

MARINE MEDIUM HELICOPTER SQUADRON 363
Marine Aircraft Group 15 (Rein)
9th Marine Amphibious Brigade
FPO, San Francisco, 96602

3:WHG:fe
5750
4 September 1966

From: Commanding Officer
To: Commander, Special Landing Force

Subj: Command Chronology for Period 5 August - 31 August 1966; submission of

Ref: (a) CO, SLF ltr 3:BSM:jkl over 5750 of 30 Aug 66
(b) Map Series 5733, Sheet 3257 III
(c) Map Series L701, Sheets 6442I, II, III & IV; Sheet 6542IV; Sheet 6543II & III

Encl: ✓ (1) Command Chronology Report
(2) *a/a Rpt, DECK HOUSE III*

1. In accordance with reference (a), enclosure (1) is submitted.

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

H/MN-363

5-31 AUG 66

PART I - ORGANIZATIONAL DATA

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

Commanding Officer	5-31Aug 1966	LtCol. J. D. MC GOUGH
Executive Officer	5-31Aug 1966	Major G. J. VOBORA
Operations Officer	5-31Aug 1966	Major W. H. GRAHAM
Administrative Officer	5-31Aug 1966	Capt. M. R. BANNING
Logistics Officer	5-31Aug 1966	Major J. L. MAXWELL
Maintenance Officer	5-31Aug 1966	Capt. B. M. GRIMES
Safety Officer	5-31Aug 1966	Capt. T. W. AMIS
Intelligence Officer	5-31Aug 1966	Capt. R. M. NEBEL

b. HMM-363, MAC-13 (Rein), 9th MAB, FMFPac (5-14Aug 1966)
 HMM-363, MAC-15 (Rein), 9th MAB, FMFPac (15-31Aug 1966)

U.S.S. Iwo Jima (LPH-2) - 5-31Aug 1966

c. Average monthly strength of squadron: 236

d. Important visitors to the squadron: None

PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD

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 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.

ENCLOSURE (1)

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 LPH-2. 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 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's 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 107th 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 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 FFocesV 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".

Subsequently, the aircraft began flying 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.

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 included 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 coordinate 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 105MM 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's 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 Operation 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.

MARINE MEDIUM HELICOPTER SQUADRON 363
Marine Aircraft Group 15 (Rein)
9th Marine Amphibious Brigade
FPO, San Francisco, 96602

3:WHG:fe
7480
1 September 1966

From: Commanding Officer
To: Commander, Special Landing Force

Subj: After Exercise Report, Operation Deckhouse III; submission of

Ref: (a) Annex U to Operation Order 328-67

Encl: (1) Chronology of Significant Events
(2) Operational Discrepancies
(3) Statistical Summary

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

J. D. Mc Cough
J. D. MC COUGH

AMM-363

A/H DECKHOUSE III

16-29 Aug 1966

ENCLOSURE(2)

CHRONOLOGY OF SIGNIFICANT EVENTS16 August 1966

Sixteen HMM-363 aircraft launched at 0850H to transport assault troops of 1stBn., 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. No enemy fire was encountered throughout the strike.

Two aircraft launched early in the afternoon 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 Company and external cargo to LZ Eagle at coordinates YS 822715 which was now occupied by advance CP Group personnel. The lift was completed after five trips and no enemy fire was encountered.

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

17 August 1966

Most missions flown during the day were direct support and med evac missions for 1/26.

Two aircraft, after delivering supplies to YS 847730, picked up 2 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. Two additional med evacs were lifted in the afternoon from YS 799773 to the LPH-2.

Eight aircraft launched from the LPH-2 at 1435H to LZ Canary (YS 864739). Troops and equipment of Glimmer "B" were then lifted to a new location at LZ Wren (YS 834797). Six trips were required to complete the lift and no enemy fire was encountered.

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

18 August 1966

Operations began this day with two aircraft launching from the LPH-2 to LZ Eagle. After picking up 1 U. S. WIA, the aircraft proceeded to LZ Wren. One additional WIA and 1 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 with no enemy fire encountered.

Squadron aircraft flew direct support missions the remainder of the day and at 1700H, two aircraft were launched to conduct a broadcast mission in the May Tao secret area.

19 August 1966

Three aircraft were launched from the LPH-2 at 0545H to YS 752731 for a recon retraction. Prior to reaching the pick-up point, they were advised that the patrol was pinned down by VC. While 2 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 retracted to LZ Eagle without further incident.

After returning to the ship, 2 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 lifted to Blue Beach (YS 825697) in three trips with no enemy fire reported.

At 1246H, 12 aircraft launched from the LPH-2 to LZ Wren. Two hundred eighteen troops of Glimmer "D" were lifted to the ship in three trips.

The remainder of the day was spent in direct support and med evac missions for 1/26.

20 August 1966

At 0620H, 13 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. No enemy fire was reported for the retraction which lasted throughout the morning.

22 August 1966

Operation Deckhouse III, Phase II, began 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 Iwo Jima with the 1st Bn., 26th Marines. The 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". No enemy fire was encountered at either strike zone.

Immediately after the strike was completed, the aircraft began flying 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 in to coordinates YS 483574. No enemy fire was encountered.

23 August 1966

The majority of the day's flights 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 into the HST area at LZ Hawk. Other direct support missions included 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.

Four aircraft escorted by a Klondike gunship, retracted a 22 man recon team from coordinates YS 607598 and returned them to LZ Hawk. A 24 man recon team was then 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.

24 August 1966

Two aircraft launched early in the morning to Glimmer "A" at coordinates YS 615724 where two med evacs were picked up and returned to the LPH-2. The aircraft then proceeded to Glimmer "C" at coordinates YS 675585 to pick-up three additional med evacs. No enemy fire was encountered in either zone.

Two aircraft launched with a civic action team for Xuyen Moc (YS 655685). After returning to the LPH-2, they were launched immediately on a priority ammo resupply to LZ Hawk. No enemy fire was encountered.

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.

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 Blonkike gunship.

25 August 1966

Most of this day's missions 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 "A" Co. at YS 615728, "B" Co. at YS 574676, "C" Co. at YS 673588, "D" Co. at YS 574684 and NAS Co. at LZ Hawk.

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

26 August 1966

Resupply 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.

Twelve aircraft launched from the LPH-2 to YS 675588. "C" Company 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 Blonkike Playboy. Just prior to the strike, the zone was prepped by Naval Gunfire and Air Force FAC's.

Two aircraft launched from the LPH-2 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. No enemy fire was encountered.

27 August 1966

Eight aircraft retracted troops of "C" Company from LZ Owl (YS 731757) to Green Beach (YS 678585). Four trips were required to complete the lift with no enemy fire encountered.

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 Amtrak 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 lifted a section of 81MM mortar platoon from YS 675588 to LZ Hawk. No enemy fire was encountered.

Routine resupply missions were flown throughout the day without incident.

28 August 1966

Routine resupply missions were flown throughout the morning without any aircraft incidents. Four med. evacs were lifted from YS 634615 and 1. U. S. KIA was lifted from YS 647602. All were returned to the LPH-2.

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 re-tracting "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.

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

29 August 1966

Fifteen aircraft launched from 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 2 trips, EAS Co. from LZ Hawk to the ship in 6 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's were transferred to the 93rd Evacuation Hospital at Long Binh. Inter-ship transfers of cargo and passengers were also made.

One aircraft launched in the early evening to complete the operation by providing TACA for salvage operations of an LCM which had capsized 500 meters off Brown Beach.

OPERATIONAL DISCREPANCIES1. General

Helicopter operations with the 1st Bn., 26th Marines on Operations Deckhouse III and Operation Deckhouse III - Phase II, were for the most part well coordinated, however, discrepancies did appear in the general areas of communications, zone security and external cargo loads.

2. Discrepancies

a. Helicopter commanders repeatedly had difficulty reaching ground units during resupply operations on designated FM frequencies, even though the helicopters had been requested by the ground units, and the unit's ground position established and secured.

b. Eight EST personnel and one heavily loaded mule for external pickup were all that were left for the last load during the retraction from Landing Zone Mark on Operation Deckhouse III.

c. On both operations external loads were loaded to the extent that the helicopters could not begin to lift them from the zones.

3. Discrepancies

a. Ground units that have requested helicopters for their support should make all efforts to contact the helicopters as soon as possible when the aircraft appear over their position. Helicopter commanders need to know information pertaining to wind direction, zone obstructions and zone security prior to landing. Except in extreme emergency, pilots will not land in any zone where ground to air radio contact has not been established.

b. All troop retractions should be planned and coordinated so that as large a security force as is possible will be the last load lifted from any zone. The size of this security force depends upon the nature of the specific zone. Experience from past operations has proven that unless this is done, undue jeopardy is placed upon any troops remaining in the zone and upon the helicopter crews.

c. Over-loading externals to be helo lifted does not expedite any retraction. The daily high density altitude and the confining nature of most zones in South Vietnam proportionately reduces the loads the helicopters are able to lift. It will always prove more expeditious to prepare lighter than normal loads than loads that have to be torn down and prepared again.

4. Conclusion. The aforementioned discrepancies are general in their

nature. They do however, affect the effectiveness of the helicopter and its use in combat operations in Vietnam. They also do not generally reflect the combat readiness of any specific ground unit, but do reflect a lack of general understanding of the helicopter and its over-all capabilities and use in this war. All units using the helicopter for their direct support on combat operations should make themselves aware of its uses, its limitations, and its broad area of capabilities. The 1st Bn., 26th Marines have already shown a deeper insight in helicopter operations than many of their contemporary units with longer service in Vietnam, but these general areas need to be improved upon to further increase this force's effectiveness in combat.

STATISTICAL SUMMARYOPERATION DECKHOUSE III - PHASE I

<u>DATE</u>	<u>SO. TONS</u>	<u>PAY</u>	<u>CARGO TONS</u>	<u>MED EVACS</u>	<u>FLT HOURS</u>
16 AUG	421	868	35.7	3	103.6
17 AUG	217	383	11.6	10	49.2
18 AUG	295	282	31.8	6	61.2
19 AUG	259	570	6.3	6	50.4
20 AUG	122	1086	25.6	1	75.7
TOTALS:	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	160	254	22.2	18	44.7
29 AUG	336	832	19.1	3	95.5
TOTALS:	2171	3443	181.9	57	557.3
COMBINED TOTAL:	3764	6632	292.9	83	897.4