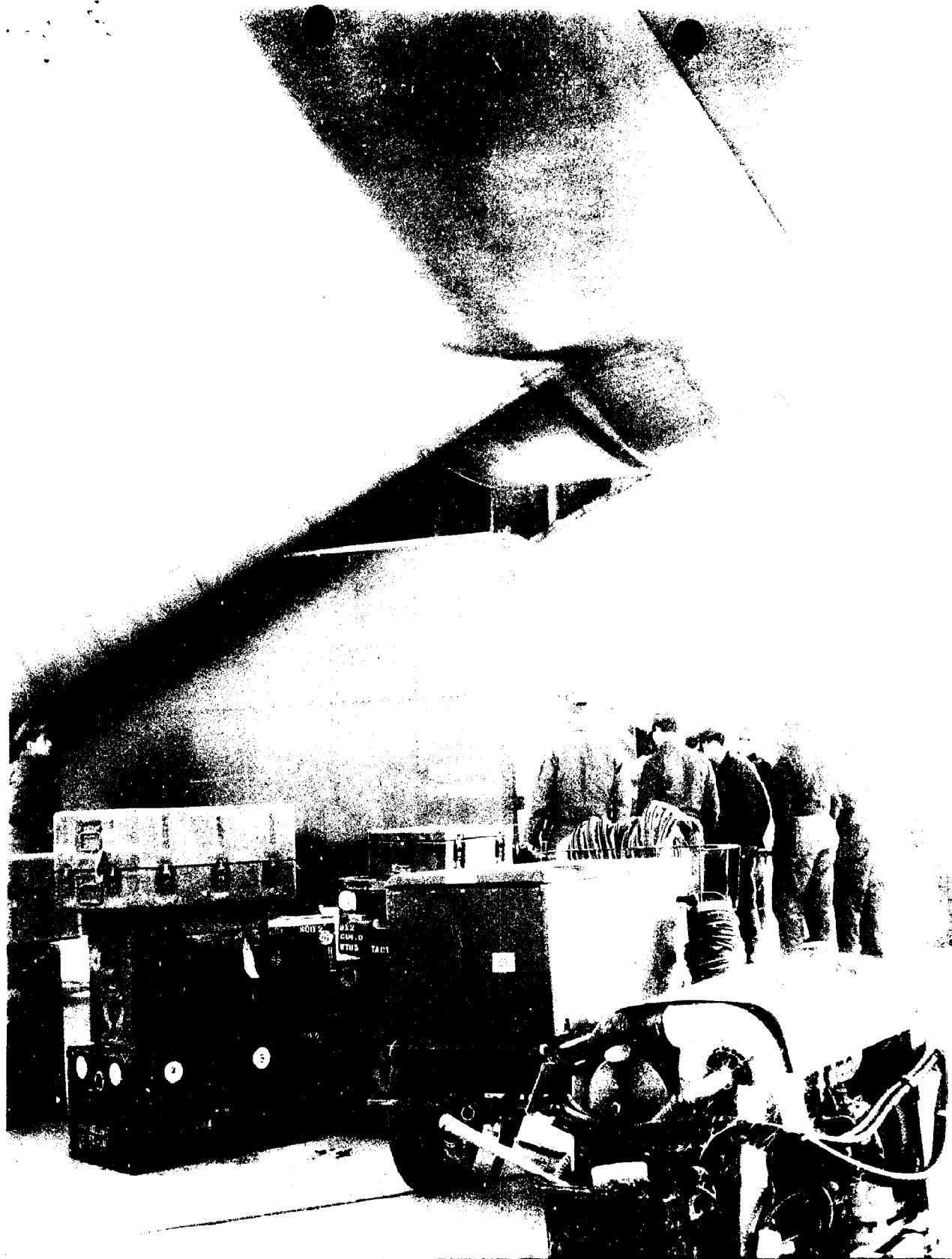
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GRATEFUL THREE-YEAR-OLD HOLLY LOWRY THANKS MARINE CAPT RALPH G. COMBS FOR "BRINGING MOMMIE HOME". MRS LOWRY HAD BEEN EVACUATED EARLIER FOR MEDICAL REASONS.



MARINE SSGT DILLIARD H. CLINTON CHECKS HIS AIRCRAFT'S ENGINE BEFORE ANOTHER MERCY MISSION FROM MURRAY FIELD, EUREKA. ALL MAINTENANCE WORK INCLUDING CHECKS HAD TO BE PERFORMED OUTDOORS DESPITE MISERABLE WEATHER.



EQUIPMENT USED AT EUREKA IS OFF-LOADED FROM A KC-130 AT MCAS EL TORO
AT COMPLETION OF HMM-363 EUREKA FLOOD RELIEF OPERATIONS.

19 January 1964

MEDICAL ANNEX

On the night of 23 December 1964 The Flight Surgeon of HM-363 was notified concerning the possible deployment of his squadron to the flood disaster area in northern California. After a 0600 briefing on 24 December 1964 by his Squadron Commanding Officer, he flew aboard the USS Bennington, CVA-20 at Long Beach, California. While proceeding north at sea to Eureka, California, plans for anticipated medical problems and missions were discussed with the ships medical personnel.

On the afternoon of Christmas day the flight surgeon accompanied the initial detachment of aircraft ashore. There he assisted in the initial establishment of military and medical liaison between his squadron and local civilian and para-military agencies.

During this approximately two weeks period, the flight surgeons duties involved four general areas. The first and obvious duty of course was to provide medical assistance to all squadron and supporting personnel. A second responsibility was to contribute to the squadrons safety program as the Aeromedical Specialist. The unique opportunity of being the only officer repeatedly air-borne in the passenger compartment of the UH-34D aircraft permitted first hand observation of the problems besetting the crew chiefs. During most of this operation the weather and terrain combined to produce the worst imaginable flying conditions.

A third duty performed by the flight surgeon was to assist and advise the operations and intelligence officers on the nature of medically oriented missions. Medical supplies such as Insulin were flown with higher priority and urgency than other items such as oral contraceptives. Reports of need for various forms of medical assistance in isolated areas often were confusing and in need of medical interpretation.

A fourth role performed by the flight surgeon was to act as a medical member of the SAR team. During this operation the flight surgeon accumulated approximately 2½ hours of flight time.

Two Hospital Corpsmen were assigned to the squadron and assisted in the medical support. On several occasions they flew on SAR type missions and they performed their duties with a high degree of professional competence and enthusiasm. In completely isolated communities without medical facilities Navy Medical personnel frequently disembarked from their aircraft to render emergency assistance and in some instances even hold "acuteine Sick Call". An example of the latter was the small town of Weitchipec on the Hoopa Indian Reservation.

This operation demonstrates again the increasing role played by helicopters in evacuating sick, injured and displaced people.


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