

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

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5750

28 September 1966

From: Commanding Officer  
To: Commander, Special Landing Force

Subj: Command Chronology for Period 1 - 28 September 1966; submission of

Ref: (a) Annex U to OpO 328-67

Encl: ✓(1) Command Chronology Report

(2) a/a Cpt, DECK HOUSE III / PRAIRIE

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

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

AMM-363

## PART I - ORGANIZATIONAL DATA

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

Commanding Officer	1-28 Sep 1966	Col. J. D. MC GOUGH
Executive Officer	1-27 Sep 1966	Maj. G. J. VOBORA
Operations Officer	1-28 Sep 1966	Maj. W. M. GRAHAM
Administrative Officer	1-22 Sep 1966	Capt. M. R. BANNING
	23-28 Sep 1966	1st Lt. G. E. THIRY
Logistics Officer	1-5 Sep 1966	Maj. J. L. MAXWELL
	6-28 Sep 1966	Capt. D. L. STIEGMAN
Maintenance Officer	1-5 Sep 1966	Capt. B. M. GRIMES
	6-28 Sep 1966	Capt. J. D. MOODY
Safety Officer	1-28 Sep 1966	Capt. T. W. AMIS
Intelligence Officer	1-28 Sep 1966	Capt. R. M. NEBEL

b. HMM-363, MAC-15 (Rein), 9th MAB, FMFPac (1-28 Sep 1966)

U.S.S. Iwo Jima (LPH-2) - 1-28 Sep 1966

c. Average monthly strength of squadron: 227

d. Important visitors to the squadron: None

## PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD

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.

1 September: One aircraft launched in the early morning 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.

2 September: One aircraft launched at dawn 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.

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.

4-8 September: There were no flight operations on these dates.

9 September: One aircraft made an admin passenger run to Clark Air Force Base.

10 September: Four aircraft made an admin passenger run from the seaplane ramp to NAS Sangley Point and Clark Air Force Base.

11 September: Two aircraft made an admin passenger run from the seaplane ramp to the LPH-2.

12 September: All squadron aircraft ashore were flown back aboard the LPH-2 from the seaplane ramp during the afternoon. The ship was underway for RVN by 1730H.

13 September: No flight operations on this date.

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. No enemy fire was encountered.

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.

15 September: Operation Deckhouse IV began this date 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 0650 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.

16 September: The majority of the flights this date 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 ComSeventh Fleet and transported him to the

Enclosure (1)

Glimmer CP at LZ Sparrow. On the return trip an aerial recon of LZ Eagle was made. The two aircraft then returned ComSeventh Fleet 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 coordinates YD 173734. No enemy fire was encountered during the evening's activities.

17 September: 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 LPH-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.

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 aircraft 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

2045H  
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.

18 September: HMM-363 reported as directed for OpCon to the First MAW at 1200H on this date, 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 LPH-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. 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 encountered.

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.

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 XD 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.

20 September: Most flights on this date 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 XD 975565 and then to proceed to XD 960598 and

pick-up 6 U.S. KIA and 3 U.S. WIA. Two Deadlock gunships preceded the aircraft 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 (3) 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.

21 September: The majority of missions flown this date 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.

22 September: The majority of the missions flown this date 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 imme-

diately 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.

23 September: Most missions flown on this date 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.

24 September: HMM-363 chopped OpCon from CG, First MAW to CTG 79.5 at 1200H this date.

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.

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.

26 September: During the day, 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.

27 September: Four aircraft departed the LPH-2 at 0915H 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 1600 to make more room for staging the squadron equipment for off-loading.

28 September: Commencing at 0700H, most of the aircraft were flown ashore to MCAF Ky Ha. Eight aircraft remained aboard the LPH-2 and began shuttling personnel and equipment. Continuous lifts were made between the ship and the MAG-36 area until all equipment had been off-loaded.

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

3:WHG:fe  
 3480  
 26 September 1966

From: Commanding Officer  
 To: Commander, Special Landing Force  
 Subj: After Exercise Report, Operation Deckhouse IV and Operation Prairie;  
 submission of

Ref: (a) Annex U to CTG 79.5 Op Plan 328-67  
 (b) Maps: AMS L7014 6342 I, (1:50,000) CAM LO  
 AMS L7014 6342 II, (1:50,000) THON DOC KINH  
 AMS L7014 6442 I, (1:50,000) THON NGO XA LONG  
 AMS L7014 6442 III, (1:50,000) BA LONG  
 AMS L7014 6442 IV, (1:50,000) QUANG TRI

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

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

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

AMM-363

File: DECKHOUSE IV/PRAIRIE

15-25 Sep 66

ENCLOSURE(2)



CHRONOLOGY OF SIGNIFICANT EVENTS15 September:

Operation Deckhouse IV began this date 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 <sup>had been</sup> 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.

#### 16 September:

The majority of the flights this date 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 coordinates YD 173734. No enemy fire was encountered during the evening's activities.

#### 17 September:

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 LPH-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.

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 aircraft 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.

18 September: HMM-363 reported as directed for OpCon to the First MAW at 1220H on this date, 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 LPH-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, fresh fruit to LZ Sparrow. 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 encountered.

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.

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 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.

20 September:

Most flights on this date 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 XD 975565 and then to proceed to XD 960598 and pick-up 6 U.S. KIA and 3 U.S. WIA. Two Deadlock gunships preceded the aircraft 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 (3) 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.

21 September:

The majority of missions flown this date 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. No enemy fire was encountered.

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.

22 September:

The majority of the missions flown this date 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 153402, "A" Battery, and elements of 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.

23 September:

Most missions flown on this date 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.

24 September:

HMM-363 chopped OpCon from CG, First MAF to CTG 79.5 at 1200H this date.

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 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 team 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.

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 and a CH-37. 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.

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