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FIRST ENDORSEMENT on CO, HMM-363 ltr 1:GDK:gel over 5750 dated
9 Feb 1966

From: Commanding Officer, Marine Aircraft Group 36
To: Commanding General, 1st Marine Aircraft Wing, FMF,
Pacific

Subj: Command Chronology; submission of (u)

1. Forwarded.



D. A. SOMERVILLE
By direction

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MARINE MEDIUM HELICOPTER SQUADRON 363
 Marine Aircraft Group 36
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco, 96601

1:GDK:gel
 5750
 9 Feb 1966
 001A04366

From: Commanding Officer
 To: Commanding General, 1st Marine Aircraft Wing, FMF, Pacific
 Via: Commanding Officer, Marine Aircraft Group 36

Subj: Command Chronology; submission of (a)

Ref: (a) WgO 5750.1B

Encl: (1) Command Chronology for 1Sep65-25Jan66

1. In compliance with reference (a), enclosure (1) is forwarded herewith.


 GEORGE D. KEW

HMM-363 ^{SIX}
 1 of 6
 S&C # VN-131

1st MAW S&C No.	Copy No.
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1965-25Jan66
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MARINE MEDIUM HELICOPTER SQUADRON 363

COMMAND CHRONOLOGY

PERIOD:

1 SEPTEMBER 1965 TO 25 JANUARY 1966

LOCATIONS:

- (a) 1 SEPTEMBER - 27 SEPTEMBER 1965 - DANANG AIR BASE,
DANANG, REPUBLIC OF VIETNAM
- (b) 28 SEPTEMBER 1965 - 25 JANUARY 1966 - QUI NHON
AIRFIELD, QUI NHON, REPUBLIC OF VIETNAM

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ENCLOSURE (1)

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SECTION I

101. SCOPE. This report is a chronology of events and a compilation of statistics concerning Marine Medium Helicopter Squadron 363 from arrival at Danang, Republic of Vietnam on 1 September 1965 through 25 January 1966 when operations were terminated at Qui Nhon, Republic of Vietnam.

102. ORGANIZATIONAL DATA1. LISTING OF COMMANDER AND STAFF

a. Commanding Officer	1-2Sep65	Maj Willis D. KELLOGG
b. Commanding Officer	3Sep65-25Jan66	LtCol George D. KEW
c. Executive Officer	4Sep65-25Jan66	Maj Willis D. KELLOGG
d. Operations Officer	1-19Sep65	Maj Lewis I. ZEIGLER
e. Operations Officer	21Sep65-25Jan66	Maj Wallace H. GRAHAM
f. Administrative Officer	1Sep-20Oct65	Capt Carl B. JOHNSON
g. Administrative Officer	21Oct65-25Jan66	Capt John C. MCDONALD
h. Logistics Officer	1Sep65-25Jan66	Capt Fred W. BEAVERS
i. Maintenance Officer	1Sep-20Oct65	Capt George N. BAILEY JR
j. Maintenance Officer	21Oct65-25Jan66	Capt Billy M. GRIMES
k. Safety Officer	1Sep-19Dec65	Capt Michael E. COLLINS
l. Safety Officer	20Dec65-25Jan66	Capt Thomas W. AMIS
m. Intelligence Officer	1Sep65-25Jan66	1stLt Gary M. ANDRES
n. First Sergeant	1Sep65-25Jan66	1stSgt Emil C. BUFF

2. TASK ORGANIZATION AND UNIT LOCATION

a. From 1 through 27 September 1965, HMM-363 was under the operational control of the First Marine Aircraft Wing, and physically located at Danang, Republic of Vietnam. Upon deployment to Qui Nhon, from 28 September 1965 through 25 January 1966, operational control of HMM-363 was shifted to "Task Force ALPHA" which later was incorporated into the command structure of "Field Force Vietnam".

b. Administrative control of the squadron remained with the First Marine Aircraft Wing and Marine Aircraft Group 36 throughout the reporting period.

3. AVERAGE MONTHLY STRENGTHa. OFFICERS

- (1) Marine - 52
 - (a) Naval Aviators - 49
 - (b) Aviation Ground - 3
- (2) Navy - 2

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- (1) Marine - 179
- (2) Navy - 3

4. IMPORTANT VISITORS TO THE COMMAND

- a. 7 October 1965 - Lt General Victor H. KRULAK, Commanding General, Fleet Marine Force, Pacific.
- b. 10 November 1965 - Brigadier General Marion E. CARL, USMC, Assistant Wing Commander, First Marine Aircraft Wing.
- c. 10 January 1966 - General Wallace M. GREENE, Commandant of the Marine Corps.
- d. 22 January 1966 - Major General CHAE, Myung SHIN, Republic of Korea Army, Commanding General, Capital Republic of Korea Infantry Division.

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SECTION II

201. ARRIVAL IN VIETNAM1. DISEMBARKATION

a. The movement of HMM-363 from the USS PRINCETON commenced on 1 September 1965 with the flying of all squadron aircraft from the ship anchored off the coast at Chu Lai to Danang Air Base, Danang, Republic of Vietnam.

b. The movement of aircraft from the ship to Danang was the easiest part of disembarkation. On the evening of 1 September all aircraft, most squadron pilots and the enlisted crews on the aircraft were in Danang; working parties and squadron personnel attached to the MAG-36 Provisional Ground Defense Company were ashore at Chu Lai; and the majority of enlisted men still aboard ship. By the 3rd some semblance of squadron unity was obtained and the squadron became operational at Danang.

2. CHANGE OF COMMAND. On 3 September 1965 Lieutenant Colonel George D. KEW assumed command of HMM-363.

202. OPERATIONS AT DANANG1. GENERAL

a. Flight operations through the 4th of September consisted primarily of assistance with the off-loading of MAG-36 personnel and equipment plus area familiarization. By the 5th the squadron was flying logistical, administrative and medical evacuation flights in the Danang-Chu Lai area. A search and rescue commitment at Quang Tri was shared with the Air Force and other Marine Squadrons.

b. After the 19th of September flight operations were generally restricted in anticipation of the squadron deploying to Qui Nhon.

2. STRIKES

a. The squadron's first combat troop lift took place on 10 September. Fifteen aircraft in conjunction with aircraft from HMM-161 lifted the 3rd Battalion, 3rd Marine Regiment into a landing zone six miles southwest of Danang. The zone had been thoroughly prepared by both aircraft and artillery and the lift was completed without resistance being encountered.

b. Another strike was flown on 19 September in support of Vietnamese Special Forces from the Special Forces Camp at Trabong. Supported by armed U. S. Army UH-1B's and Marine A-4E's, the operation was conducted without meeting organized resistance although some aircraft were fired upon while in the landing zone.

203. MOVE TO QUI NHON

1. BACKGROUND. A warning order received on 19 September instructed the squadron to be prepared to deploy to Qui Nhon, Republic of Vietnam on or about 25 September. The order to execute was received on the 27th of Sep-

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tember. On the following day, squadron aircraft were flown to Qui Nhon and operational control of the squadron shifted to task Force "ALPHA".

2. MOVEMENT. The embarkation and transportation by air of the squadron personnel and material located at Danang commenced on the 28th and was completed on the 29th. Squadron property located at Chu Lai, consisting of all organic vehicles, supply stores, and heavy maintenance equipment was shipped from Chu Lai aboard the USS WEXFORD COUNTY (LST 1168) on the 28th. The ship arrived and was off-loaded at Qui Nhon on the 29th.

204. FLIGHT OPERATIONS AT QUI NHON

1. GENERAL

a. Throughout the squadrons stay at Qui Nhon, resupply, liaison, and administrative missions in support of various military units in the area constituted a large part of its total flight time.

(1) Immediately upon arrival in Qui Nhon, daily resupply flights in support of the 2nd Battalion, 7th Marines and the 1st Battalion, 327th Infantry U. S. Army 101st Airborne Brigade were commenced. These flights continued until the eventual replacement of these units in mid-November by the Republic of Korea's Capital Infantry Division.

(2) Units of the Republic of Korea's Capital Infantry Division (otherwise known as the "Tiger Division") began arriving in the Qui Nhon area at approximately the same time as HMM-363. Throughout the period 28 September 1965 to 25 January 1966, daily resupply missions in support of this Division were flown by the squadron.

(3) In addition to the previously mentioned units, HMM-363 flew resupply and liaison missions for the 22nd ARVN Division, U. S. Army Special Forces Camps from Tuy Hoa to Bong Song, and miscellaneous support activities in the Qui Nhon area. (See Appendix C, page C-1).

b. VIP flights also provided an important share of the squadrons flight time. Visiting dignitaries to the Qui Nhon area carried by HMM-363 included Premier Air Vice Marshal KY, General WESTMORELAND, Ambassador LODGE, Senator SYMINGTON and General WHEELER.

c. One of the more interesting missions flown by the squadron occurred in December. A well known troupe of Korean performers, complete with beautiful women, was flown by squadron aircraft to the various ROK units. The somewhat crowded conditions in the cabings of the helicopters was reported as a great morale booster by those crew chiefs and gunners involved.

2. STRIKES

a. Two days after arriving in Qui Nhon, the squadron had flown two combat troop lifts; one on the 29th of September in support of the 22nd ARVN Division and the other on 30 September in support of the 2nd Battalion, 7th Marines. (See Appendix C, page C-1 for all coordinates).

b. During the month of October two strikes were flown.

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(1) The first, occurring on 12 October, was a deception utilizing 4 aircraft with air and artillery preparation on the fake landing zone.

(2) The second was flown on 27 October with eighteen squadron aircraft. It was in support of "A" and "C" Companies of the 1st Battalion, 327th Infantry, 101st Airborne Brigade, U. S. Army. Ten aircraft received 37 hits from small arms and automatic weapons fire. Seven squadron personnel were wounded in action. None of the aircraft hit were damaged beyond squadron repair capabilities.

c. Seven strikes were flown during the month of November. Two (in conjunction with the U. S. Army 52nd Aviation Battalion) were in support of the 22nd ARVN Division in the Tuy Hoa area. They occurred on 2 and 7 November.

(1) From 8 through 12 November eight squadron aircraft were deployed to Pleiku. They conducted four strikes in the Mang Yang Pass area on Route 19.

(2) The most historically significant strike of the month took place before dawn on the 19th of November. A Company of Korean troops utilizing 10 aircraft from HMM-363 successfully carried out the first helicopter borne assault in the 4000 year history of the Korean Armed Forces.

d. Flight operations during December in the Qui Nhon area were curtailed somewhat due to the squadrons participation in Operation Harvest Moon for 10 days. However, three actual strikes and one diversionary strike were flown in support of ROK units. They occurred on 22, 27, 28 and 31 December. Light automatic weapons fire was received in all zones. During the strike on the 28th, five aircraft received hits; fortunately no personnel injuries or serious aircraft damage resulted.

205. MAJOR OPERATIONS

1. HARVEST MOON

a. From 10 through 20 December HMM-363 virtually moved to Ky Ha Airfield while participating in Operation HARVEST MOON. The squadron was placed in general support of TASK FORCE "BRAVO". (Appendix D, page D-2)

(1) Highlights of the operation included 363 in two major strikes and four troop retractions. Combat resupply, reconnaissance and medical evacuations became a daily routine for squadron personnel.

(2) After arriving at Ky Ha on 10 December, 6 aircraft were utilized to extract a reaction force covering a downed helicopter. By the 12th, 363's aircraft were ready to lead a 30 plane strike carrying the 3rd Battalion, 3rd Marine Regiment.

(3) On the 14th, 363 again led a strike; this one lifting the 2nd Battalion, 7th Marine Regiment (old friends from Qui Nhon). One aircraft was hit by the sporadic ground fire that was received throughout the lift. Two aircraft had engine failures^{on} the following resupply mission. Both were re-

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trieved without damage or personnel injury.

(4) On the 16th, four aircraft spent the night at landing zone OAK, an advanced logistical supply area established to support the operation. These aircraft were in a standby status for night medical evacuations. The following day eight aircraft participated in an emergency extraction of the 2nd Battalion, 4th Marine Regiment and 4 aircraft again stayed the night at OAK. The aircraft spending the night at OAK successfully evacuated 108 casualties during the hours of darkness under extremely adverse weather conditions. One of the aircraft was hit resulting in a minor wound to the crew chief.

b. HMM-363 returned to Qui Nhon on the 20th to resume support of the local units.

2. OPERATION JEFFERSON

a. The New Year was started right with the participation of HMM-363 in OPERATION JEFFERSON, at Tuy Hoa. A ten plane detachment was maintained at Tuy Hoa from 31 December 1965 to 17 January 1966 in support of the 22dARVN Division and the ROK Marine Brigade. (See Appendix D, page D-2)

(1) On 1 January 1966, 10 squadron aircraft carried elements of the ROK 3rd Battalion, 1st Marine Regiment into a landing zone 10 miles south of Tuy Hoa. Immediately following the first strike 9 aircraft carried the remaining elements of the battalion into the zone one mile west of the original landing site. Throughout the day resupply was carried on in direct support of the combat units.

(2) During a medical evacuation mission on 1 January, one of the "Dragon" armed UH-1E's supporting the squadron was shot down and two 363 aircraft performed a dramatic rescue of the crew. (See Appendix B, page B-2)

(3) Resupply, reconnaissance and medical evacuation flights in support of participating units constituted the bulk of squadron support to the operation through the 11th of January.

(4) On the 12th, six aircraft flew to Tuy Hoa to augment the 10 plane detachment in preparation for a combat assault with Korean Marines. HMM-363 in conjunction with the 117th Army Aviation Company carried Korean Marines into a landing zone 15 miles south of Tuy Hoa. The initial approach had to be waved off by all aircraft due to heavy smoke and fire in the zone caused by the preceding air strike.

b. Squadron participation in OPERATION JEFFERSON ceased on 17 January when squadron personnel and aircraft returned to Qui Nhon.

3. OPERATION FLYING TIGER #6

a. Although not as large an operation as HARVEST MOON or JEFFERSON, FLYING TIGER #6 was no less spectacular. (See Appendix D, page D-2).

(1) On 8 January, in the midst of JEFFERSON, squadron aircraft returned to Tuy Hoa in anticipation of supporting the ROK Tiger Division.

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following day.

(2) On the morning of the 9th, HMM-363 aircraft carried Korean troops to a landing zone atop Hill 78, approximately 7 miles north of Qui Nhon. Following the strike 10 aircraft remained with the operation, and flew medical evacuation and resupply missions throughout the day.

(3) The ROK Tiger Divisions FLYING TIGER #6 was the most successful Korean offensive thus far in the Vietnamese conflict. Its speed, precise execution, and outstanding results made it a classic counter-guerrilla operation. (See Appendix D, page D-2).

206. RETURN TO MAG-36

1. PREPARATION

a. Upon returning from support of OPERATION JEFFERSON maintenance work on the aircraft and packing of squadron gear occupied the majority of squadron personnel; however, resupply flights in support of the Tiger Division were continued until 21 January.

b. Plans had been made to stand down from flight operations on 22 January and devote full time to our projected move, but on the morning of the 22nd, 18 squadron aircraft returned to Tuy Hoa for an administrative troop lift in support of the 101st U. S. Army Airborne Brigade. By 1600 all aircraft were released by Field Forces Vietnam.

2. MOVEMENT

a. On 25 January 1966, Lieutenant Colonel George D. KEW led a flight of 22 aircraft from Qui Nhon to Ky Ha. Enroute the squadron conducted a 22 plane fly over the Qui Nhon Airfield, and ROK Capital Infantry Division Command Post to say goodby to our many friends.

b. HMM-363 culminated its move from Qui Nhon to Ky Ha by accepting and flying four missions on the afternoon of 25 January in support of III MAF.

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SECTION III

301. SIGNIFICANT EVENTS1. COMMAND AND CONTROL

a. During the period of this report HMM-363 was under the operational control of Field Forces Vietnam (FFV). Helicopter operations were conducted in support of U. S. Army, U. S. Navy, Vietnamese Army, Korean Army, Korean Marine Corps and U. S. Marine Corps units. Support was also provided for civilian officials of Binh Dinh Province.

b. The number of units supported, the wide variety of missions performed, and the great disparities in doctrine for helicopter employment dictated the need for a close command relationship and constant attention to operational detail. This was accomplished by personal contact with the various unit commanders and by placing squadron operations personnel in contact with their opposite numbers. This facilitated the timely and accurate determination of helicopter support requirements and established a good working rapport. A keener appreciation of each others capabilities and limitations was realized and in all cases adequate response to their requirements was made.

c. During the month of October 1965 the squadron effort was divided between support of the 2nd Battalion, 7th Marine Regiment and the 1st Battalion, 327th Infantry, 101st Airborne Brigade, U. S. Army. A squadron operations representative was placed in the combat operations of the 101st Airborne Brigade. This procedure proved highly successful and was continued when supporting other units on major operations.

d. During the months of November, December and January fully 80% of the squadron effort was spent in support of the Capital Division, Republic of Korea Army. The placing of an experienced operations representative in the Korean Combat Operations Center was deemed mandatory as this was their first experience with helicopters in a supporting role. The experience proved to be mutually beneficial.

e. During OPERATION JEFFERSON, which was conducted in the Tuy Hoa area, a representative was placed in the Combat Support Coordination Center. This representative worked in concert with the Army Aviation Element of the 10th Aviation Battalion and coordinated all helicopter support for the 1st Vietnamese Airborne Brigade and the Korean Marine Brigade. A hallmark of this operation was the close coordination established between the Marine and Army Helicopter units, the Korean, Vietnamese and U. S. Artillery Batteries, Naval gunfire ships, and U. S. Air Force aircraft.

f. Three separate operations were conducted in coordination with the 52nd Aviation Battalion in the Pleiku and Tuy Hoa areas. The helicopter units employed were from widely separated geographical locations. Here again the key to success was close personal contact and mutual understanding.

g. HMM-363 was based at Qui Nhon Airfield during the entire period 28 September 1965 to 25 January 1966. Every effort was made to integrate the squadron activities, whether operational, administrative or social, with those of the host command. Squadron personnel were an integral part of the Air Base

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Defense and SAR systems. Helicopter support was provided for base communications and navigational aid facilities.

h. On a non-interference basis with our primary mission the squadron provided logistics transport for several Special Forces outposts and flew supply and liaison flights for the Chief of Binh Dinh Province.

i. In summation, the prime element in HMM-363's successful operations during this period was the close personal relationship established between command and operational echelons, keeping our sense of humor and a "can do" attitude.

2. RAIDERS, PLAYBOYS AND DRAGONS

a. Throughout the period of the squadrons operations in the Qui Nhon area a detachment of the 197th U. S. Army Aviation Company was attached to and operated with HMM-363. The detachment consisted of six armed UH-1B helicopters and crews from the Raider, Playboy and Dragon platoons of the Company.

b. Captain Glenn L. SMITH, U. S. Army, Raider Platoon Commander, was the Officer-in-Charge of the detachment from 28 September through 17 November 1965. His detachment was relieved by Captain John T. DUFF's Dragon Platoon. They remained through December, when Captain SMITH and the original detachment returned and supported the squadron until 25 January 1966.

c. The outstanding support given HMM-363 by these detachments minimized damage to the squadron helicopters and casualties to personnel. Their attitude and fearless tactics many times played an important part in successful helicopter-borne assaults.

3. CASUALTIES. During a strike on 27 October 1965, 7 squadron personnel were wounded by Viet Cong small arms fire. Six returned to duty within three weeks of receiving their wounds. Sergeant Lynn E. MINCE, 1508195, USMC, a crew chief died on 14 November of wounds received in the 27 October action. One pilot received a back injury in an aircraft accident during OPERATION HARVEST MOON and was subsequently evacuated.

4. CIVIC ACTION

a. On the afternoon of Christmas Day, squadron personnel visited Holy Family Orphanage, a local institution, and gave out candy, cookies and rag dolls to the children. Another group delivered canned goods to the Sisters of the Holy Family Hospital which were later distributed to refugee families.

b. The candy, cookies and canned goods were collected from HMM-363's personnel who received an abundance of Christmas goods. The rag dolls were received from a request for dolls by Doctor Edward B. FEEHAN, squadron flight surgeon, to his mother. (See Appendix B, page B-4)

c. The Christmas trip to the hospital and orphanage was only the highlight of many trips made throughout the squadrons stay at Qui Nhon. During the weekly visits both medical and monetary aid was given to both institutions.

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5. MARINE CORPS BIRTHDAY

a. Even in South Vietnam HMM-363 managed to celebrate the 190th birthday of the United States Marine Corps. Distinguished guests included Brigadier General Marion E. CARL, USMC, and numerous U. S. Army, U. S. Air Force, ARVN, Korean and local civilian officials. The First Marine Aircraft Wing Band played for the traditional ceremonies, to the delight of the guests.

b. As part of the Birthday Ball Celebration HMM-363 was presented with a plaque commemorating the association of our squadron and the detachment of the 197th Aviation Company. (See Appendix E, page E-1).

6. DEPARTING FORMATION. On January 22nd a formation was held and Major General CHAE, Myung SHIN presented the squadron with a Letter of Appreciation for our close association and support. Letters of Appreciation were also individually presented to Lieutenant Colonel George D. KEW, Major Jack "L" MAXWELL, Captain Howard W. MEISSNER, Captain Darrel T. BERGAN, First Lieutenant Thomas P. CRANNA, First Lieutenant Jesse J. RICHARDSON, Sergeant John E. FITZGERALD and Corporal Leslie D. GIBSON. (See Appendix A, page A-1). As a sidelight of the formation HMM-363 received a plaque from the Special Forces Unit at Van Canh, the U. S. Army 197th Aviation Company Raider Platoon and a Letter of Appreciation from the 362nd Signal Company, U. S. Army. (See Appendix E, pages E-2 and E-3) also (Appendix A, page A-2).

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REMARKS
SAI GON CITY, REPUBLIC OF VIETNAM, VIETNAM
Qui Nhon, Vietnam

No. 5

22 January 1966

SUBJECT: Letter of Appreciation

TO: HMX 303, MAG 36, 1st MAW
P.O San Francisco

IT is with great pleasure that I extend my sincere appreciation for the outstanding service rendered to the Capital AR Infantry Division during the period from 25 October 1965 to this date under the superior leadership of its Commanding Officer, Lieutenant Colonel George D. Bow.

Throughout the period, the said organization furnished my division invaluable helicopter transport, support to include movement of supplies and personnel. Particularly noteworthy was its timely and well-planned aerial support during the operation "Flying Major No 6" conducted 9-10 January 66 period that enabled my division to accomplish the highest battle gains since deployment of my division in RVN. Furthermore, the sincerity and friendship the officers and men of the organization have displayed, earned the HMX 303 Squadron the highest respect and admiration of the officers and men of my command, and thus reflect great credit upon all of the organization and the United States Marine Corps.

In recognition and in long memory of the highest standard the organization, its officers and men established, I hereby present this letter of appreciation with my best wishes for continued success in its future endeavors.

CHAE, YOUNG JIN
Major General, Republic of Korea Army
Commanding

A TRUE COPY

Ham Chan Ho

HAM CHAN HO

1/Lt AGC
Asst AG**SECRET**

SECRETDEPARTMENT OF THE ARMY
362d Signal Company (TROPO)
A&O US Forces 96240

SUBJECT: Letter of Appreciation

26 January 1966

TO: Commanding Officer
363 Marine Medium Helicopter Battalion
FPO San Francisco, Calif. 96601

1. I wish to express my appreciation for the assistance you and your unit have provided the Signal Detachments located on Vung Chua Mountain near Qui Nhon.
2. Several Signal Units have small detachments on that isolated hilltop including my detachment of 10 personnel. Resupply has been possible only by helicopter and the requirement for air lift has for some time exceeded the capacity of the 41st Signal Battalion Aviation Section.
3. The officers and men of your unit quickly recognized our problem and have consistently over the past two months volunteered to airlift supplies and personnel to the site. Without this assistance continued operation of the site would have been difficult if not impossible.
4. I am joined by my men and by the other commanders in extending my appreciation.


RICHARD C. WILLIAMS
Major, SigC
Commanding**SECRET**

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Koreans Maul Viet Cong

'Flying Tigers' Kill 185 Reds, Capture 609

Estimated Regiment
Trapped, Mopped Up
In Viet Nam Drive

Compiled From
Journal Wires

SAIGON—More than two battalions of Koreans in a "flying tiger" operation that was their biggest of the Viet Nam war trapped and mopped up an estimated Viet Cong regiment north of Qui Nhon, killing at

least 185 Communists and capturing 609 others, a Korean military spokesman said early today.

The operation, which began Sunday and continued today, followed the action of nearly 8000 American infantrymen and paratroopers who in the largest U.S. operation of the war pressed through the jungle fringes of the Viet Cong "iron triangle" sanctuary northwest of Saigon. The Americans were trying to trap and destroy a major Viet Cong unit.

The Koreans were lifted into the Qui Nhon area by American helicopters and in a pincer movement surrounded a major Viet Cong supply dump in an area of rice paddies and dusty plains. The action took place about 10 miles north-northwest of Qui Nhon and about three miles inland from the South China Sea.

Desperate Fight

"It was strictly an infantry operation," the spokesman said. "The majority of the Viet Cong killed by body count were killed by small arms, rifles and grenades." He said the Viet Cong fought desperately from trenches and

Korean 'Tigers' Maul Viet Cong

Continued from A-1
bunkers in an area entirely honeycombed with caves.

The spokesman said a large ammunition dump area and a field ordnance repair shop discovered in the caves were destroyed. He said the supply area was used to store ammunition to be moved into the central highlands by sampan on the So Ong My River.

He said the 1st and 2nd battalions of the Korean 1st Regiment of the Tiger Division and the Regiment Reconnaissance Co., drove into the area and trapped the Viet Cong with their backs to the river. "We just mopped them up," the spokesman said, adding that the Koreans suffered only light casualties in the operation.

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VC Trap Doesn't Halt Marine Rescue Copters

By MSGT. MEL JONES

QUI NHON, Vietnam (ISO)—One of the two Marine helicopters behaved more like a jet fighter and the other was a rice paddy-bound machine gun nest, but for all their unorthodox actions they saved the lives of four Huey crewmen.

The drama unfolded 60 miles south of here, during a combined Army of the Republic of Vietnam (ARVN) and Korean Marines' operation supported by U.S. air and artillery.

In midafternoon of D Day, two Marine Medium Helicopter Sq. 363 helicopters were sent to evaluate ARVN wounded in the foothills below Tuy Hoa. The Marine copters were escorted by two U.S. Army Huey "gunships".

The Marines asked for colored smoke grenades to mark the pick-

up point. Almost immediately, red smoke curled from the ground about a mile away.

"We have you sighted," 1st Lt. Jesse Richardson, of Livermore, Cal., radioed to the ground. But the American adviser with the ARVN had also seen the red smoke and called back, "Negative! We're using yellow smoke!"

The Viet Cong, obviously monitoring the radio net, had tried to draw the copter into a trap.

The HMM-363 planes were about to set down and pick up the wounded when the radio crackled with, "We're receiving fire . . . our bird's crashed . . . can you come right in to get the crew?"

It was one of the escorting Hueys which had been shot down while investigating the red smoke. The Marine pilots, assured that the wounded could wait a few

minutes, pulled up and headed for the action.

The Huey lay on its side in a flooded rice paddy, a hill towering over it on the left and a treeline about 200 yards away on the right. The surviving Huey was rocketing the hill, still Viet Cong fire poured down the slopes and from the treeline.

Richardson set down 30 feet from the crashed Huey while the second Marine UH34-D, piloted by 1st Lt. David Bittig, of Nyack, N.Y., joined the Huey trying to suppress the VC.

As Richardson's copter settled into the water, his crew chief, Sgt. Rawlin Gull, leaped out. Three of the soldiers were wading towards him, but the fourth wasn't in sight.

The Tooele, Utah, sergeant, half ran and half swam through the waist high water. As he neared

the crashed plane, the fourth crewmember tumbled out and disappeared beneath the surface. It was evident he was hurt as Gull reached him and began dragging and carrying him to safety.

"I thought he was going to get it," 1st Lt. Richard Adams, of Lathrop, Cal., said of Gull, who was struggling in the water as Viet Cong bullets spurted within feet of him.

Adams, Richardson's co-pilot, had the side of the cockpit open and was firing an automatic rifle out the window. Every other gun on the copter was blazing, also.

With Richardson passing him loaded clips, Adams sprayed the hill to his left. A VC stood suddenly, then sprinted for a new position. Adams bullets spun him to the ground. Another broke from a pile of rocks, heading for the

crashed Hueys. Adams dropped him with another burst.

Above them, the remaining Huey and Bittig's UH34-D were wheeling and firing like fighter planes. Hueys are designed for sudden turns and firing passes at 90 mph at 50-foot altitudes, UH34-Ds are not. Still, the troop-carrier wheeled and spun, firing its two machine guns. Before it was over, Bittig's crew had knocked out a VC machine gun.

After what seemed like "five years," according to Richardson, the Huey crew was aboard and the Marine copter rose out of enemy range.

The "five years" was more accurately timed by the ARVN, when the Marines landed to pick up the wounded they had originally come for. "You're only seven minutes late," said the American adviser.

B-2

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Soldiers Appreciate Courage

QUI NHON, Vietnam (ISO)—A rugged, youthful-looking helicopter pilot of Marine Medium Helicopter Sq. (HMM)-363 found that courage is an international language.

First Lt. Jesse J. Richardson of Livermore, Cal., was about to ferry water and rations to a Republic of Korea battalion command post when his radio crackled with an urgent request from a Korean infantry officer. One of his men had been wounded, was in critical condition, and needed to be evacuated immediately.

Informing his senior flight officer, the 27-year-old Californian took off towards the map coordinates supplied by the Korean officer. The marine spotted the pick-up point and began his approach but, when he was still 500 feet up, he began getting small arms fire. Mortar rounds also exploding in his flight path and the area he was supposed to land in.

Richardson pulled up. He saw another field, closer to the wounded man and, possibly, not so lead infested.

It wasn't. As he neared touch-down, the Viet Cong poured streams of fire at him. In the troop compartment, the crew chief and his assistant were triggering machinegun rounds back at the enemy.

There were agonizing seconds while the 'copter sat, inert, in a clearing, waiting for the medical evacuation party—seconds while the Marine gunners kept up a chattering firefight with the Viet Cong around them. Then, hunched against the fire and running awkwardly, the evacuation party carried the wounded man to the plane.

Seconds later, Richardson was above the battle, his plane hit but, fortunately, not vitally, and was on his way to a field hospital, where the wounded man was rushed to an operating room.

Two days later, a Korean soldier delivered a message to the commanding officer of HMM-363. From the Korean major, it read:

"Seeing his immediate and brave action, all of us delivered tearful applause to his courage. Now we say this is immortal symbol of goodness between USA and Korea."

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USA, USMC, ARVN Team Up To Give Tons Of Rice To Villagers

Qui Nhon (USA-10) — The residents of An Nhon district in Binh Dinh province should have an ample supply of rice for the next several months thanks to the cooperative efforts of U.S. Army, Marine and Vietnamese troops.

The rice, totalling 192 tons, was discovered recently by the 1st Brigade of the U.S. Army's 101st Airborne Division while on a patrol north of Qui Nhon.

The rice was stacked in several homes and on the ground in separate stockpiles in the outlying areas of the district. A problem arose in how to bag and move the huge cache back to the district headquarters for redistribution to the local villagers.

First the "Screaming Eagles," under the direction of Lt. Col. Edward J. Collins, commander of the 2nd Bn., 327th, started packaging the rice.

Helicopters from a U.S. Marine squadron were then summoned to provide the necessary transportation for the rice. It soon became apparent that more help would be needed.

A call was made to the Vietnamese Army's 22nd Division for use of their

armored personnel carriers.

In addition, the district chief was asked for the aid of the local workers and the Army's 1st Cavalry Division was requested to supply a skycrane helicopter for lifting the rice.

The four-day operation ended when all 192 tons of rice were transported to the district headquarters, where it was to be given out to the residents and nearby refugees.

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bad sores because they don't get a bath very often. We passed out some raisins and this always creates quite a stir. By the time we got through, everyone at least had a little soothing ointment on him. If you have some old cloth dolls to pass out to the children, why don't you send them?"

MRS. KATHRYN FEEHAN,
4801 Wyoming street, writes:

Dear Mr. Laird: My son is a doctor presently stationed in Vietnam. He sometimes holds sick calls at an orphanage near where he is stationed. He writes heart-breaking letters about the little orphaned children and in one of his letters he wrote:

"Many of the children have

"My three little rag dolls seem so inadequate," said Mrs. Feehan. "I'm wondering if any of your readers would care to send their old rag dolls on to: "Edward B. Feehan, M. D. HMM 363—MAG 36 PPO San Francisco."

That was the way that Edward Feehan wrote his mother. We'll bet that a lot of poor children in Vietnam get some rag dolls.

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APPENDIX C

	<u>Page</u>
✓ List of Important Coordinates.	C-1
✓ Aeronautical Chart AGC-ND 49-1	C-2
✓ Aeronautical Chart AGC-ND 49-9	C-3
✓ Aeronautical Chart AGC-ND 49-13.	C-4

SECRET

SECRETLIST OF IMPORTANT COORDINATES

HMM-363's Camp - Qui Nhon	CR083235
HMM-363's Camp - Tuy Hoa	CQ196445
ROK Capital Infantry Division CP	BR944223
Landing Zone OAK	BT173453

SIGNIFICANT DATES AND COORDINATES FOR OPERATIONS
IN THE DANANG AREA (SEE PAGE C-2)

10 September 1965	AT965615
19 September 1965	BS379878

SIGNIFICANT DATES AND COORDINATES FOR OPERATIONS
IN THE QUI NHON AREA (SEE PAGE C-3)

12 October 1965	CR050385
27 October 1965	CR043331
19 November 1965	CR161290
22 December 1965	BR760430
27 December 1965	BR992420
28 December 1965	BR785460
28 December 1965	BR795460
28 December 1965	BR810475
9 January 1966	BR992420
18 January 1966	CR155325

SIGNIFICANT DATES AND COORDINATES FOR OPERATION
HARVEST MOON IN THE DANANG-CHU LAI AREA (SEE PAGE C-2)

10 December 1965	BT013313
12 December 1965	BT146297
13 December 1965	BT253392
13 December 1965	BT015322
14 December 1965	BT000230
15 December 1965	BT094390
16 December 1965	AT972131

SIGNIFICANT DATES AND COORDINATES FOR OPERATION
JEFFERSON IN THE TUY HOA AREA (SEE PAGE C-4)

1 January 1966	CQ287311
1 January 1966	CQ248300
12 January 1966	CQ329248

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APPENDIX D*

* Appendix D is based on HMM-363 Flight Records and Reports Book #3760

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SECRETHMM-363 STATISTICS - 1 SEPTEMBER 1965 - 25 JANUARY 1966

<u>MONTH</u>	<u>MISSIONS</u>	<u>SORTIES</u>	<u>CARGO TONS</u>	<u>TROOPS/PASS.</u>	<u>FLT HRS</u>
SEPTEMBER	150	1,179	113.0	2,644	802
OCTOBER	317	4,364	522.8	7,583	1,342
NOVEMBER	242	6,777	1,003.9	10,383	1,455
DECEMBER	303	6,615	931.0	9,837	1,635.8
JANUARY 1-25	268	6,469	1,053.4	8,042	1,384.7
TOTALS	1,280	25,404	3,624.1	38,489	6,619.5

AVERAGE MONTHLY AIRCRAFT AVAILABILITY: 78%

D-1

SECRET

SECRETSTATISTICS FOR SPECIFIC OPERATIONSOPERATION HARVEST MOON 10-20 DECEMBER 1965

<u>MISSIONS</u>	<u>SORTIES</u>	<u>CARGO TONS</u>	<u>TROOPS/PASS</u>	<u>FLT HRS</u>
85	1,017	116.1	2,201	523.3

OPERATION JEFFERSON 31 DECEMBER 1965-17 JANUARY 1966

<u>MISSIONS</u>	<u>SORTIES</u>	<u>CARGO TONS</u>	<u>TROOPS/PASS</u>	<u>FLT HRS</u>
128	2,321	307.6	4,188	533.7

OPERATION FLYING TIGER #6

<u>MISSIONS</u>	<u>SORTIES</u>	<u>CARGO TONS</u>	<u>TROOPS/PASS</u>	<u>FLT HRS</u>
21	465	55.2	759	92.7

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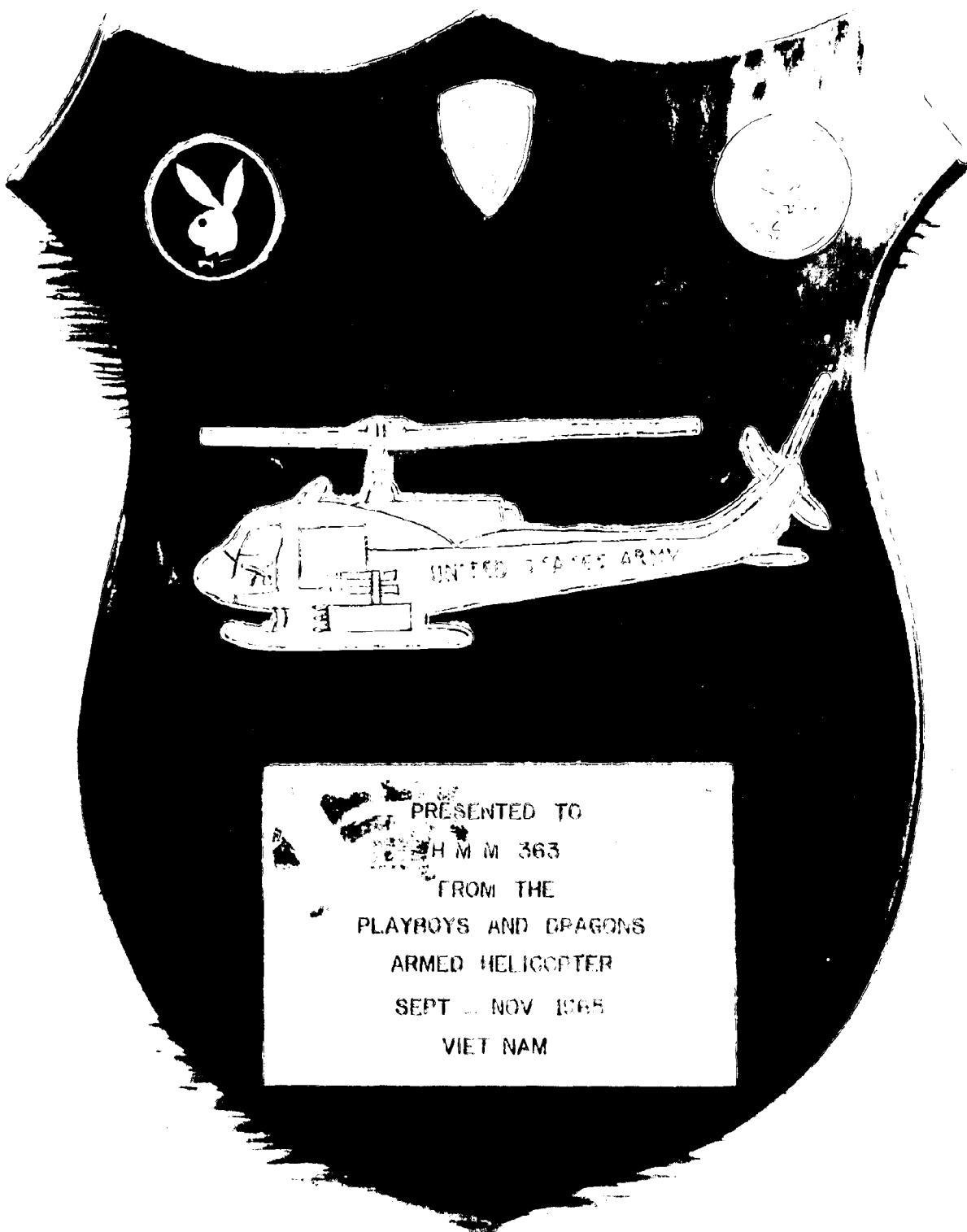
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APPENDIX E

PICTURES OF PLAQUES RECEIVED BY HMM-363
WHILE DEPLOYED AT QUI NHON, REPUBLIC OF VIETNAM

- ✓ Plaque received from Playboys and Dragons E-1
- ✓ Plaque received from the Raiders. E-2
- ✓ Plaque received from Special Forces at Van Canh E-3



E-1

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TO THE OFFICERS AND
ENLISTED MAN OF
HMM 363 FROM
DET A-213 1st SPECIAL
FORCES GROUP (ABN)
TAN-CANH VIETNAM



E-3