

DECLASSIFIED

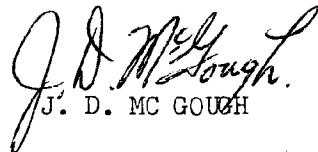
MARINE MEDIUM HELICOPTER SQUADRON 363
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, 96602

3:FO:fe
5750
3 October 1966

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)
Subj: Command Chronology Report for Period 4 July - 30 September 1966;
submission of
Ref: (a) 1stMAW 5750.1B

Encl: ✓(1) Command Chronology Report
✓(2) Statistical Summary, Operation Deckhouse II and Hastings
✓(3) Statistical Summary, Exercise Hilltop VI
✓(4) Statistical Summary, Operation Deckhouse III, Phase I & II
✓(5) Statistical Summary, Operation Deckhouse IV and Prairie

1. In accordance with reference (a), enclosures (1) through (5) are submitted.


J. D. MC GOUGH

AMW - 363

Command Chronology Report

Marine - 30 Oct 66

Marine - 30 Oct 66

DECLASSIFIED

PART I - ORGANIZATIONAL DATA

a. Squadron Commander and Staff, with inclusive dates of duration in assigned billets:

Commanding Officer	4 Jul - 30 Sep 66	Col. J. D. MC GOUGH
Executive Officer	4 Jul - 27 Sep 66	Maj. G. J. VOBORA
	28 Sep - 30 Sep 66	None Assigned
Operations Officer	4 Jul - 27 Sep 66	Maj. W. H. GRAHAM
	28 Sep - 30 Sep 66	Capt. F. OWLETT
Administrative Officer	4 Jul - 22 Sep 66	Capt. M. R. BANNING
	23 Sep - 30 Sep 66	Capt. G. E. THIRY
Logistics Officer	4 Jul - 5 Sep 66	Maj. J. L. MAXWELL
	6 Sep - 30 Sep 66	Capt. D. L. STIEGMAN
Maintenance Officer	4 Jul - 5 Sep 66	Capt. B. M. GRIMES
	6 Sep - 27 Sep 66	Capt. J. D. MOODY
	28 Sep - 30 Sep 66	Capt. T. M. VANVOORHIS
Safety Officer	4 Jul - 30 Sep 66	Capt. T. W. AMIS
Intelligence Officer	4 Jul - 30 Sep 66	Capt. R. M. NEBEL

b. HMM-363, MAG-13 (Rein), 9th MAB, FMFPac (4 Jul - 14 Aug 66)
 HMM-363, MAG-15 (Rein), 9th MAB, FMFPac (15 Aug - 30 Sep 66)

U.S.S. Princeton (LPH-5) (4 Jul - 2 Aug 66)
 U.S.S. Iwo Jima (LPH-2) (3 Aug - 30 Sep 66)

c. Average monthly strength of squadron: 232

d. Important visitors to the squadron: MajGen L. B. ROBERTSHAW visited the squadron on 15 September aboard the U.S.S. Iwo Jima.

PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD

Beginning at first light on the 4th of July, the balance of squadron personnel and equipment were flown aboard the U.S.S. Princeton. By 0900H, the last of the squadron's aircraft were aboard and the ship underway for Subic Bay. In the afternoon, eight aircraft were launched and carrier qualifications were conducted.

By mid-afternoon of the 5th of July, the ship had arrived off Subic Bay and was anchored in the stream. Preparations were made to fly the squadron aircraft from the ship to the seaplane ramp where routine maintenance would be conducted.

On the 6th of July, shuttle runs were conducted between the ship and seaplane ramp transporting maintenance personnel and equipment ashore where they would remain during the period the ship was in port.

During the period 7 to 12 July, the squadron aircraft were used exclusively for admin/liaison runs to Baguio, Manila and Clark AFB with six maintenance test flights also being conducted.

Two aircraft were launched on the morning of 11 July with twenty three recon personnel of 3/5 and conducted para-drop training in the Cubi Pt. area.

During the afternoon of the 11th, one squadron aircraft returning from Manila was forced to make a precautionary landing at Bacacabe due to a chip warning light. The aircraft was left at the scene for the night under guard and the following day maintenance personnel corrected the trouble and the aircraft was flown back to Cubi Pt. without further incident.

On 13 July, aircraft were dispatched to Manila, Clark AFB and Baguio to return personnel to the ship in preparation for getting underway. Squadron aircraft and maintenance personnel were transported from the seaplane ramp back to the ship which was now located at the carrier pier at Cubi Pt. By 1900H, the ship was underway once again for RVN and four aircraft were launched to conduct night carrier qualifications.

The 14th of July found the squadron's efforts concentrated on the impending Operation Deckhouse II. Sixteen aircraft were launched in early afternoon and again conducted carrier qualifications. This second effort achieved 100% pilot qualification for the squadron.

At 1900H, two aircraft were launched on an admin/liaison run to III MAF pad at Da Nang carrying six passengers and 400 lbs. of cargo in support of the SLF.

Although the primary emphasis was on Operation Deckhouse II, now scheduled to be launched the morning of 16 July, squadron aircraft were very busy on the 15th providing support to 3/5, I Corps and the SLF. Admin passenger and cargo runs were conducted between the LPH-5 and Da Nang, Marble Mt., Phu Bai, Quang Tri and CamLo as well as inter-ship transfers of cargo and passengers.

Operation Deckhouse II began on the morning of 16 July 1966 with the 3rd Bn., 5th Marines, HMM-363 and VMO-2 participating. The first of sixteen strike aircraft launched at 0610H from the flight deck of the LPH-5 to strike zone Crow at coordinates YD 261710. One aircraft provided SAR between the LPH-5 and Blue Beach (YD 335714) while four gunships of VMO-2 (Deadlock) provided escort. Two trips were required to complete the lift and no enemy fire was encountered.

Immediately after completion of the troop lift into LZ Crow, the aircraft then began a second lift into a second strike zone (Stork) at coordinates YD 292701. Two trips were required to complete the lift, and no enemy fire was encountered.

The strike zones were secured soon after completion of the troop lifts and four aircraft lifted the CP Group from the LPH-5 to coordinates YD 310728. Two of the four aircraft remained ashore with the CP Group for direct support and admin/liaison missions. No enemy fire was encountered.

Twelve aircraft participated in another troop lift during the afternoon of the 16th with more elements of the 3rd Bn., 5th Marines. Troops were lifted from the LPH-5 into two zones at coordinates YD 260700 and YD 290690. No enemy fire was encountered.

Combat cargo, admin/liaison, VIP and med evac missions were flown throughout the day in support of the SLF. No fire incidents were reported for the day.

On the 17th of July, two direct support aircraft performed a recon insert from coordinates YD 303727 into coordinates YD 260746 in two trips. The same two aircraft then inserted another recon team into YD 260640 from coordinates YD 303727 in two trips. No enemy fire was encountered.

Ten aircraft participated in a strike with elements of 3rd Bn., 5th Marines. Troops were picked up at coordinates YD 260750 and transported into two strike zones at coordinates YD 290701 and YD 277716, respectively. One med evac was immediately lifted from YD 277716 to the LPH-5 after the strike. No enemy fire was encountered.

Six aircraft participated in a strike from coordinates YD 264702 into the strike zone at coordinates YD 260240. Three trips were required to complete the lift and no enemy fire was encountered.

Combat cargo, admin/liaison, and med evac missions were flown throughout the day in support of Operation Deckhouse II and no enemy fire was encountered by the aircraft.

Two night med evac aircraft on standby aboard the LPH-5 were launched north to pick-up two pilots who had ejected from a U.S. Air Force F4C. The pick-up was made at dusk approximately 6 miles north of the DMZ. The two Air Force pilots were able to eject into the water approximately one mile from shore. Heavy fire from shore was encountered while the pick-ups were made by the lead aircraft. No hits were received and the two happy pilots were returned to the LPH-5 where they were given routine medical examinations.

An eight aircraft launch on the 18th of July retracted equipment and troops from YD 290701 to the LPH-5 in four trips.

Two aircraft retracted a recon team from YD 262768 to the Battalion CP at coordinates YD 315722.

Operation Deckhouse II ended at noon on the 18th as squadron aircraft began lifting troops from the Deckhouse operating area into strike zones in the Operation Hastings operating area.

The 3rd Bn., 5th Marines moved directly from Operation Deckhouse II into Operation Hastings, which was already in progress further to the west. Twelve aircraft of HMM-363 followed by twelve aircraft of HMM-364 and six aircraft of HMM-361, transported troops from coordinates YD 263637 and YD 285687 into the first strike zone (LZ Crow) at coordinates YD 073613. One HMM-361 aircraft reported enemy automatic weapons fire in the immediate vicinity of the strike zone. Deadlock, escort aircraft provided by VMO-2, confirmed the enemy position, and in a time span of approximately 5 minutes, troops of 3/5 had captured the enemy weapon reporting two enemy KIA and one enemy WIA in the process.

Troops were then lifted from YD 330705, YD 302684 and YD 307727 into a second strike zone (LZ Dove) at coordinates YD 084606. Five trips were required to complete the lift and no further enemy fire was encountered.

Squadron aircraft flew resupply and routine med evac missions for the remainder of the day. No enemy fire was reported during these missions.

Throughout the 19th of July squadron aircraft flew med evac, admin/liaison, resupply and aerial recon missions. At 1745H, two aircraft on resupply missions from Dong Ha to coordinates YD 054652 encountered enemy small arms fire in the vicinity of coordinates YD 068657. There were no hits or injuries.

On the 20th of July, twelve HMM-363 aircraft followed by HMM-163 and HMM-161 aircraft transported troops of the 1st Bn., 1st Marines from Dong Ha airstrip into a strike zone at coordinates YD 072612. When the first two trips had been completed, the transport aircraft were requested to delay the lift by the ground forces already in the zone, because immediate contact had been made with an enemy force of undetermined size. After a fifteen minute delay, the lift was continued with no enemy fire incidents reported by the transport helicopters.

Two aircraft on a resupply mission from Dong Ha LSA to the Ridgebeam CP at coordinates YD 050648 encountered moderate enemy small arms fire in the vicinity of coordinates YD 056641. There were no hits or injuries.

The same two aircraft on an aerial reconnaissance mission encountered enemy fire from an undetermined position. The lead aircraft received a hit in one of the main rotor blades resulting in minor damage to the aircraft. There were no injuries to the crew.

Med evac, admin/liaison, and resupply missions were flown throughout the day with no further fire incidents reported.

Fourteen aircraft were launched on the 21st of July and participated in a strike with two Vietnamese Military ranger battalions. The Vietnamese forces were picked up at coordinates YD 036519 and transported to the strike zone at coordinates XD 976520. Two trips were required to complete the lift and no enemy fire was encountered.

Twelve aircraft participated in an administrative troop lift between Cam Lo and coordinates YD 053650. Troops of 2nd Bn., 9th Marines at Cam Lo replaced troops of 3rd Bn., 4th Marines at coordinates YD 053650. Three trips were required to complete the lift and no enemy fire was encountered.

Squadron aircraft flew med evac, resupply and aerial recon missions during the day with no enemy fire reported.

On 22 July, two aircraft extracted an eight man recon team from coordinates YD 958511, and transported them to Cam Lo.

Two aircraft were launched from Dong Ha to coordinates YD 023617 to pick-up 9 U.S. WIA and 2 U.S. sick. The two aircraft made the pick-up and then encountered enemy automatic weapons fire leaving the zone. There were no hits and suppressing fire was not used.

Admin/liaison, resupply, aerial recon, and med evac missions were flown for the remainder of the day with no further enemy fire reported.

On the 23rd of July, squadron aircraft flew a variety of resupply, admin/liaison, med evac and aerial recon missions throughout the day in support of Operation Hastings with no enemy fire being reported.

Two aircraft were operating in the area of coordinates XD 9864 on a leaflet drop mission when one had a mid-air collision with an Air Force L-19. The tail cone was sheared from the Millpoint aircraft and a wing from the L-19. Both aircraft crashed and while the crew of the HMM-363 aircraft escaped serious injury, the Air Force pilot was killed. The HMM-363 aircraft was subsequently destroyed by friendly forces as recovery or salvage was precluded by the tactical situation.

On the 24th of July, two night med evac aircraft on standby at Dong Ha were launched to coordinates YD 034623 to pick-up 6 U.S. WIA. The two aircraft made the pick-up while the zone was under enemy semi-automatic weapons fire. The aircraft were not hit and suppressing fire was not used. The U. S. WIA were returned to "D" Med with no further incidents.

One aircraft, escorted by one Deadlock escort, inserted a five man recon team at coordinates YD 059670 with no fire reported.

Six aircraft were alerted aboard the LPH-5 to make a night, emergency, ammo resupply to coordinates XD 984563 (Pennant Winner). Due to the heavy cloud cover, Bucktooth 834 provided a flare drop to illuminate the landing zone. The two lead aircraft made three round trips to the zone while the remaining four made two round trips each. Light enemy sniper fire was encountered in the vicinity of the drop zone, but no hits were received by the aircraft. All aircraft returned to the LPH-5 without further incident.

Squadron aircraft flew routine resupply missions most of the 25th of July in support of U. S. units participating in Operation Hastings. No enemy fire was encountered by squadron aircraft during the day.

This day also found the squadron losing its second aircraft in as many days, and suffering its first fatality of the operation. Two aircraft were launched from the LSA on a resupply mission to coordinates YD 043637. YZ-65, after establishing a momentary hover over the LZ, lost RPM and began to settle. As the aircraft settled, the tail rotor struck a tree, severed, and the aircraft crashed. Corporal C. F. FABRIS, the aircraft gunner, was fatally injured and Sergeant R. HUGGINS, the crew chief, received serious injuries. The aircraft was subsequently destroyed by friendly forces due to the tactical situation.

On the 26th of July, two aircraft flew from Dong Ha to Cam Lo to pick-up a 14 man recon team. The recon team was inserted at coordinates YD 102479, and no enemy fire was reported.

Two aircraft inserted a twelve man recon team at coordinates XD 991512. The two aircraft then returned to Cam Lo and picked up 4 U.S. KIA for the U.S.S. Repose.

The squadron aircraft flew extensive resupply missions for the remainder of the day in support of all U. S. units in the field. Several aircraft shuttled U. S. WIA and sick from "D" Med to the U.S.S. Repose. No enemy fire was encountered during the day.

On the 27th of July, four aircraft retracted a recon team from coordinates XD 980480. The recon team was transported to Cam Lo without incident.

Fourteen aircraft participated in an administrative troop lift of elements of 3rd Bn., 5th Marines from LZ Dove (XD 255744) to coordinates YD 966592. Four trips were required to complete the lift.

The remainder of the missions flown during the day by squadron aircraft included admin/liaison, med evac and resupply missions.

No troop lifts were flown during the 28th of July. Squadron aircraft flew routine med evac, resupply and aerial recon missions with no enemy fire reported.

On the 29th of July, three aircraft retracted a 10 man recon team from coordinates YD 065564. The recon team was returned to Dong Ha without incident.

Seven aircraft retracted the artillery element of the 3rd Bn., 5th Marines from YD 117578 to the LPH-5.

Eight aircraft retracted Kilo and Lima companies of the 3rd Bn., 5th Marines from XD 984564 to the LPH-5 with no enemy fire reported.

On the 30th of July, two aircraft inserted and retracted a five man recon team in the vicinity of coordinates XD 8961 three different times. The recon team's mission was to evaluate the results of a B-52 bombing raid in the area. The aircraft remained over-head the entire time and no enemy fire was reported.

Eight squadron aircraft followed by sixteen aircraft of HMM-161 and HMM-163, retracted the remaining elements of the 3rd Bn., 5th Marines still ashore from coordinates XD 985562 to the LPH-5. One HMM-161 aircraft went down on the beach due to mechanical difficulties during the lift. A. U. S. reaction force was flown in from Cam Lo to provide security for the downed aircraft while maintenance crews repaired the downed aircraft. No enemy fire was encountered during the retraction.

By 1600H, the 3rd Bn., 5th Marines had been retracted from Operation Hastings to the LPH-5, and all squadron aircraft were aboard the ship.

On 31 July, the ship arrived off MCAF Ky Ha and began off-loading personnel and cargo of BLT 3/5. Off-loading operations continued steadily until the morning of 2 August when the last personnel and equipment were off-loaded and the ship underway for Subic Bay.

During this period, squadron aircraft were utilized for administrative passenger runs to Da Nang, Chu Lai and MCAF Ky Ha, and squadron personnel were busy readying equipment for transfer to the U.S.S. Iwo Jima upon arrival at Subic Bay.

On the morning of 3 August, the ship arrived at Subic Bay. Six aircraft were launched preceding arrival and commenced transferring personnel and equipment of the SLF Staff and the squadron to the U.S.S. Iwo Jima. Transfer operations continued throughout the day and the 4th of August when all personnel and cargo were finally aboard the LPH-2.

During the period 5-6 August, the ship was in port at Subic Bay the majority of the time and only routine administrative passenger and cargo and maintenance test flights were flown.

On 7 August, a rehearsal was conducted for Operation Hilltop VI on the island of Mindoro near the town of San Jose. With the navy aircraft providing SAR, 15 squadron aircraft were launched from the LPH-2 and lifted elements of the 1st Bn., 26th Marines ashore to coordinates 995398, code named "LZ Swan". At 1330H, 14 aircraft retracted the troops to the ship. The lift was completed by 1600H without incident.

Flight operations on 8 August consisted of test flights in the morning and three afternoon launches that shuttled passengers and cargo between the various ships of the group.

Operation Hilltop VI began 9 August with 1st Bn., 26th Marines, HMM-363, and the U.S.S. Iwo Jima participating in the initial troop assault.

One aircraft launched from the LPH-2 at 0645H to provide aerial reconnaissance of coordinates 930755, and to act as TACA for the troop lift.

Fifteen aircraft then launched from the LPH-2 to transport the assault troops from the ship into the strike zone, code named LZ "Sparrow", at coordinates 932745. An additional aircraft provided ship-to-shore SAR

while the lift was in progress. During the lift, the ship's fuel was found to be contaminated with sulphur and all flights were temporarily cancelled after eleven trips had been made ashore. Early in the afternoon, twelve aircraft resumed the lift, completing it in six trips.

Later in the afternoon, two aircraft were launched to LZ Sparrow to pick-up two U. S. med evacs. The same two aircraft launched again to pick-up one U. S. med evac at coordinates 965585. All med evacs were returned to the LPH-2.

One aircraft flew liaison missions between the U. S. S. Iwo Jima, Thomaston, Vancouver and San Jose Airport and made one VIP run to the CP at LZ Sparrow with BGen RYAN and his party.

On 10 August, four aircraft launched from the LPH-2 to LZ Sparrow to shuttle troops and cargo from the landing zone to LZ Crow at coordinates 931768. Two of the aircraft made eight trips during the lift while the remaining two made six trips.

Two aircraft launched from the LPH-2 on a simulated med evac at coordinates 015710. While enroute, they were diverted to an actual med evac at coordinates 927779. No med evac was at the designated coordinates and the aircraft returned to the ship.

Two aircraft launched from the LPH-2 to shuttle water and rations from the ship to elements of 1/26 at LZ Swan, LZ Sparrow and coordinates 873731 and 963784.

In the afternoon, six aircraft were launched from the LPH-2 to a pick-up point at coordinates 829821 for a training strike into a strike zone at coordinates 937794. One aircraft was diverted to pick-up a U.S. med evac at coordinates 965776 and transport the evacuee to the ship. Another aircraft proceeded to the Belgrade Six CP after the lift to pick-up passengers for an aerial recon of coordinates 9483, 9680 and 9877. The passengers were returned to the CP and the aircraft returned to the ship.

Four aircraft launched on 11 August from the LPH-2 with water and rations for the Battalion CP at coordinates 926779 and Belgrade Delta at 940814. Four trips were required to complete the lift. Two of the aircraft picked up the CO's of the U.S.S. Vancouver and U.S.S. Thomaston and parties and returned them to the LPH-2.

Two aircraft launched early in the afternoon to LZ Crow at coordinates 040769 to retract the troops and cargo of the 107MM Battery back to the LPH-2. Five trips were required to complete the lift.

Four aircraft were launched to transport troops and equipment of Belgrade Charlie from LZ Swan to LZ Eagle. Two additional aircraft joined the lift later and helped complete the lift.

A variety of troop shuttles, admin/liaison and resupply flights were flown in the afternoon in addition to the above. One med evac was picked up at LZ Eagle and returned to the U.S.S. Vancouver.

Early morning of 12 August found thirteen aircraft launching from the LPH-2 to LZ's Raven and Sparrow to begin retracting the troops of 1/26 back to the ship. The troops and equipment were retracted first from LZ Raven and then from LZ Sparrow. Twenty trips were required to complete the lift in weather that became very marginal towards the end of the lift, thus ending the operation.

No flight operations were conducted on 13 August as the ship was enroute to RVN and the operating area for Operation Deckhouse III.

Flight operations on 14 and 15 August consisted of routine passenger and cargo runs to Vung Tau, Bien Hoa and Tan Son Nhut AFB. Other passengers and cargo were shuttled between the LPH-2 and the various ships of the group.

On the morning of 16 August at 0850H, sixteen squadron aircraft launched to transport assault troops of the 1st Bn., 26th Marines from the U.S.S. Iwo Jima to shore. The initial strike zones, code named "Bluebird" at coordinates YS 895764 and "Canary" at coordinates YS 869739, were prepped by naval gunfire and U.S. Air Force F-100's. Two Klondike gunships provided escort for the strike while a third Klondike slick acted as Playboy TACA.

Early in the afternoon, two aircraft launched to transport the SLF ashore for a beach inspection. Upon completion of the inspection, twelve aircraft launched from the LPH-2 to transport H&S Co. and external cargo to LZ Eagle at coordinates YS 822715. The lift was completed after five trips.

Direct support and med evac missions were flown by squadron aircraft for the remainder of the day with no enemy fire encountered.

Most missions flown on 17 August were direct support and med evac missions for 1/26.

Two aircraft, after delivering supplies to YS 847730, picked up two heat casualties and then proceeded to YS 816691. Five U. S. WIA were picked up from this zone and the aircraft returned to the ship. In the afternoon, two additional med evacs were picked up at YS 799773 and returned to the ship.

At 1435H, eight aircraft launched from the LPH-2 to LZ Canary (YS 864739). Troops and equipment of Glimmer "B" were then lifted to a new location at LZ Wren (YS 834797) in six trips.

At 1726H, four aircraft launched from the LPH-2 to LZ Eagle (YS 822715). A 24 man recon party was then inserted at YS 788725 with no enemy fire reported.

On 18 August, operations began with two aircraft launching to LZ Eagle. After picking up one U.S. WIA, the aircraft proceeded to LZ Wren. One additional WIA and one KIA were picked up and the aircraft returned to the ship.

At 1052H, six aircraft launched from the LPH-2 to LZ Eagle. Troops and equipment of the 107MM Btry. were then lifted to a new location at LZ Wren. The lift was completed at 1452H.

During the remainder of the day, squadron aircraft flew direct support missions. The final flight of the day was a two plane launch at 1700H to conduct a broadcast mission in the May Tao secret area.

Early morning of 19 August found three aircraft launching from the LPH-2 to YS 752731 for a recon retraction. Prior to reaching the pick-up point, they were advised that the patrol was pinned down by an estimated 30 VC. While two Klondike gunships flew cover for the patrol, the aircraft diverted to LZ Eagle where they were joined by two additional aircraft. A reaction force was lifted to YS 752731, but contact had been broken and they were returned to LZ Eagle. The 24 man recon patrol was then extracted to LZ Eagle without further incident.

Subsequent to their return to the ship, two aircraft relaunched to LZ Eagle where they picked up Glimmer Six and made a recon of LZ's Hawk and Dove. One med evac was picked up at LZ Hawk and the aircraft returned to the ship after dropping Glimmer Six at LZ Eagle.

At 0912H, ten aircraft launched from the LPH-2 to LZ Dove (YS 770808). Two hundred and twenty two troops of Glimmer "C" were then lifted to Blue Beach (YS 825697) in three trips.

Twelve aircraft launched at 1240H and proceeded to LZ Wren. Two hundred and eighteen troops of Glimmer "D" were then lifted to the ship in three trips.

Squadron aircraft flew direct support and med evac missions the remainder of the day with no enemy fire reported.

At 0620H on 20 August, thirteen squadron aircraft launched from the LPH-2 to LZ Wren and commenced lifting troops and equipment of Glimmer "B" and the Howtar Btry. to the ship. Upon completing this lift, the aircraft then proceeded to LZ Eagle and retracted CP and H&S Co. personnel to the ship in five trips. To complete the retraction, Glimmer "A" was then lifted from LZ Eagle to Blue Beach.

On the morning of 21 August, three aircraft launched from the LPH-2 and carried CTG 79.5, 76.5 and party to Hdqtrs. II ForcesV at Bien Hoa for a planning conference. On the return trip, a recon was made of coordinates YS 6470.

In the afternoon, three aircraft launched and proceeded to Ben Lon (YS 433671) and YS 836567 and lifted two Code Sevens and staff to the LPH-2 for a briefing. Other squadron aircraft shuttled passengers and cargo between the LPH-2 and various ships of the group.

Operation Deckhouse III, Phase II, began on 22 August, one day after the first phase of Deckhouse III had ended. One aircraft launched early in the morning with Glimmer Six aboard to provide an area recon, and to later provide SAR capabilities for the assault troop lift from the U.S.S. Iwo Jima.

Sixteen aircraft participated in the initial strike from the LPH-2 with the 1st Bn., 26th Marines. Troops of Delta Company were lifted in two waves into the initial strike zone at coordinates YS 645645, code named "Dove". Bravo Company was then lifted into a second strike zone at coordinates YS 655702, code named "Hawk".

Squadron aircraft flew direct support, med evac, and aerial recon missions for the battalion for the remainder of the day.

Two aircraft inserted a twenty one man recon team from LZ Hawk into coordinates YS 585574 at 1800H without incident.

By 1940H, all aircraft had returned to the ship with no enemy fire being encountered during the day.

The majority of the flights on 23 August were in direct support of the 1st Bn., 26th Marines. Combat cargo was transported from the U.S.S. Iwo Jima and U.S.S. Vancouver to the HST area at LZ Hawk. Other direct support missions includes aerial recon flights and med evacs.

Two aircraft were launched to Xuyen Moc (YS 654685) with a civic action team. After returning to the LPH-2, the two aircraft launched again with liaison officers from the SLF and proceeded to the 1st Australian Task Force CP at YT 435683 and then to the 173rd Airborne Brigade CP in the vicinity of coordinates YT 4405. The aircraft then returned to the LPH-2.

In the afternoon, four aircraft, escorted by a Klondike gunship, retracted a 22 man recon team from coordinates YS 607598 and returned them to LZ Hawk. Subsequently, a 24 man recon team was picked up at LZ Hawk and inserted at coordinates YS 713633. No enemy fire was encountered.

In addition to the two Condition IV night med evac aircraft, four aircraft and crews were placed on a Condition IV standby to provide lift capabilities for a reaction force on standby ashore in the event a recon team previously inserted needed help. The aircraft were not needed.

On 24 August, two aircraft were launched early in the morning to Glimmer "A" at coordinates YS 615724 where two med evacs were picked up and returned to the ship. The aircraft then proceeded to Glimmer "C" at coordinates YS 675585 to pick-up three additional med evacs.

Two aircraft launched with a civic action team for Xuyen Moc (YS 655685). After returning to the LPH-2, they were relaunched immediately on a priority ammo resupply to LZ Hawk.

Most flights during the day were in direct support of 1/26 carrying water and rations to the various company positions. Med evac missions were also flown with no enemy fire encountered on any flight.

In the afternoon, a 24 man recon team was retracted without incident from YS 733642 by four aircraft and returned to LZ Hawk. Escort for the retraction was provided by a Klondike gunship.

Most of the missions flown on 25 August were direct support flights of logistic cargo for 1/26. Water, rations, and ammo were lifted from the LPH-2 and U.S.S. Vancouver throughout the day to all company positions.

Two aircraft picked up three med evacs at Glimmer "D" position, and one med evac from the Glimmer "B" position and returned them to the LPH-2. No enemy fire was encountered throughout the day.

On 26 August, resupplies of ammo, water, rations and fresh fruit were lifted throughout the day from the LPH-2 and U.S.S. Vancouver for all elements of 1st Bn., 26th Marines ashore. Med evacs were picked up from all positions except Glimmer "B" during the day and returned to the ship.

At 1337H, twelve aircraft launched and proceeded to YS 675588. "C" Co. was then transported from these coordinates into a strike zone at coordinates YS 732762 without incident. Three trips were required to complete the lift and escort was provided by Klondike Playboy. Just prior to the strike, the zone was prepped by Naval Gunfire and Air Force F-4C's.

Two aircraft launched from the ship to YS 591667 and YS 598755 to pick-up VC prisoners. The prisoners were returned to LZ Hawk and the aircraft returned to the ship.

Three aircraft inserted a 22 man recon team from LZ Hawk into YS 605580 with no enemy fire reported.

At 1155H on 27 August, eight aircraft retracted troops of "C" Company from LZ Owl (YS 731757) to Green Beach (YS 678585) in four trips.

Later in the afternoon, eight aircraft launched from the LPH-2 to coordinates YS 597679 to retract troops of "B" Company to the U.S.S. Iwo Jima. Four additional aircraft launched at this time to transfer 24 AmTrac personnel from LZ Hawk to the U.S.S. Vancouver. They then joined the initial troop retraction, completing the lift in three trips.

Two aircraft launched at 1645H and lifted a section of 81MM mortar platoon from YS 675588 to LZ Hawk.

Routine resupply missions were flown throughout the day without incident.

Routine resupply missions were flown throughout the morning of 28 August without incident. Four med evacs were lifted from YS 634615 and one U. S. KIA was lifted from YS 647602. All were returned to the LPH-2.

At 1300H, four aircraft launched from the LPH-2 to LZ Canary (YS 598710) where they were joined by four aircraft diverted from resupply missions and began retracting "A" Company to LZ Hawk. Six of the aircraft completed the lift in six trips while two aircraft were diverted after the first trip to Glimmer "C" at YS 650602 on an emergency resupply of battle dressings. The two aircraft then picked up two med evacs at YS 641621 and returned them to the ship.

At 1800H, two aircraft flew an emergency resupply of 105 MM ammo from the LPH-2 to LZ Hawk. Two trips were required to complete the resupply in very marginal weather.

Commencing at 0652H on 29 August, fifteen aircraft launched from the LPH-2 to begin retracting all remaining elements of 1st Bn., 26th Marines still ashore. Delta Co. was lifted from YS 563684 to the ship in two trips, H&S Co. from LZ Hawk to the ship in six trips, and "A" Co. was lifted from LZ Hawk to Red Beach (YS 620579) in two trips. One additional aircraft provided TACA for the lift which was completed by 1300H.

Administrative runs were made to the 173rd Airborne Brigade CP and 1st Australian Task Force CP during the remainder of the day. Three U.S. KIA were transferred to the 93rd Evacuation Hospital at Long Binh and inter-ship transfers of cargo and passengers were also made.

To complete operations this date, one aircraft launched at 1648H to provide TACA for salvage operations of an LCM which had capsized 500 meters off Brown Beach.

No flight operations were conducted on 30 August as the ship was enroute to Subic Bay to participate in Exercise Bolador with the Philippine Marines.

On 31 August, squadron aircraft made administrative passenger and cargo runs to Cubi Pt., Clark AFB with seven med evacs, Corregidor and Manila.

The beginning of the month found the squadron entering Manila Bay aboard the U. S. S. Iwo Jima to begin preparing for the up-coming exercise, code named Bolador, with the Philippine Marines.

One aircraft launched in the early morning of 1 September to make VIP runs between the LPH-2 and Sangley Point. When the VIP runs were completed, this aircraft became the SAR bird for the practice troop lift which was also scheduled for the morning's activities.

Shortly after the VIP aircraft launched, eleven additional aircraft launched from the ship to the parade grounds at Manila (832109). One hundred fifty-nine Philippine Marines were then lifted from the parade grounds to the LPH-2 in four trips.

Early in the afternoon twelve aircraft launched from the LPH-2 with the Philippine Marines for a rehearsal landing at LZ Maya (Parade Grounds). One additional aircraft provided SAR for the lift which was completed in two trips. Four of the twelve aircraft then returned to the parade grounds to pick-up a Philippine UDT team which was to be para-dropped in the Minex area off Corregidor Island. Two additional aircraft departed the LPH-2 at this time with observers and photographers aboard to observe and photograph the para-drop. The drop was made without incident and all aircraft returned to the LPH-2.

At dawn on 2 September, one aircraft launched from the LPH-2 for the parade

grounds at Manila to pick-up three newsmen and one Code Seven. The four passengers were then transported to Corregidor Island to observe the ensuing landing.

Twelve aircraft launched at 0655H for Corregidor Island with the initial assault elements of the Philippine Marines aboard. A simulated strike was effected at LZ Pugo (TR 418925) without incident. Two trips were required to complete the lift before the aircraft returned to the LPH-2.

Commencing at 1240H, twelve aircraft departed the LPH-2 to LZ Pugo to begin retracting the previously dropped Marines. The troops were retracted from LZ Pugo to LZ Maya in two trips without incident. One additional aircraft provided SAR for the lift.

Two aircraft launched from the LPH-2 for LZ Maya with fifteen Philippine Officers aboard. After letting the officers off at LZ Maya, the aircraft refueled at NAS Sangley Point, and returned to the ship to complete Exercise Bolador.

On 3 September squadron aircraft flew a variety of passenger admin runs to the helicopter pad at the American Embassy in Manila, and also to NAS Cubi Point. Upon completion of their missions, the aircraft were shutdown at the NAS Cubi Point seaplane ramp where they remained for maintenance and repairs for the duration of the ship's stay in port. Later in the morning, the remainder of the squadron aircraft able to be flown ashore were shuttled to the seaplane ramp for keeping while the ship renovated its flight deck while in port.

During the period 4 through 11 September squadron aircraft made administrative passenger runs from the LPH-2 to Sangley Point and Clark AFB.

During the afternoon of 12 September, all squadron aircraft ashore were flown back aboard the LPH-2 from the seaplane ramp and the ship was underway for RVN by 1730H.

No flight operations were conducted on 13 September as the ship was enroute to the operating area for Operation Deckhouse IV.

On 14 September, seven aircraft were launched from the LPH-2 during the morning for admin passenger and cargo runs to Da Nang and Marble Mountain.

Two aircraft launched at 0900H from the LPH-2 to recon landing zones that had been designated as assault sites for the pending operation. The three zones that were aerial reconned were at coordinates YD 213665, YD 198695, and YD 173687.

During the afternoon, two aircraft departed the LPH-2 to transport five med evacs to Da Nang. Other squadron aircraft made admin passenger and cargo runs between ships and Dong Ha. There were no flight incidents during the day.

Operation Deckhouse IV began the morning of 15 September when one aircraft launched from the LPH-2 at 0635H to provide SAR for the pending assault, troop lift.

Sixteen squadron aircraft began launching from the LPH-2 at 0650H with the first assault elements of Glimmer Bravo. These elements were lifted into the initial strike zone at coordinates YD 173627, code named LZ Wren. When Glimmer Bravo had been lifted ashore, Glimmer Delta was then lifted from the LPH-2 into the second strike zone at coordinates YD 198695, code named LZ Sparrow. Upon completion of these lifts, Glimmer Charlie was lifted from the U.S.S. Vancouver into LZ Sparrow. Deadlock aircraft of VMO-2 provided escort for the strikes and no enemy fire was encountered. The sixteen squadron aircraft then continued to lift troops and external cargo into the two zones for the remainder of the morning.

The lead aircraft of the lift and his wingman were diverted at 1300H to coordinates YD 170653 for an emergency recon retraction. On final approach into the zone the lead aircraft encountered intense enemy automatic weapons and small arms fire. The lead aircraft sustained three hits before waving off. One hit damaged the engine oil cooler which necessitated an emergency landing at Dong Ha. During this action, the aircraft's crew chief was slightly wounded. The aircraft remained down at Dong Ha for the remainder of the day for battle damage.

Four additional aircraft then diverted to YD 170653 to retract the pinned down recon team. All four aircraft encountered intense enemy automatic weapons and small arms fire entering the zone and were forced to wave off. During this time, the aircraft gunner of the number two aircraft was seriously wounded by the enemy ground fire. This aircraft then diverted immediately to the ship with its med evac. Approaching the LPH-2, control difficulties were experienced by the aircraft, and after a safe, but eventful landing, it was learned the aircraft's servos had been extensively damaged by the enemy fire.

The other three aircraft in the flight flew to Dong Ha to assess their battle damage which was determined to be minor at the time, although, closer inspection aboard the LPH-2 revealed that the number three aircraft had almost had its tail rotor cable completely severed by the fire.

Condole and Deadlock aircraft were then called into the retraction area for an air strike. Five additional squadron aircraft then went in under the air cover and effected the retraction without further incident. One U.S. KIA, 6 U.S. WIA and twelve remaining troops of the recon unit were returned to the LPH-2.

Twelve aircraft launched from the LPH-2 at 1630H to lift Glimmer Alfa and Battery Alfa from Landing Zone Dove (YD 302728) and Blue Beach (YD 310735) into LZ Eagle (YD 215665). Two aircraft were diverted during the lift to Blue Beach. There they picked up 5 VC POW's and transported them to LZ Sparrow. Upon completion of the troop lift, four aircraft continued to lift 105 ammo from Blue Beach to LZ Eagle. Prior to completing this lift, two of the aircraft were diverted to LZ Sparrow where they picked up 1 U.S. WIA and returned him to the LPH-2.

Two aircraft launched at 1940H to transport an emergency resupply of ammo

and water to LZ Sparrow. Three U.S. med evacs were then returned to the LPH-2 from LZ Sparrow without incident.

The majority of flights on 16 September were resupply and med evac missions in support of BLT 1/26. Throughout the morning squadron aircraft lifted supplies of water, rations and ammo from the LPH-2 and the U.S.S. Vancouver into LZ Eagle, LZ Sparrow, Glimmer Bravo at YD 165712, and Glimmer Delta at YD 187742. Two aircraft, after dropping cargo at LZ Sparrow, returned to the ship and picked up CTG 76.5. The flight then proceeded to the U.S.S. Oklahoma City where they picked up ComSeventhFleet and transported him to the Glimmer CP at LZ Sparrow. On the return trip an aerial recon of LZ Eagle was made. The two aircraft then returned ComSeventhFleet to the U.S.S. Oklahoma City and then returned to the LPH-2.

Six U.S. med evacs were picked up during the morning from the various zones and returned to the LPH-2. No enemy fire was encountered.

Water and rations resupply continued throughout the afternoon by squadron aircraft in support of BLT 1/26. Two resupply aircraft were diverted to Glimmer Alfa's position at coordinates YD 184645 where they picked up one U.S. WIA and returned him to the LPH-2. Four other aircraft on resupply missions were diverted to YD 170730 (Objective 3), where they performed a routine extraction of a twenty-two man U.S. Marine recon team and returned them to LZ Sparrow.

Other squadron aircraft resupplied elements of 1/26 at coordinates YD 173734 and YD 198694. Two of the aircraft made three trips from Dong Ha to LZ Eagle transporting external loads of mo-gas. The two aircraft then returned to the ship and were launched again immediately on an emergency ammo resupply to Glimmer Bravo, located at coordinates YD 161719. Both aircraft encountered enemy small arms fire approaching the zone and while in the zone, however, no hits were received. The aircraft then picked up 9 U.S. WIA and 2 U.S. KIA from the zone and returned them to the ship.

Six aircraft launched from the LPH-2 at 1850H and made night emergency resupplies of ammo, rations and water to Glimmer Delta at YD 170730, Glimmer Bravo at YD 161719 and other elements of 1/26 at coordinates YD 198694 and YD 173734. No enemy fire was encountered during the evening's activities.

Two, Condition Three, med evac aircraft were dispatched to the U.S.S. Vancouver on the night of the 16th to provide fast reaction time for med evacs while the U.S.S. Iwo Jima went out to sea for replenishment. At 0545H, 17 September, they began the day's activities by launching from the LPD-2 to coordinates YD 173670 to pick-up 11 U.S. WIA and 1 U.S. KIA. The med evacs were returned to the LPH-2 without incident.

Two additional aircraft launched from the LPH-2 to pick-up 21 U.S. WIA and 1 U.S. KIA from Glimmer Alfa's position at coordinates YD 172648. Two trips were required to complete the evacuation to the LPH-2, and no enemy fire was encountered.

Two aircraft, assigned as Battalion direct support for the morning, launched from the LPH-2 to LZ Sparrow (YD 198694). From Sparrow they were sent to Bravo Company (YD 152717) with an ammo resupply. They then returned to LZ Sparrow to pick-up 2 U.S. sick and evacuated them to the ship.

Four aircraft launched at 0650H to LZ Sparrow and lifted personnel and equipment of the 81MM mortar platoon to Objective 5 at coordinates YD 152718. Two trips were required to complete the lift, and the aircraft then began resupply missions of water, rations and externals from LZ Sparrow to LZ Eagle and to Glimmer Alfa at coordinates YD 175650. Resupplies were then lifted from the LPH-2 to Glimmer Alfa, and there were no incidents reported.

Two aircraft departed the LPH-2 to LZ Sparrow and picked up a 12 man recon team for an insertion at LZ Dove (YD 280750). No enemy fire was encountered during the flight.

Five aircraft departed the LPH-2 at 0920H to transport a 64 man reaction force from LZ Sparrow to YD 163679. The lift was completed in two trips without incident.

Seven squadron aircraft flew resupply missions in support of 1/26 throughout the morning from the LPH-2 and the LPD-2 to LZ Sparrow and LZ Eagle. No enemy fire was encountered.

Two squadron aircraft returning from an admin run to Da Nang were diverted to Delta Company at coordinates YD 150733 to pick-up five med evacs. The aircraft encountered intense enemy automatic weapons fire approaching the zone. The enemy fire damaged the number two aircraft's engine oil pump forcing it to make an emergency landing in the zone. Delta Company immediately provided security for the downed aircraft and arrangements were made with the LPH-2 to fly in necessary parts and a maintenance crew to repair the aircraft. The maintenance crew was flown into the zone and temporary repairs were made by the crew while the zone was under sporadic, enemy, small arms fire. Enemy mortars began bracketing the zone as the crew completed the temporary repairs. The bird then lifted from the zone without further damage and landed at LZ Eagle where it remained for the night.

Seven squadron aircraft continued resupply missions in conjunction with other missions throughout the afternoon in support of 1st Bn., 26th Marines.

Two of the aircraft went to LZ Sparrow where they picked up 2 med evacs and 5 VC prisoners. The med evacs were returned to the LPH-2 and the prisoners were then transported to Lai An.

Two resupply aircraft were launched from LZ Sparrow later in the afternoon to Glimmer Delta at coordinates YD 153734 on an emergency resupply mission. Both aircraft encountered enemy fire approaching the zone and the lead aircraft sustained two hits resulting in minor damage. There were no injuries to crews and suppressing fire was not used.

Three aircraft launched from the LPH-2 to YD 285763, extracted a 17 man recon team and transported them to LZ Sparrow without incident. The air-

craft then returned to the ship where they refueled and were joined by two additional aircraft for an ammo resupply mission into coordinates YD 151733. All of the aircraft encountered enemy small arms fire entering the zone, but there were no hits or injuries and suppressing fire was not used. The same five aircraft then launched from LZ Sparrow to coordinates YD 171683 and made an emergency retraction of 72 troops. The troops were retracted back to LZ Sparrow in two trips without incident.

Three of the above aircraft then launched to Dong Ha and lifted the SLF party to LZ Sparrow. They then returned to the ship with 1 U.S. WIA from LZ Sparrow.

Two aircraft launched at 2045H to Da Nang with one U.S. WIA in critical condition. The aircraft returned to the LPH-2 at 2245H without incident.

At 1200H on 18 September, HMM-363 reported as directed for OpCon to CG, First MAW, thus terminating Operation Deckhouse IV and entering Operation Prairie.

Four aircraft proceeded to the U.S.S. Vancouver at 0645H to lift an AmTrac platoon to LZ Eagle. Enroute to the LPD-2, two of the aircraft were diverted to Glimmer Bravo at coordinates YD 152717, where they picked up 11 U.S. WIA and returned them to the LPH-2. The remaining two aircraft completed the troop lift in two trips. They then joined two additional resupply aircraft and transported water, rations, and fresh fruit to LZ Sparrow, and no enemy fire was encountered.

Two aircraft launched from the LPH-2 to Glimmer Delta's position at coordinates YD 152733. Seven U.S. WIA were picked up and evacuated to the LPH-2 without incident.

Two additional aircraft transported 8 U.S. KIA from the U.S.S. Iwo Jima to the city of Hue at 1158H.

Two aircraft on resupply missions in support of 1/26 were diverted to Glimmer Delta at coordinates YD 152733 where they picked up 6 U.S. WIA and evacuated them to the LPH-2. No enemy fire was reported.

Two additional aircraft on resupply missions in support of 1/26 encountered enemy small arms fire departing the zone at coordinates YD 132668. No hits were received and suppressing fire was not used.

Squadron aircraft flew resupply missions consisting of ammo, water and rations throughout the afternoon and into the evening in support of 1/26. No additional enemy fire incidents were reported.

Two aircraft launched at 2210H on an emergency blood transfer. Blood donated from personnel of the U.S.S. St. Paul was picked up and transported to the U.S.S. Repose. Medical supplies needed aboard the LPH-2 were then picked up and returned to the ship.

On 19 September twelve aircraft launched from the LPH-2 at 0630H for

Dong Ha where they were on standby for the remainder of the day as direct support for Operation Prairie.

Most missions flown during the day were resupply missions in support of 1/26, 1/4 and 2/7.

Four aircraft retracted 58 troops from LZ Sparrow to Dong Ha in two trips. No enemy fire was encountered.

Two resupply aircraft were diverted to coordinates YD 962598 where they picked up 2 U.S. WIA and returned them to Delta Med. Two additional resupply aircraft worked steadily throughout the morning and early afternoon transporting resupplies to the 2/7 CP at YD 962605 and to the 1/4 CP at YD 975567. No enemy fire was encountered.

Seven aircraft proceeded from Dong Ha to Glimmer Alfa's position at 1335H and transported troops and externals to a new position at coordinates YD 142688. The lift was completed by 1720H without incident.

Two aircraft on resupply missions were diverted to the 1st Bn., 4th Marines CP at YD 142688 where 1 U.S. WIA was picked up and evacuated to Dong Ha without incident.

Two night med evac standby aircraft on standby at Dong Ha were launched at 1630H to coordinates YD 136709 to pick-up one critical U.S. WIA. One Deadlock gunship accompanied the launch and upon arrival at the pick-up coordinates they found the friendly unit engaged in a heavy fire fight with the enemy. The aircraft then orbited the zone until it was secured by ground forces, picked up the WIA, and evacuated him to Delta Med. The same two aircraft then proceeded to coordinates YD 140720 where they picked up 12 U.S. WIA and returned them to Delta Med.

Two additional standby aircraft were launched, along with a Deadlock escort, at 2025H from Dong Ha to coordinates YD 978564 to pick-up 6 U.S. WIA. This zone was also under heavy enemy fire and the aircraft again set up an orbit. The ground forces reported one of the WIA to be in very critical condition. The lead aircraft then proceeded into the zone to pick-up the med evac and received no hits in the process. The aircraft then proceeded for Delta Med while the number two aircraft continued orbiting with the Deadlock gunship. When fuel became more of a problem to the aircraft than enemy fire, the aircraft landed and picked up the remaining med evacs without incident. The med evacs were then returned to Delta Med.

Most flights on 20 September were med evac and resupply missions in support of 1/4, 2/7 and 1/26.

Two aircraft launched from the LPH-2 at 0155H and transferred one med evac from the ship to the U.S.S. Repose.

Two aircraft on standby at Dong Ha were launched at 0630H to drop four passengers at coordinates YD 975565 and then to proceed to YD 960598 and pick-up 6 U.S. KIA and 3 U.S. WIA. Two Deadlock gunships preceded the air-

craft to the zone and reported a possible .50 caliber position just north of the zone. The lead aircraft approached the zone and encountered heavy enemy automatic weapons and small arms fire from all sides. The gunships made gun runs to the north and south of the zone, but the enemy fire continued while the aircraft landed to pick-up 4 U.S. KIA. The aircraft then lifted and began to immediately use suppressing fire, and no hits were received. The number two aircraft then approached the zone while the gunships continued their gun runs near the zone. While sitting in the zone to pick-up the remaining med evacs, the aircraft sustained three hits. There were no injuries to the crew or passengers, but later examination showed one of the aircraft's servos had been damaged by one of the enemy rounds. The two aircraft evacuated the med evacs to Delta Med and then returned to the ship without further incident.

Two aircraft were launched to XD 960598 to pick-up 4 U.S. WIA. The med evacs were picked up without incident and returned to Delta Med. Two additional aircraft departed Dong Ha at this time to Glimmer Bravo's position at coordinates YD 152718 where they picked up 2 U.S. WIA and 4 U.S. KIA and evacuated them to the Delta Med. No enemy fire was encountered.

Two aircraft departed Dong Ha at 0812H with a 5 man recon team. The team was inserted at coordinates XD 942518 without incident and the aircraft returned to Dong Ha. At 1230H, the same two aircraft departed Dong Ha for an emergency retraction of the same recon team. The aircraft encountered enemy small arms and .50 caliber fire in the vicinity of the zone. The lead aircraft sustained one hit resulting in minor damage, and there were no injuries.

Two aircraft with one Deadlock escort, inserted another 5 man recon team during the afternoon in the vicinity of coordinates YD 0047. No enemy fire was encountered.

Twelve squadron aircraft flew in direct support of Operation Prairie all through the afternoon, resupplying each of the battalions and returning their med evacs to Delta Med. No further enemy fire was reported.

The majority of missions flown on 21 September were med evacs in support of 1/26, 1/4, 2/7 and 2/4. Other missions flown by squadron aircraft included aerial recon, resupply, SAR and logistic troop shuttles.

Two aircraft departed Dong Ha at 0630H and provided SAR for Deadlock aircraft while they inserted recon teams at coordinates YD 140723 and YD 924497. No enemy fire was encountered.

The remainder of the morning found squadron aircraft picking up med evacs at Glimmer Charlie's position and from Permission 1/4's positions at coordinates XD 966500, XD 985573 and XD 922498. Other squadron aircraft transported med evacs from Delta Med to the LPH-2 and from the LPH-2 to the U.S.S. Repose.

Two aircraft departed the LSA at 1300H and proceeded to YD 275500 where 1 U.S. KIA was picked up and returned to Delta Med. The same aircraft then

began resupply missions to XD 975567 in support of 1/4. After making two trips to the zone with cargo and passengers, the aircraft lifted med evacs from XD 987562 to Delta Med for the remainder of the afternoon.

Four squadron aircraft flew resupply missions to the County Fair CP (XD 987562), Glimmer CP (YD 144681), and Glimmer "B" (YD 145702) throughout the afternoon. Six U.S. WIA were returned from the various zones to Delta Med in the course of the flights. No enemy fire was encountered.

Two aircraft launched at 1555H from Dong Ha and evacuated 2 U.S. med evacs from YD 136717 to Delta Med. They then flew to YD 061548 to pick-up observers for an aerial recon of the area in the vicinity of coordinates YD 025595. No enemy fire was reported.

The remainder of the afternoon and evening was devoted primarily to med evac missions. U.S. med evacs were evacuated from Delta Med to the LPH-2, the U.S.S. Repose and to Hue. Others were evacuated from Glimmer Charlie (YD 136717) and from Glimmer Delta (YD 140722) and returned to the LPH-2.

Two night med evac aircraft on standby at Dong Ha launched at 2330H to YD 986559 where they picked up 3 U.S. WIA and evacuated them to Delta Med. No enemy fire was encountered.

Most missions flown on 22 September were med evac missions. Other missions flown were aerial recon, combat troop lifts, resupply, and logistic troop shuttles between the various company and battalion positions.

Four aircraft began the day's missions when they departed Dong Ha for coordinates YD 986559 and YD 130723. Five U.S. WIA and 1 U.S. KIA were evacuated from these coordinates, respectively, and transported to Delta Med. Two of the aircraft then launched to YD 152717, picked up 4 U.S. WIA, and evacuated them to Delta Med. No enemy fire was encountered.

Two aircraft departed Dong Ha at 0650H to the Glimmer CP at coordinates YD 142689. Glimmer Six was then carried on an aerial recon of the area immediately west of the zone. The aircraft dropped Glimmer Six at his CP upon completion of the recon and returned to Dong Ha without incident.

Two additional aircraft then launched from Dong Ha to the Glimmer CP and lifted 46 passengers from 1/26 to Dong Ha. Three trips were required to complete the lift and no enemy fire was encountered.

The remainder of the morning found squadron aircraft flying routine med evac missions from Delta Med to the LPH-2. Elements of 1/26 at coordinates YD 130722 and YD 155402, and "A" Battery, 1/13, at coordinates YD 168682 were resupplied during the morning.

Squadron aircraft began resupply missions at 1400H for all units operating on Operation Prairie. During the course of missions flown, 1 U.S. WIA was evacuated from YD 953567 to Delta Med. No enemy fire incidents were reported.

Three aircraft with Deadlock escort inserted a 10 man recon team into coordinates YD 023655 without incident.

Two aircraft departed Dong Ha at 1700H for the Glimmer CP at coordinates YD 132675. Glimmer Six was then transported to the Bravo Company position at YD 116717. Glimmer Six was then returned to his CP and the aircraft returned to the LPH-2.

Most missions flown on 23 September were resupply missions in support of 1/26, 1/4, 2/7 and 3/4. Fourteen squadron aircraft flew the resupply missions and during the course of the morning evacuated 5 U.S. WIA to Delta Med.

Two aircraft departed Dong Ha at 0650H to make an aerial recon of the "M" and "L" Company positions of 3/4 at coordinates YD 050623 and YD 055625, respectively. After the aerial recon, the lead aircraft landed at YD 055625 and returned 1 U.S. WIA to Delta Med without incident.

Four aircraft proceeded from Dong Ha to YD 138444 at 0755H and inserted a 12 man recon team of the 1st Recon Co. of 1/4. No enemy fire was encountered.

Two aircraft took a 17 man civil affairs team from the LPH-2 to YD 226719 without incident. Two additional aircraft departed Dong Ha at 1005H and made an aerial recon of coordinates XD 9764. After returning to Dong Ha, they launched again to YD 056608 where they picked up 5 passengers and 2 captured automatic weapons and returned to Dong Ha.

One aircraft departed the LPH-2 at 1235H for the U.S.S. Repose to pick-up an emergency blood supply for the LPH-2. After returning to the ship, the aircraft launched again with Hearsay Six and staff to the Glimmer CP. The aircraft then returned to the LPH-2 without incident.

Two aircraft on standby at Dong Ha departed at 1315H for County Fair Foxtrot's position at YD 985597 to pick-up an emergency med evac. Due to the many obstacles in and about the zone, the lead aircraft was forced to wave-off the first approach and come in from a different direction. On the second approach, the aircraft encountered enemy automatic weapons and small arms fire, but continued to the zone where it had to remain in a hover because of the zone's terrain. During the approach the corpsman aboard the aircraft was slightly wounded from fragments flying through the aircraft as a result of the enemy action. The aircraft remained in a hover under fire while the med evac was lifted aboard with the assistance of the wounded corpsman. All during this time, the aircraft's crew chief and gunner were using suppressing fire to compensate the enemy fire. Also, while in the zone, explosions from either mortars or grenades occurred sending fragments into the aircraft. The aircraft lifted successfully out of the zone under fire and returned the med evac to Delta Med. Later inspections showed the aircraft had eight bullet holes and numerous punctures in the skin caused by the explosions. The corpsman was the only crew member wounded in the action.

Squadron aircraft continued resupply missions for all units participating in Operation Prairie throughout the afternoon without any further incidents.

Two aircraft flying resupply missions picked up 5 U.S. WIA at XD 953567 and returned them to Delta Med. Two additional aircraft flying resupply missions picked up 6 U.S. WIA from coordinates XD 953566 and XD 956564 and evacuated them to Delta Med.

Liaison and resupply missions continued on into the evening in support of Operation Prairie.

All squadron aircraft were aboard the LPH-2 by 1930H and six of them were placed on a Condition III standby to lift a reaction force from the ship if it was needed ashore during the night.

At 1200H on 24 September, HMM-363 chopped OpCon from CG, First MAW to CTG 79.5.

Twelve squadron aircraft were utilized for the direct support of all units participating in Operation Prairie.

Two aircraft flying resupply missions to the 1st Bn., 4th Marines at coordinates XD 975567 encountered enemy mortar fire while sitting in the zone on one occasion. There were no injuries to the crew and the aircraft returned to Dong Ha without further incident. Later in the morning, two aircraft evacuated 5 U.S. WIA from coordinates XD 975567 and 3 WIA from coordinates XD 953567 and carried them to Delta Med.

Four aircraft with one Deadlock escort, retracted Glimmer "B" and Glimmer "D" back to the LPH-2. Six trips were required to complete the lift which went without incident.

Four aircraft proceeded from Dong Ha to YD 2144 and retracted a 15 man recon team back to Dong Ha. Deadlock aircraft provided escort for the lift and there were no incidents. Three of the aircraft launched again at 1345H and retracted a 10 man recon team from coordinates YD 061655. Two of the recon personnel were WIA prior to the aircraft's arrival at the zone, and while sitting in the zone enemy automatic weapons fire opened up on the aircraft. No hits were received and the aircraft returned the team to Dong Ha.

Two aircraft proceeded to YD 167682 from Dong Ha at 1407H to retract troops and cargo of A Battery to Dong Ha. Eight trips were required to complete the lift which went without incident.

Two aircraft made six trips between LZ Bluebird and the U.S.S. Vancouver carrying troops and cargo back to the ship.

Three aircraft were diverted from resupply missions to coordinates XD 953572 at 1700H for emergency med evacs. The aircraft arrived at the zone to find it under attack from enemy fire. Fixed wing air support was

called in to suppress the enemy fire and although still encountering enemy mortar and automatic weapons fire in the zone, the aircraft returned 25 U.S. WIA to Delta Med in two trips. No hits were received.

Two additional aircraft were diverted from resupply missions to XD 958572 to pick-up more emergency med evacs. The zone was under enemy mortar attack, but the aircraft managed to pick-up 2 U.S. WIA and 1 U.S. KIA and evacuate them to Delta Med without receiving any hits.

Two aircraft removing med evacs from XD 959568 encountered enemy fire in the vicinity of XD 900500, but no hits were received.

Six aircraft remained on Condition III standby throughout the night aboard the LPH-2 to provide lift capabilities for a reaction force aboard ship in the event it was needed ashore.

On 25 September, twelve squadron aircraft began departing the LPH-2 to LZ Bluebird (Glimmer CP) to retract remaining troops and cargo back to the LPH-2 and the LPD-2. One aircraft experienced a rough running engine during the lift and had to shut down in the LZ. A test pilot and maintenance crew were flown ashore to determine whether or not it could be flown back to the ship. On the subsequent test flight, the engine quit completely and the aircraft auto-rotated into the LZ without sustaining any damage. The aircraft was then made ready to be lifted to the LPH-2 by a CH-46. Remaining troops in the zone provided security for the aircraft and at 1400H, the retraction resumed when the downed aircraft was lifted out to the LPH-2. No enemy fire was encountered, and the lift was completed without further incident.

On 26 September four squadron aircraft made administrative passenger and cargo runs to the Third MAF Pad at Da Nang, Marble Mountain and MCAF Ky Ha.

The remaining personnel aboard the LPH-2 spent the day in readying squadron equipment for off-loading.

At 0915H on 27 September, four aircraft departed the LPH-2 for an administrative run to MCAF Ky Ha carrying personnel and equipment of the squadron S-1 section.

Eight aircraft were flown ashore to MCAF Ky Ha at 1600H to provide more room for staging the squadron equipment for off-loading.

On 28 September, eight squadron aircraft commenced off-loading squadron personnel and equipment from the U.S.S. Iwo Jima to MCAF Ky Ha. The aircraft flew through the morning and into the mid afternoon before their mission was complete. The squadron was fully off-loaded by 1700H.

Operations at MCAF Ky Ha resumed at 0633H on 29 September, when four aircraft were launched for a recon insert into coordinates BT 192091. Klondike aircraft provided escort for the insert which went without incident. The same four aircraft then returned to Ky Ha for fuel and returned to Vinh Long to pick-up another recon team. The 17 man recon team was then inserted into coordinates BS 516560 without incident.

One aircraft on med evac standby launched at 0940H with a Klondike escort for a Korean Marine WIA at coordinates BS 691818. The WIA was evacuated to BS 625880 without incident. The same aircraft, with escort, then launched to BS 455755 to pick-up 6 ARVN WIA. The WIA were returned to Quang Ngai Hospital without incident.

Five aircraft departed Ky Ha with two Klondike gunships for coordinates BT 199088 for an emergency recon retraction. The escort aircraft marked enemy positions with red smoke and used suppressing fire while the first two aircraft landed in the zone and picked up the 13 man recon team. Enemy fire was encountered entering the zone. No hits were received and the aircraft returned the team to LZ Quail without further incident.

Four aircraft departed Ky Ha at 1612H for coordinates BT 198138 to retract a 20 man recon team. Klondike aircraft provided escort for the lift. The last two aircraft encountered enemy small arms fire in the zone, but received no hits. The team was returned to LZ Quail without further incident.

At 0640H on 30 September, five aircraft departed Ky Ha with a Klondike escort to insert a 20 man recon team into coordinates BT 065226. No enemy fire was encountered.

Four aircraft departed Ky Ha at 1510H with a Klondike escort for coordinates BT 336058 to pick-up a 20 man recon team. No enemy fire was encountered and the team was returned to LZ Quail without incident.

Four aircraft departed Ky Ha at 1610H to begin a Korean Marine troop shuttle from BS 752864 to BS 628892. Departing BS 752864, the aircraft encountered enemy sniper fire. Two aircraft received hits and suppressing fire was used. The number two aircraft in the flight had its co-pilot seriously wounded departing the zone, and its gunner wounded by flying shrapnel. One Korean Marine in the aircraft was also slightly wounded by the enemy fire. Minor damage resulted to the aircraft, but the co-pilot was flown immediately to the 1st Medical Battalion at Ky Ha for treatment. The remainder of the lift continued without further incident.

During the period 1 July - 30 September 1966, squadron aircraft flew 4435.4 hours. Of this total, 4170.9 hours were flown while deployed with the Special Landing Force of which 3428.4 hours were flown in support of special operations and exercises conducted by the SLF. A detailed, statistical summary for each special operation and exercise is included as enclosures (2), (3), (4), and (5). An average of 52 NA's were assigned during the three month period.

PART III - MISCELLANEOUS

a. Casualties

Circumstances surrounding the below listed crew member's injuries are described in the narrative portion of this report for 25 July, 15 September, and 30 September:

FABRIS, C. F., Cpl., 1958298	KIA (25 July 1966)
HUDGINS, R., Sgt., 1802979	WIA (25 July 1966)
LE BLANC, D. J., LCpl., 2132213	WIA (15 September 1966)
ALLARDYCE, D. E., 1stLt., 090120	WIA (30 September 1966)

STATISTICAL SUMMARYOPERATION DECKHOUSE II

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO TONS</u>	<u>MED EVACS</u>	<u>FLT HOURS</u>
16 JUL	373	668	26.7	6	83.4
17 JUL	320	522	14.0	19	62.7
TOTAL:	693	1190	40.7	25	146.1

OPERATION HASTINGS

18 JUL	236	1201	22.5	3	131.1
19 JUL	233	332	9.8	13	93.5
20 JUL	259	354	24.5	1	82.8
21 JUL	461	990	37.8	13	104.8
22 JUL	279	329	25.8	51	91.0
23 JUL	264	311	16.9	22	107.5
24 JUL	354	473	20.8	32	76.7
25 JUL	273	206	30.9	55	95.6
26 JUL	226	445	13.5	43	54.1
27 JUL	309	452	31.0	22	77.4
28 JUL	195	123	16.1	33	59.4
29 JUL	250	339	22.5	1	86.5
30 JUL	184	343	6.0	32	65.0
TOTAL:	3523	5898	278.1	321	1125.4
COMBINED TOTAL:	4216	7088	318.8	346	1271.5

STATISTICAL SUMMARYEXERCISE HILLTOP VI

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO TONS</u>	<u>MED EVACS</u>	<u>FLT HOURS</u>
9 AUG	463	1140	10.3	6	98.5
10 AUG	196	401	12.2	6	34.1
11 AUG	229	418	18.0	7	44.8
12 AUG	238	684	3.1	0	43.5
TOTAL:	1126	2643	43.6	19	220.9

DECLASSIFIED

STATISTICAL SUMMARYOPERATION DECKHOUSE III - PHASE I

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO TONS</u>	<u>MED EVACS</u>	<u>FLT HOURS</u>
16 AUG	420	868	35.7	3	103.6
17 AUG	217	383	11.6	10	49.2
18 AUG	296	282	31.8	6	61.2
19 AUG	239	570	6.3	6	50.4
20 AUG	422	1086	25.6	1	75.7
TOTAL:	1594	3189	111.0	26	340.1

OPERATION DECKHOUSE III - PHASE II

22 AUG	465	1064	32.0	15	127.5
23 AUG	223	245	21.6	3	58.2
24 AUG	216	141	29.6	5	54.0
25 AUG	164	104	20.9	4	48.9
26 AUG	231	321	25.4	7	65.7
27 AUG	234	482	11.1	2	62.8
28 AUG	181	254	22.2	18	44.7
29 AUG	356	832	19.1	3	95.5
TOTAL:	2070	3443	181.9	57	557.3
COMBINED TOTAL:	3664	6632	292.9	83	897.4

STATISTICAL SUMMARYOPERATION DECKHOUSE IV

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO TONS</u>	<u>MED EVACS</u>	<u>FLT HOURS</u>
15 SEP	554	1292	36.0	19	151.5
16 SEP	283	184	32.2	24	73.4
17 SEP	360	406	34.0	51	83.7
TOTAL:	1197	1882	102.2	94	308.6

OPERATION PRAIRIE

18 SEP	299	279	30.1	62	85.5
19 SEP	443	548	59.6	53	109.8
20 SEP	239	250	15.8	50	79.1
21 SEP	242	304	17.2	87	74.4
22 SEP	276	312	22.2	53	86.4
23 SEP	304	375	30.2	75	98.5
24 SEP	362	554	37.9	100	112.9
25 SEP	294	625	22.9	20	83.4
TOTAL:	2459	3247	235.9	500	730.0
COMBINED TOTAL:	3656	5129	338.1	594	1038.6