

MARINE MEDIUM HELICOPTER SQUADRON 363  
Marine Aircraft Group 13 (Rein)  
9th Marine Amphibious Brigade  
FPO, San Francisco, 96602

3:WHG:fe  
5750  
6 August 1966

From: Commanding Officer  
To: Commander, Special Landing Force  
Subj: Command Chronology for Period 4 July - 4 August 1966; submission  
of  
Ref: (a) Annex U to OpO 328-67  
(b) Map Series L7014, 1:50,000, Sheets 6342I & II, 6442 IV & III  
(c) Map Series ACC NE 48-12, 1:250,000  
Encl: ✓ (1) Command Chronology Report  
✓ (2) A/A ~~SEEN HOUSE II - HASTINGS~~  
1. In accordance with reference (a), enclosure (1) is submitted.

*J. D. McGough*  
J. D. MC GOUGH

## PART I - ORGANIZATIONAL DATA

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

Commanding Officer	4Jul-4Aug 1966	LtCol. J. D. MC GOUGH
Executive Officer	4Jul-4Aug 1966	Major G. J. VOBORA
Operations Officer	4Jul-4Aug 1966	Major W. H. GRAHAM
Administrative Officer	4Jul-4Aug 1966	Capt. M. R. BANNING
Logistics Officer	4Jul-4Aug 1966	Major J. L. MAXWELL
Maintenance Officer	4Jul-4Aug 1966	Capt. B. M. GRIMES
Safety Officer	4Jul-4Aug 1966	Capt. T. W. AMIS
Intelligence Officer	4Jul-4Aug 1966	Capt. R. M. NEBEL

b. HMM-363, MAG-13 (Rein), 9th MAB, FMFPac  
U.S.S. Princeton (LPH-5) - 4 July - 2 August 1966  
U.S.S. Iwo Jima (LPH-2) - 3 August - 4 August 1966

c. Average monthly strength of squadron: 234

d. Important visitors to the squadron: None

## 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 USS 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 1900, 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 Cam Lo 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 LPH-5 to strike zone Crow at coordinates YD 261710. One aircraft provided SAR between 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 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 3rd Bn., 5th Marines. Troops were lifted from 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 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 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 294701 to LPH-5 in four trips. No enemy fire was encountered.

Two aircraft retracted a recon team from YD 262768 to the battalion CP at coordinates YD 315722. No enemy fire was encountered.

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 090648 encountered moderate enemy small arms fire in the vicinity of coordinates YD 096641. 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 encountered.

On 22 July, two aircraft extracted an eight man recon team from coordinates YD 958511, and transported them to Cam Lo. No enemy fire was encountered.

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 encountered.

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 were 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. No enemy fire was encountered.

Six aircraft were alerted aboard 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 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. HUDGINS, 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 encountered.

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 USS Repose. No enemy fire was encountered.

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 USS Repose. No enemy fire was encountered during the day.

On the 27th of July, four aircraft retracted a recon team from coordinates XD 981481. The recon team was transported to Cam Lo, and no enemy fire was encountered.

Fourteen aircraft participated in an administrative troop lift of elements of 3rd Bn., 5th Marines from LZ Dove (YD 255744) to coordinates YD 966592. Four trips were required to complete the lift and no enemy fire was encountered.

The remainder of the missions flown during the day by squadron aircraft included admin/liaison, med evac and resupply missions. No enemy fire was encountered.

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. No enemy fire was encountered and the recon team was returned to Dong Ha.

Seven aircraft retracted the artillery element of 3rd Bn., 5th Marines from YD 117578 to LPH-5. No enemy fire was encountered.

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

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 teams 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 encountered.

Eight squadron aircraft followed by sixteen aircraft of HMM-161 and HMM-163 retracted the remaining elements of 3rd Bn., 5th Marines still ashore from coordinates XD 985562 to LPN-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 LPN-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 RLT 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 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 and the squadron to the USS Iwo Jima. Transfer operations continued throughout this day and the 4th of August when all personnel and cargo were finally aboard the LPN-2.

## PART III . MISCELLANEOUS

## a. Awards

The following personnel were decorated as indicated during the month of July:

ALLARDYCE, D. A.	1stLt	090120	1st Air Medal
AMIS, T. W.	Capt	075072	11th Air Medal
BANNING, M. R.	Capt	085223	14th Air Medal
BELL, J. A.	1stLt	088712	12th Air Medal
BERGAN, D. T.	Capt	074010	15th Air Medal
BERTKE, R. L.	1stLt	089133	7th Air Medal
BUNTING, D. F.	1stLt	087739	5th Air Medal
BURT, P. M.	2ndLt	092352	11th Air Medal
CARAMANNO, R.	1stLt	087854	15th Air Medal
COURTNEY, P. H.	1stLt	088591	9th Air Medal
DONOVAN, M. J.	2ndLt	091225	11th Air Medal
FEEHAN, E. B.	Lt (USN)	604813	2nd Air Medal
FOLEY, J. J.	Capt	086045	9th Air Medal
GOODWIN, J. G.	1stLt	088528	10th Air Medal
GRIMES, B. M.	Capt	067816	15th Air Medal
HUEBNER, A. C.	Capt	074791	6th Air Medal
HYNES, M. M.	2ndLt	092589	1st Air Medal
INMAN, B. T.	1stLt	083714	12th Air Medal
JOHNSON, M. J.	2ndLt	092590	1st Air Medal
KERWIN, F. J.	1stLt	087866	15th Air Medal
LUCCI, M. J.	Capt	085482	17th Air Medal
MARSHALL, R. C.	Capt	083494	12th Air Medal
MAXWELL, J. L.	Major	065865	14th Air Medal
MC DONALD, J. C.	Capt	078613	15th Air Medal
MC GOUGH, J. D.	LtCol	021167	13th Air Medal
MOODY, J. D.	Capt	083538	2nd Air Medal
NEBEL, R. M.	Capt	077134	1st Air Medal
OWLETT, F.	Capt	067974	6th Air Medal
O'TOOLE, T. P.	2ndLt	092591	1st Air Medal
RENSCH, R. W.	1stLt	087806	11th Air Medal
RICHARDSON, T. J.	1stLt	087381	15th Air Medal
SKELETON, D. D.	1stLt	089375	12th Air Medal
SCHWARZ, W. G.	1stLt	089928	4th Air Medal
SHIELS, G. D.	2ndLt	092620	2nd Air Medal
SIMONS, C. F.	1stLt	085297	5th Air Medal
STIEGMAN, D. L.	Capt	080186	2nd Air Medal
THIRY, G. E.	1stLt	088356	8th Air Medal
TIERNEY, T. K.	1stLt	087822	7th Air Medal
VAN VOORNIS, T. M.	1stLt	087675	12th Air Medal
VOORNA, G. J.	Major	051642	11th Air Medal
WADE, L. R.	1stLt	089987	1st Air Medal
WALLIS, E. P.	2ndLt	092556	7th Air Medal
WARNE, R. E.	2ndLt	098160	10th Air Medal
WEISEL, R. J.	1stLt	087682	9th Air Medal
WHITENER, C. C.	1stLt	087683	12th Air Medal
WRIGHT, R. W.	1stLt	090617	10th Air Medal

AGUIRRE, J. J.	Sgt	1958024	5th Air Medal
BAREFIELD, J. A.	Sgt	1934581	5th Air Medal
BREWER, J. V.	LCpl	2033989	1st Air Medal
BROWN, R. S.	LCpl	1990668	2nd Air Medal
BURNETTE, F. S.	GySgt	349877	5th Air Medal
CANNON, C. F.	Sgt	1858626	2nd Air Medal
CHIPMAN, M. D.	Sgt	1521193	10th Air Medal
CLINTON, D. H.	GySgt	1296669	6th Air Medal
CHOY, L. A.	SSgt	1217217	5th Air Medal
COBB, G.	LCpl	2103447	1st Air Medal
CONNER, F. M.	LCpl	2084609	Navy Commendation Medal
CONNERS, W. J.	SSgt	1262370	2nd Air Medal
CURTIS, L. W.	SSgt	1522927	4th Air Medal
CURTIS, T. J.	Sgt	1324199	9th Air Medal
DANAN, C. J.	Cpl	1590775	5th Air Medal
DAUGHENBAUGH, L. W.	Sgt	1495407	5th Air Medal
DUNLAP, D. W.	SSgt	1097323	2nd Air Medal
ERVIN, M. L.	SSgt	1410154	2nd Air Medal
FABRIS, C. F.	Cpl	1938298	1st Air Medal
FASE, M. F.	LCpl	2122138	3rd Air Medal
FLINK, R. J.	Cpl	2049270	4th Air Medal
FRY, W. G.	Cpl	1874754	6th Air Medal
GEED, W. S.	Cpl	2029329	9th Air Medal
GLAZE, B. C.	Sgt	1910362	3rd Air Medal
GLEASON, R. J.	LCpl	2087471	8th Air Medal
GRICKS, C. E.	GySgt	648118	5th Air Medal
GUZMAN, A.	Sgt	1938580	13th Air Medal
HAYES, R. B.	LCpl	2072427	1st Air Medal
HILL, J. R.	GySgt	1128127	4th Air Medal
HUDGINS, R.	Sgt	1802979	15th Air Medal
JEFFRIES, C.	Cpl	2011941	10th Air Medal
KIMBLE, J. O.	LCpl	2077758	2nd Air Medal
KITTS, L. D.	Sgt	1913706	14th Air Medal
KNOX, E. R.	Sgt	1872882	20th Air Medal
LAWSON, R. D.	SSgt	1383216	3rd Air Medal
LE BLANC, D. J.	PFC	2132213	1st Air Medal
LINSON, H. W.	Sgt	1862405	9th Air Medal
MARTIN, R. G.	Sgt	1805132	6th Air Medal
MARTINEZ, A. A.	Cpl	1992344	1st Air Medal
MATTMILLER, W. E.	Cpl	2020987	9th Air Medal
NEVARRE, F. A.	Sgt	1906747	1st Air Medal
ORR, J. J.	GySgt	620107	3rd Air Medal
OSMUNDSEN, S. M.	PFC	2145100	1st Air Medal
PETERSON, M. A.	LCpl	2097109	2nd Air Medal
PRESCOTT, J. H.	Sgt	1512212	4th Air Medal
RODRIGUEZ, L.	LCpl	1934111	1st Air Medal
ROEHRIG, T. J.	Cpl	2073647	4th Air Medal
RUSSELL, F. A.	Cpl	1955999	1st Air Medal
SIMMONS, F. H.	Cpl	2089042	5th Air Medal
SPELLMAN, M. T.	LCpl	2050410	1st Air Medal
STANCIL, H. K.	Sgt	1624945	6th Air Medal
STROJIA, J. W.	LCpl	2022284	4th Air Medal

SWAIN, J. M.	LCpl	1938353	6th Air Medal
SWAIN, R. R.	SSgt	1496368	2nd Air Medal
SWEITZER, J. S.	Cpl	1847477	7th Air Medal
THOMPSON, W. R.	SSgt	1189102	4th Air Medal
TUSHKOWSKI, R. T.	PFC	2129913	4th Air Medal
VAN DYNE, J. E.	Sgt	1892093	1st Air Medal
WALSH, T. P.	LCpl	2048091	1st Air Medal
WEEKLY, B. J.	Sgt	1234662	8th Air Medal
WINGATE, J. E.	SSgt	1848752	3rd Air Medal

b. Casualties

Circumstances surrounding the below listed crew member's injuries are described in the narrative portion of this report for 25 July 1966:

FABRIS, C. F., Cpl., 1958298	KIA 25 July 1966
HUDGINS, R., Sgt., 1802979	WIA 25 July 1966

DECLASSIFIED

MARINE MEDIUM HELICOPTER SQUADRON 363  
Marine Aircraft Group 13 (Rein)  
9th Marine Amphibious Brigade  
FPO, San Francisco, 96602

3: WHG: fe  
3480  
2 August 1966

From: Commanding Officer  
To: Commander, Special Landing Force  
  
Subj: After Exercise Report, Operations Deckhouse II and Hastings; submission of  
  
Ref: (a) Annex U to Operation Order 328-67  
  
Encl: (1) Chronology of Significant Events, Operations Deckhouse II and Hastings  
      (2) Operational Discrepancies  
      (3) Statistical Summary

1. In accordance with reference (a), enclosures (1), (2) and (3) are submitted.

J. D. Mc Gough.  
J. D. MC GOUGH

MM-363 a/a DECK NO. 2  
HASTINGS

16-30 June 1964

DECLASSIFIED

CHRONOLOGY OF SIGNIFICANT EVENTS

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 0610N from the flight deck of LPH-5 to strike zone Crow at coordinates YD 261710. One aircraft provided SAR between 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 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 3rd Bn., 5th Marines. Troops were lifted from 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.

12 July 1966

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 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.

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Two night med evac aircraft on standby aboard 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.

18 July 1966

Eight aircraft retracted equipment and troops from YD 299701 to LPH-5 in four trips. No enemy fire was encountered.

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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.

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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.

19 July 1966

Throughout the day 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.

20 July 1966

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 150648 encountered moderate enemy small arms fire in the vicinity of coordinates YD 056641. There were no hits or injuries. ENCLOSURE(1)

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.

21 July 1966

Fourteen aircraft participated in a strike with two Vietnamese Military ranger battalions. The Vietnamese forces were picked up at coordinates YD 036719 and transported to the strike zone at coordinates YD 976524. 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 En., 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 encountered.

22 July 1966

Two aircraft extracted an eight man recon team from coordinates YD 958511, and transported them to Cam Lo. No enemy fire was encountered.

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.

23 July 1966

Squadron aircraft flew a variety of resupply, admin/liaison, med evac and aerial recon missions throughout the day in support of Operation Hastings. No enemy fire was encountered.

24 July 1966

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. No enemy fire was encountered.

Six aircraft were alerted aboard LPN-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 LPN-5 without further incident.

25 July 1966

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

26 July 1966

Two aircraft flew from Dong Ha to Cam Lo to pick-up a 14 man recon team. The recon team was inserted at coordinates ID 102479, and no enemy fire was encountered.

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 USS Repose. No enemy fire was encountered.

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 USS Repose. No enemy fire was encountered during the day.

27 July 1966

Four aircraft retracted a recon team from coordinates XD 984489. The recon team was transported to Cam Lo, and no enemy fire was encountered.

Fourteen aircraft participated in an administrative troop lift of elements of 3rd Bn., 5th Marines from LZ Dova (ID 255744) to coordinates XD 966592. Four trips were required to complete the lift and no enemy fire was encountered.

The remainder of the missions flown during the day by squadron aircraft included admin/liaison, med evac and resupply missions. No enemy fire was encountered.

28 July 1966

No troop lifts were flown during the day. Squadron aircraft flew routine med evac, resupply and aerial recon missions. No enemy fire was encountered.

29 July 1966

Three aircraft retracted a 14 man recon team from coordinates XD 065564. No enemy fire was encountered and the recon team was returned to Dong Ha.

Seven aircraft retracted the artillery element of 3rd Bn., 5th Marines from XD 117578 to LPH-5. No enemy fire was encountered.

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

30 July 1966

Two aircraft inserted and retracted a five man recon team in the vicinity of coordinates XD 8961 three different times. The recon teams 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 encountered.

Eight squadron aircraft followed by sixteen aircraft of HMM-161 and HMM-163 retracted the remaining elements of 3rd Bn., 5th Marines still ashore from coordinates XD 985562 to 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 down aircraft. No enemy fire was encountered during the retraction.

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

ENCLOSURE (1)

OPERATIONAL DISCREPANCIESDECKHOUSE II

During Operation Deckhouse II there were no significant operational discrepancies pertaining to helicopter ground support operations. This can be mainly attributed to the fact that only one battalion and one squadron were involved in a small operating area with LPH-5 as the only coordinating unit.

OPERATIONAL DISCREPANCIESHASTINGS

Operation Hastings had three major areas in which significant operational discrepancies arose constantly, as far as helicopter support was concerned.

Discrepancy: At DTG 201358H, two aircraft departed the Dong Ha LSA to coordinates 10 495517 on mission 4001 in support of 2nd Bn., 4th Marines. Landshark "B" was contacted enroute to the drop zone, and the aircraft were informed there were no sav-a-planes in the area at that time.

The first aircraft made its drop in the one plane zone, and was departing the zone as it called in the number two aircraft. During this time an air strike began 500 meters to the west of the zone, and bombs were loosed over the heads of the resupply helicopters. A mortar barrage then began in the immediate vicinity of the air strike, and the helicopters were advised to depart the area by ground units as they were directly in line with the trajectory path of the mortars.

Discrepancy: At DTG 201824H two aircraft on an aerial recon mission number 7005 contacted "B" as they departed the Dong Ha area. Landshark "B" informed the aircraft that there were no sav-a-planes in the area. Immediately after the two aircraft entered the area to be reconned, a U. S. Air Force bird dog aircraft called the two helicopters on guard and advised them to depart immediately, as they were in the middle of an artillery barrage.

Discussion: In both of these instances, Landshark "B" was contacted by the helicopters as they departed the hazard areas. In both cases Landshark "B" informed the aircraft they had no knowledge of either the air strikes or the artillery fire and therefore had no control over them.

Recommendations: Landshark "B" being the central controlling agency for all aircraft supporting the operation should be kept advised by all units supporting the operation who use weapons that might prove hazardous to helicopter flight.

Helicopter flights, due to the nature of their mission, are hazardous under the best of conditions. All necessary precautions then should be made by all controlling agencies, whether they be fixed wing, artillery, or the ground units themselves, to limit unnecessary hazards for helicopter flights.

Discrepancy: A second major discrepancy involved helicopter resupply operations from the LSA at Dong Ha. During heavy resupply operations involving more

ENCLOSURE(2)

than six helicopters at a time, the LSA proved to be a bottleneck because its munitions, food and water were concentrated in a small area.

Discussion: Because of the large open areas available in all directions adjacent to the LSA, the LSA could have been expanded several times its actual size to expedite helicopter loading.

Recommendations: A time and motion study of personnel available for loading helicopters, space available for loading helicopters, and the best number of helicopters to load at one time should be made to give the OIC of the LSA's a guide to go by for resupply operations. This in turn could very likely show that less helicopters need be used for resupply operations freeing the extra aircraft for other missions.

General Discussion:

On many occasions helicopters on resupply missions found coordinates of field units to be up to several thousand meters off. In most cases, this was due to the thick jungle foliage which hampered the ability of the field commanders to pinpoint their positions from the ground with any great degree of accuracy. This situation arose mainly when ground units were on the move from point to point. The stationary units that were resupplied regularly provided good landing zones and good radio control for helicopters entering their zones throughout the operation.

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