

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

3:ACH:fe
 5750
 12 March 1967

SECRET - NOFORN

From: Commanding Officer
 To: Commanding Officer, Special Landing Force

Subj: Command Chronology for the Period 1 February - 3 March 1967;
 submission of

Ref: (a) BrigO 5750.1B

Encl: ✓(1) Command Chronology Report

1. In accordance with reference (a), enclosure (1) is submitted.
2. This letter may be downgraded to Unclassified upon removal of enclosure (1).

E. J. Murphy
 E. J. MURPHY
 Acting

See also A/A Rpt, DECKHOUSE VI, 16 Feb - 3 Mar 67

44MM-363

CMO CHRON

1 Feb - 3 Mar 67

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PART I - ORGANIZATIONAL DATA

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

Commanding Officer	1-28 Feb 67	LtCol K. E. HUNTINGTON
	1-3 Mar 67	Major M. E. DAY
Executive Officer	1-28 Feb 67	Major M. E. DAY
	1-3 Mar 67	Major R. P. ECKMANN
Operations Officer	1-28 Feb 67	Major R. P. ECKMANN
	1-3 Mar 67	Capt A. C. HUEBNER
Administrative Officer	1 Feb-3 Mar 67	Capt G. E. THIRY
Logistics Officer	1 Feb-3 Mar 67	Major F. OWLETT
Maintenance Officer	1 Feb-3 Mar 67	Major E. J. MURPHY
Safety Officer	1 Feb-3 Mar 67	Capt R. M. NEBEL
Intelligence Officer	1 Feb-27 Feb 67	Capt A. RATLIFF
	28 Feb-3 Mar 67	2ndLt J. E. STROUPE

b. Task Organization and unit location:

HMM-363, MAG-15 (Rein), 9th MAB, FMFPac	1 Feb - 3 Mar 67
U.S.S. Iwo Jima (LPH-2)	1 Feb - 3 Mar 67

c. Average monthly strength of squadron:

Officers: 59 (1 Navy)	Enlisted: 196 (3 Navy)
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d. Important visitors to the squadron: None

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PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD

1 February 1967

Millpoint operations launched two aircraft on a routine passenger shuttle from the USS Iwo Jima (LPH-2), to the southern section of Formosa. These aircraft were recovered aboard while the USS Iwo Jima was steaming south of Formosa. No other flights were launched this date.

2 February 1967

Day and night carrier qualifications were conducted aboard the USS Iwo Jima while the ship was enroute to Subic Bay, Philippines. No other flights were scheduled.

3 February 1967

Millpoint launched two aircraft at 0640H from the USS Iwo Jima. These aircraft shuttled 55 passengers between the Iwo Jima, Vancouver, and Cubi Point.

Fifteen aircraft were launched at 0825H to carry troops from the 1st Bn., 4th Marines to Green Beach located in Subic Bay Harbor. This was a rehearsal troop lift in preparation for exercise Mud Puppy III.

After the completion of the troop lift from the USS Iwo Jima, six aircraft commenced to lift troops and external cargo from the USS Vancouver (LPD-2).

All Marine troops were lifted back aboard the LPH-2 and LPD-2 at the completion of the exercise. 14,990 pounds of cargo, 981 troops, and 57.6 hours were flown during this rehearsal landing.

4 February 1967

Four aircraft were launched from the USS Vancouver (LPD-2) at 0632H. These aircraft flew observers, cargo, and aggressor troops to various landing zones on the Island of Mindoro in preparation for the main landing of Mud Puppy III.

Millpoint launched two aircraft from the USS Iwo Jima at 0715H. These aircraft flew routine passenger, and cargo shuttles between the USS Iwo Jima, Vancouver, Thomaston, and Calapan Airfield on the Island of Mindoro.

At 1143H, one helicopter was launched from the USS Iwo Jima to provide SAR coverage for the main landing force. After the first several

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waves were lifted ashore, this aircraft joined the lift.

One Millpoint aircraft was launched at 1220H to act as TACA for the landing force. Throughout the day, two aircraft shuttled SLF staff members, and DLT 1/4 personnel between the beach, and various ships involved in the exercise.

Commencing at 1225H, fourteen aircraft loaded with troops from A/1/4, launched from the USS Iwo Jima and landed these troops at LZ Dove (UQ 123758). After all of A/1/4 was lifted ashore, eight aircraft lifted D/1/4 from the USS Vancouver to LZ Eagle (UQ 3781). These eight aircraft completed the landing by carrying howtars externally from the USS Vancouver to LZ Falcon (UQ 126780). At the completion of flight operations, all Millpoint aircraft returned to the USS Iwo Jima for final landings.

5 February 1967

At 0700H, four aircraft launched from the USS Iwo Jima with twenty-three recon troops. These aircraft flew to LZ Robin (UQ 144743) where the troops were dropped.

Four aircraft launched from the USS Iwo Jima at 1125H with a twenty-four man Arrow Hawk team. These troops were flown to LZ Robin. All aircraft returned to the USS Iwo Jima.

At 1255H, eight aircraft launched from the USS Iwo Jima carrying troops from B/1/4. All aircraft proceeded to LZ Dove (UQ 133758) where the troops were dropped. On the return flight, members of A/1/4 were returned to the USS Iwo Jima. This exchange of rifle companies required twelve trips.

Throughout the day, seventeen routine admin, cargo, and passenger shuttles were flown. Seventeen aircraft were utilized, 160 passengers carried, and 10,950 pounds of cargo lifted. These missions were flown between various ships in the landing force, and various landing sites on the Island of Iwo Jima.

6 February 1967

Commencing at 0720H, sixteen aircraft were launched from the USS Iwo Jima, with the assigned missions of lifting all Marine elements and their equipment from the beach to their assigned ships in the landing force.

These aircraft lifted 503 Marines and eight howtars from landing zones ashore to the USS Iwo Jima, and USS Vancouver. This required twenty-four trips.

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Four aircraft flew eight passenger shuttles from the USS Iwo Jima to Calapan Airfield on Mindoro. At the completion of flight operations, all aircraft returned to the USS Iwo Jima.

7 February 1967

While the USS Iwo Jima was enroute to Subic Bay, HMM-363 launched twenty-three aircraft to the seaplane ramp at Cubi Point.

These aircraft were parked at the seaplane ramp for a period of five days in order that maintenance personnel could wash the aircraft clean of salt water spray.

8 - 14 February 1967

During this period, eight aircraft flew routine passenger shuttles from the seaplane ramp at Cubi Point to Clark Field, Baguio, and Manila.

11 February 1967

HMM-363 pilots flew the twenty-three aircraft from the seaplane ramp to the USS Iwo Jima.

12 February 1967

Enroute to South Vietnam. No flight operations scheduled.

13 February 1967

Four Millpoint aircraft launched from the USS Iwo Jima and flew to the USS Vancouver. Two aircraft were loaded with passengers and returned to the USS Iwo Jima.

Surface target drums were loaded aboard the remaining two aircraft. These aircraft then flew aboard of the USS Iwo Jima where they dropped these drums into the ocean in order that the USS Iwo Jima, Vancouver, and Thomaston could conduct live firing drills. No other flights were scheduled this date.

14 February 1967

Four aircraft were launched from the USS Iwo Jima. These aircraft commenced an external cargo lift of concertina wire from the USS Iwo Jima to the USS Thomaston.

During the remainder of flight operations, fourteen aircraft were launched on routine admin, and passenger shuttles from the USS Iwo Jima to Marble Mountain, Da Nang, and Chu Lai.

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15 February 1962

No flights scheduled due to marginal weather.

16 February 1962

Commencing at 0810H, VMO-2 aircraft (1 armed UH-1E and 1 UH-1E) directed naval gunfire and air strikes into primary and alternate landing zones. The helicopter lift of A/1/4 commenced at 0855H. Sixteen UH-34D's and two CH-46's (HMM-262), escorted by two armed UH-1E's (VMO-6), lifted A/1/4 from the USS Iwo Jima (LPH-2), into LZ Robin in two trips. Sniper fire was encountered, and suppressive fire into the sniper positions by the armed UH-1E's proved effective. No hits were sustained by any aircraft.

Fourteen UH-34's and two CH-46's with armed escort UH-1E's, lifted B/1/4 from the USS Iwo Jima into LZ Parrot in three trips. Enemy sniper fire and automatic weapons fire was received in the zone. Armed UH-1E's countered this fire and no aircraft were hit.

Upon completion of the assault company lifts, the command group from H&S Co. 1/4 was lifted into LZ Owl.

At 1230H, a 24 man reconnaissance platoon was lifted into BS 925274. The remainder of the day was spent in carrying combat cargo and troops into the various landing zones. One aircraft (UH-67) sustained one hit in the tail pylon during this phase. No injuries were reported.

17 February 1962

At 0800H, six UH-34's, escorted by two UH-1E's (VMO-6), lifted D/1/4 from the USS Vancouver (LPD-2) into BS 924273. Enemy sniper fire was encountered and taken under fire by the armed UH-1E escort aircraft.

Two armed UH-1E's (VMO-6) were launched at 1300H to control fixed wing aircraft on targets called in by BLT 1/4. Numerous caves were blown up and five structures destroyed (BS 918242 and BS 91248) as a result of the air strikes.

At 1340H, one UH-1E (VMO-2) flew Brigadier General METZGER on an aerial observation mission in the vicinity of coordinates BS 925273.

Resupply aircraft worked throughout the day, lifting a total of 21 tons of supplies into various landing zones. Ten medical evacuation missions were accomplished; only one aircraft received fire in a zone and no hits were sustained. Suppressive fire was utilized. The remainder of the missions flown included command and control, aerial recon-

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naissance, TAC(A), and administrative/liaison flights.

18 February 1967

At 0655H, two armed UH-1E's provided aerial reconnaissance of areas BS 8632 and BS 9419. Fire was received and suppressed with rockets and machine guns.

Throughout the day, aircraft flew combat cargo and troops from the USS Iwo Jima, Thomaston, and Vancouver to the various landing zones ashore.

Two aircraft received enemy fire while on approach to landing zones at BS 9225 and BS 8922. Fire was not returned and no hits were sustained.

YZ-76 encountered heavy automatic weapons fire while on approach to BS 885276 while resupplying D/1/4. One round entered the port tire causing minor damage. No injuries were reported.

While on a resupply mission to A/1/4 (BS 899263), YZ-77 received a round through the center fuel cell. No injuries were reported and thirty rounds of suppressing fire was returned. During another resupply at BS 915245, this same aircraft received two rounds of automatic weapons fire through the radio compartment. No injuries were reported.

19 February 1967

At 0725H, one VMO-2 UH-1E flew an aerial reconnaissance of BS 943391. Enemy fire was received and suppressed with seven rockets and 300 rounds of 7.62. No hits were reported.

YZ-69 received minor damage when hit by enemy fire at D/1/4 (BS 924263) during a resupply mission. No injuries were reported.

YZ-66 received automatic weapons fire while resupplying D/1/4, but no hits were received.

During the evening, enemy tracer fire was observed by YZ-64 while on a med-evac mission near D/1 position. Ground forces provided suppressive fire and no aircraft damage was reported.

20 February 1967

Eight aircraft flew to LZ Owl (BS 922214) where troops of C/1/4 were loaded aboard and flown to LZ Gull (BS 905305). VMO-6 armed UH-1E's provided escort.

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During four resupply missions, UH-34's received enemy sniper fire while on approach and take-off from various landing zones. No hits or injuries were reported.

21 February 1967

The majority of flights this date consisted mainly of resupply and med-evacs. Although few aircraft received battle damage, many incidents of light sniper fire were reported.

At 0730H, four UH-34's inserted a 24 man recon platoon into coordinates BS 866290. No fire was reported.

Two aircraft received sniper fire from BS 932347 and BS 912266 while on resupply and med-evac missions to D/1/4 (BS 924263). No hits were reported.

Two aircraft received heavy sniper fire from BS 884284 while taking off with troops from BLT 1/4. YZ-84 received two hits. The aircraft also received sniper fire from coordinates BS 815385. YZ-66 confirmed two Viet Cong killed by suppressing fire. No injuries were reported.

Two UH-34's received fire from BS 892293. No hits were reported.

22 February 1967

Seventeen (17) UH-34's flew thirty-eight (38) resupply missions, troop lifts and med-evac flights in support of BLT 1/4.

Three pilots reported sniper fire from the vicinity of two landing zones during four resupply missions. No hits were received.

23 February 1967

Eight UH-34's lifted D/1/4 from BS 924263 to BS 849304. Two armed UH-1E's flew escort and no fire was received.

At 1207H, a 21 man recon platoon was withdrawn from BS 861292 and flown back to the USS Two Jins by five UH-34's. Two VMO-6 armed UH-1E's provided escort. No fire was reported.

Throughout the day, fourteen aircraft flew twenty-five resupply missions and troop lifts in support of BLT 1/4.

YZ-77 received two hits after take-off from BS 844318. No injuries were reported.

Enclosure (1)

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24 February 1967

At 0730H, a VMO-2 armed UH-1E observed and fired upon one armed Viet Cong at coordinates BS 886286.

At 0945H, YZ-81 received nine hits from enemy automatic weapons while making a low level flight near Nui Dang to avoid an air strike. No injuries were reported.

YZ-65 encountered enemy fire near D/1/4 while on a resupply mission. No hits were reported.

YZ-66 received six rounds while on a night med-evac mission to A/1/4 (BS 877313). Several rounds entered the fuel cells causing minor damage. No injuries were reported.

25 February 1967

Companies of BLT 1/4 were returned to the USS Iwo Jima, LPD-2 and LSD-28. During the day, twenty med-evacs were returned to the USS Iwo Jima by nine UH-34's.

Lieutenant Colonel K. E. HUNTINGTON was injured in action while leading a twelve aircraft troop lift of A/1/4 (BS 883305). The Colonel's co-pilot received minor injuries and the aircraft received seven hits.

YZ-73 received enemy fire while on a troop lift near BS 884308. No injuries were reported.

During the day, UH-34's received fire from BS 860315, BS 901301, BS 850301, BS 883308, and BS 866303. No injuries were reported.

26 February 1967

The remaining elements of H&S Co., BLT 1/4, were flown aboard the USS Iwo Jima and Vancouver from Red Beach by five UH-34's.

At 0930H, YZ-68 was hit by enemy fire south of Quang Ngai while flying at an altitude of 2300 feet. No injuries were reported.

At 1430H, YZ-71 received one hit while enroute from Nui Dang to Green Beach. No injuries were reported.

At 1445H, two UH-34's and two armed UH-1E's were launched on an emergency med-evac to BS 758378. YZ-68 was hit by six rounds of automatic weapons fire. No injuries were reported.

At 1615H, two aircraft, enroute from the USS Iwo Jima to Nui Dang,

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received automatic weapons fire from BS 855383. Suppressing fire was used and no injuries were reported.

27 February 1967

DeckHouse VI, Phase II commenced this date.

At 0830H, twelve UH-34's and two CH-46's were launched from the USS Iwo Jima with combat troops from BLT 1/4 into Landing Zone Bat (BS 803488). The landing zone was prepped by naval gunfire and air. As the twelve helicopters approached the zone, they received heavy small arms fire from many positions (including the landing zone itself). Two armed UH-1E's provided suppressive fire with rockets and machine guns. Eight out of the twelve aircraft into Landing Zone Bat were hit by enemy fire and six of these aircraft received battle damage to the extent they could not continue the lift.

The lead aircraft, YZ-66, expended 500 rounds of suppressing fire and took three enemy rounds. No injuries were reported.

The third aircraft, YZ-83, expended 15 rounds of suppressing fire and took one enemy hit. No injuries were reported.

The fifth aircraft, YZ-74, expended 200 rounds of suppressing fire and was hit by three enemy rounds. No injuries were reported.

The seventh aircraft, YZ-72, expended 1000 rounds of suppressing fire and was hit by twelve enemy rounds. One round entered the #7 cylinder necessitating a forced landing aboard the USS Iwo Jima. Another round hit a Marine causing minor injury.

The eighth aircraft, YZ-80, returned 200 rounds of suppressing fire and was hit by three enemy rounds. One round passed through an oil line and another cut through a spark plug lead resulting in a forced landing aboard the USS Iwo Jima. No injuries were reported.

The ninth aircraft, YZ-67, expended 100 rounds of suppressing fire and took two enemy rounds. No injuries were reported.

The eleventh aircraft, YZ-76, took one enemy round and no injuries were reported.

The twelfth aircraft, YZ-62, expended 50 rounds of suppressing fire and was hit by two enemy rounds. One round tore through a center fuel cell necessitating a forced landing aboard the USS Iwo Jima. No injuries were reported.

The first wave was the only wave into Landing Zone Bat and subsequent waves were into Green Beach (BS 812487).

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At 1030H, a UH-34 received heavy small arms fire while on an emergency med-evac mission into Landing Zone Bat. No hits were received.

At 1206H, two aircraft were launched for an emergency med-evac into Landing Zone Bat. YZ-81 received five rounds upon approach and had to wave-off. His wingman, YZ-83, then proceeded into the zone, but also encountered heavy fire on approach and, after taking three rounds, waved off. One of the rounds lodged into the co-pilot's right thigh causing moderate injury. Shrapnel from the same round hit the co-pilot's left foot and the pilot's chin causing minor injuries. Both aircraft returned to the USS Iwo Jima with battle damage.

While on med-evac missions, aircraft received fire from BS 805487 and BS 795476. No hits were reported.

28 February 1967

Flights this date consisted mainly of resupply and med-evacs. Sniper fire was received in many of the zones with few aircraft actually taking hits.

At 0710H, an armed UH-1E from VMO-2 ran two air strikes on automatic weapons positions at BS 820440. The aircraft also fired on uniformed enemy troops at BS 790495 and confirmed 15 KBA. The aircraft was hit by one enemy round. No injuries were reported.

At 0800H, YZ-83 received one hit of enemy sniper fire while on an emergency med-evac at BS 793486. One armed UH-1E flew escort. No injuries were reported.

At 1211H, one UH-34 received an enemy round through a fuel line while picking up emergency med-evacs. A forced landing was made and no injuries were reported.

During the day, while on med-evac and resupply missions, aircraft received fire from BS 772393, BS 786374, BS 778365, BS 795483, BS 796480, BS 806458, BS 807461, BS 799480 and BS 792485. No hits or injuries were received.

1 March 1967

YZ-69 encountered sniper fire while in a landing zone at coordinates BS 810958. No damage or injuries were reported and suppressive fire was not used.

While on a resupply mission to D/1/4 (BS 794881), YZ-64 received automatic weapons fire and was hit by one round in the windshield. No injuries were reported.

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While on resupply and med-evac missions throughout the day, aircraft received fire from BS 810958, BS 791413, BS 825394, BS 790418, BS 791411 and BS 788483. No hits or injuries were reported.

2 March 1967

A UH-34 was hit by one round of sniper fire at BS 792484 while landing on a med-evac mission. 200 rounds of suppressing fire was used. No injuries were reported.

While flying med-evac and resupply missions, aircraft received fire from BS 807481, BS 773418, BS 795482 and BS 847377. No hits or injuries were reported.

3 March 1967

At 0900H, twelve UH-34's, two CH-46's and two armed UH-1E's flew BLT 1/4 back aboard the USS Iwo Jima and the USS Vancouver.

Four UH-34's lifted unexpended ammunition from Green Beach (BS 809489) to the LSA at Nui Dang (BS 805386). YZ-81 was hit by one round of enemy fire near BS 848401. No injuries were reported.

Fourteen UH-34's were launched at 1445H and flown to Nui Dang. The aircraft joined a flight of two CH-46's and lifted elements of 1/5 to Quang Ngai. No fires were reported.

Squadron aircraft flew a total of 1530 hours during this reporting period, and an average of 52 Naval Aviators were assigned.

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PART III - MISCELLANEOUS

a. Awards

The following personnel were decorated as indicated during the month of February 1967:

<u>NAME</u>	<u>RANK</u>	<u>SERNO</u>	<u>AWARD</u>
ALLEN, G. E.	2ndLt	092704	11th Air Medal
BARR, J. B.	1stLt	090775	1st Air Medal
BASINGER, R. L.	1stLt	090501	12th Air Medal
CAMPOS, J. R.	2ndLt	092812	4th Air Medal
CASTLE, W. I.	2ndLt	095246	6th Air Medal
COLLIER, W. F.	1stLt	092587	8th Air Medal
ECKMANN, R. P.	Major	055176	8th Air Medal
FRANCIS, R. C.	1stLt	091622	13th Air Medal
NIEDERHAUS, D. E.	2ndLt	095254	9th Air Medal
NORTON, D. F.	1stLt	092193	3rd Air Medal
RENSCH, R. W.	Capt	087806	DFC
STIEGMAN, D. L.	Capt	080186	20th Air Medal
AGUIRRE, J. J.	Sgt	1958024	17th Air Medal
ARGUMANIZ, F. L.	LCpl	2158324	3rd Air Medal
CAIGOY, P. R.	Cpl	2125987	4th & 5th Air Medal
FITZGERALD, M. F.	Cpl	2077959	2nd Air Medal
FREGER, E. L.	Cpl	2104733	7th & 8th Air Medal
GUIDO, M. G.	Cpl	2030886	7th Air Medal
KIMBER, R. W.	Sgt	1403218	3rd Air Medal
LAMBERT, R. H.	LCpl	2141500	8th Air Medal
LEWIS, G. V.	Cpl	2175329	11th Air Medal
LUKESKI, R. L.	LCpl	2136859	5th Air Medal
MC CONNELL, M. J.	Cpl	2121046	1st Air Medal
MC COY, N.	Sgt	1637012	5th Air Medal
NISHKA, R. J.	Cpl	2079532	1st Air Medal
MOSER, S. L.	Cpl	2110949	1st Air Medal
RICHARDSON, R. W.	LCpl	2147258	4th Air Medal
RUFFIN, B. L.	LCpl	2136471	13th Air Medal
SHEPPARD, S. J.	Cpl	2040647	17th Air Medal
SULLIVAN, L. L.	Cpl	2152109	12th Air Medal
TUSHKOWSKI, R. T.	Cpl	2129713	Navy Commendation & Purple Heart

b. Casualties

Circumstances surrounding the below listed crew member's injuries are described in the narrative portion of this report for 25 and 27 February 1967:

HUNTINGTON, K. E.	LtCol	031342	WIA (25 Feb 67)
COURTNEY, P. H.	Capt	096501	WIA (25 Feb 67)
BASINGER, R. L.	1stLt	088591	WIA (27 Feb 67)

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

3:ACH:fe
 3480
 12 March 1967

SECRET - NOFORN

From: Commanding Officer
 To: Commanding Officer, Special Landing Force

Subj: After Action Report, Operation DeckHouse VI; submission of

Ref: (a) Annex K to Operation Plan CTG 79.5 120A-67

Encl: (1) Chronology of Significant Events
 (2) Analysis of Helicopter Operations
 (3) Statistical Summary

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

2. This letter may be downgraded to Unclassified upon removal of enclosures (1), (2), and (3).

E. J. Murphy
 E. J. MURPHY
 Acting

MM-363

C/A Rpt, DECKHOUSE VI

16 Feb - 5/12/67

SECRET - NOFORN

Encl (2)

CHRONOLOGY OF SIGNIFICANT EVENTS16 February 1967

Commencing at 0810H, VMO-2 aircraft (1 armed UH-1E and 1 UH-1E) directed naval gunfire and air strikes into primary and alternate landing zones. The helicopter lift of A/1/4 commenced at 0855H. Sixteen UH-34D's and two CH-46's (HMM-262), escorted by two armed UH-1E's (VMO-6) lifted A/1/4 from the USS Iwo Jima (LPH-2), into LZ Robin in two trips. Sniper fire was encountered, and suppressive fire into the sniper positions by the armed UH-1E's proved effective. No hits were sustained by any aircraft.

Fourteen UH-34D's and two CH-46's, with armed escort UH-1E's, lifted B/1/4 from the USS Iwo Jima into LZ Parrot in three trips. Enemy sniper fire and automatic weapons fire was received in the zone. Armed UH-1E's countered this fire and no aircraft were hit.

Upon completion of the assault company lifts, the command group from H&S Co., 1/4 was lifted into LZ Owl.

At 1230H, a 24 man reconnaissance platoon was lifted into BS 925274. The remainder of the day was spent in carrying combat cargo and troops into the various landing zones. One aircraft (YZ-67) sustained one hit in the tail pylon during this phase. No injuries were reported.

17 February 1967

At 0800H, six UH-34D's, escorted by two UH-1E's (VMO-6) lifted D/1/4 from the USS Vancouver (LPD-2) into BS 924273. Enemy sniper fire was encountered and taken under fire by the armed UH-1E escort aircraft.

Two armed UH-1E's (VMO-6) were launched at 1300H to control fixed wing aircraft on targets called in by BLT 1/4. Numerous caves were blown up and five structures destroyed (BS 918242 and BS 901248) as a result of the air strikes.

At 1340H, one UH-1E (VMO-2) flew Brigadier General METZGER on an aerial observation mission in the vicinity of BS 925273.

Resupply aircraft worked throughout the day, lifting a total of 21 tons of supplies into various landing zones. Ten medical evacuation missions were accomplished; only one aircraft received fire in a zone and no hits were sustained. Suppressive fire was utilized. The remainder of the missions flown included command and control, aerial reconnaissance, TAC(A), and administrative/liaison flights.

18 February 1967

At 0655H, two armed UH-1E's provided aerial recon of areas BS 8632 and BS 9419. Fire was received and suppressed with rockets and machine guns.

Throughout the day aircraft flew combat cargo and troops from the USS Iwo Jima, Thomaston and Vancouver to the various landing zones ashore.

Two aircraft received enemy fire while on approach to landing zones at BS 9225 and BS 8922. Fire was not returned and no hits were sustained.

YZ-76 encountered heavy automatic weapons fire while on approach to BS 888276 while resupplying D/1/4. One round entered the port tire causing minor damage. No injuries were reported.

While on a resupply to A/1/4 (BS 899263), YZ-77 received a round through the center fuel cell. No injuries were reported and thirty rounds of suppressing fire was returned. During another resupply at BS 915245, this same aircraft received two rounds of automatic weapons fire through the radio compartment. No injuries were reported.

19 February 1967

At 0725H, one VMO-2 UH-1E flew an aerial reconnaissance of BS 943391. Enemy fire was received and suppressed with seven rockets and 3000 rounds of 7.62. No hits were reported.

YZ-69 received minor damage when hit by enemy fire at D/1/4 (BS 924263) during a resupply mission. No injuries were reported.

YZ-66 received automatic weapons fire while resupplying D/1/4, but no hits were received.

During the evening, enemy tracer fire was observed by YZ-64 while on a med-evac mission near D/1/4 position. Ground forces provided suppressive fire and no aircraft damage was reported.

20 February 1967

Eight aircraft flew to LZ Owl (BS 922214) where troops of C/1/4 were loaded aboard and flown to LZ Gull (BS 905305). VMO-6 armed UH-1E's provided escort.

During four resupply missions, UH-34's received enemy sniper fire while on approach and take-off from various landing zones. No hits or injuries were reported.

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The majority of flights this date consisted mainly of resupply and med-evacs. Although few aircraft received battle damage, many incidents of light sniper fire were reported.

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Two UH-34's received fire from BS 892293. No hits were reported.

22 February 1967

Seventeen (17) UH-34D's flew thirty-eight (38) resupply missions, troop lifts and med-evac flights in support of BLT 1/4. Three pilots reported sniper fire from the vicinity of two landing zones during four resupply missions. No hits were received.

23 February 1967

Eight UH-34's lifted D/1/4 from BS 924263 to BS 849304. Two armed UH-1E's flew escort and no fire was received.

At 1207H, a 21 man recon platoon was withdrawn from BS 861292 and flown back to the USS Iwo Jima by five UH-34's. Two VMO-6 armed UH-1E's provided escort. No fire was reported.

Throughout the day, fourteen aircraft flew twenty-five resupply missions and troop lifts in support of BLT 1/4.

YZ-77 received two hits after take-off from BS 840318. No injuries were reported.

24 February 1967

At 0730H, a VMO-2 armed UH-1E observed and fired upon one armed Viet Cong at coordinates BS 886286.

At 0945H, YZ-81 received nine hits from enemy automatic weapons while

making a low level flight near Nui Dang to avoid an air strike. No injuries were reported.

YZ-65 encountered enemy fire near D/1/4 while on a resupply mission. No hits were reported.

YZ-66 received six rounds while on a night med-evac mission to A/1/4 (BS 877313). Several rounds entered the fuel cells causing minor damage. No injuries were reported.

25 February 1967

Companies of BLT 1/4 were returned to the USS Iwo Jima, LPD-2 and LSD-28. During the day twenty med-evacs were returned to the USS Iwo Jima by nine UH-34's.

Lieutenant Colonel K. E. HUNTINGTON was injured in action while leading a twelve aircraft troop lift of A/1/4 (BS 883345). The Colonel's co-pilot received minor injuries and the aircraft received seven hits.

YZ-73 received enemy hits while on a troop lift near BS 884348. No injuries were reported.

During the day, UH-34's received fire from BS 864315, BS 941341, BS 854341, BS 883348, and BS 866343. No injuries were reported.

26 February 1967

The remaining elements of H&S Co., BLT 1/4, were flown aboard the USS Iwo Jima and Vancouver from Red Beach by five UH-34's.

At 0930H, YZ-68 was hit by enemy fire south of Quang Ngai while flying at an altitude of 2300 feet. No injuries were reported.

At 1434H, YZ-71 received one hit while enroute from Nui Dang to Green Beach. No injuries were reported.

At 1445H, two UH-34's and two armed UH-1E's were launched on an emergency med-evac mission to coordinates BS 758378. YZ-68 was hit by six rounds of automatic weapons fire. No injuries were reported.

At 1615H, two aircraft, enroute from the USS Iwo Jima to Nui Dang, received automatic weapons fire from BS 855383. Suppressing fire was used and no injuries were reported.

27 February 1967

DeckHouse VI, Phase II commenced this date.

At 0830H, twelve UH-34's and two CH-46's were launched from the USS Iwo Jima with combat troops from BLT 1/4 into Landing Zone Bat (DS 803488). The landing zone was prepped by Naval Gunfire and air. As the twelve helicopters approached the zone, they received heavy small arms fire from many positions (including the landing zone itself). Two armed UH-1E's provided suppressive fire with rockets and machine guns. Eight out of the twelve aircraft into Landing Zone Bat were hit by enemy fire and six of these aircraft received battle damage to the extent they could not continue the lift.

The lead aircraft, YZ-66, expended 500 rounds of suppressing fire and took three enemy rounds. No injuries were reported.

The third aircraft, YZ-83, expended 15 rounds of suppressing fire and took one enemy hit. No injuries were reported.

The fifth aircraft, YZ-74, expended 1000 rounds of suppressing fire and was hit by twelve enemy rounds. One round entered the #7 cylinder necessitating a forced landing aboard the USS Iwo Jima. Another round hit a Marine causing minor injury.

The eighth aircraft, YZ-80, returned 200 rounds of suppressing fire and was hit by three enemy rounds. One round passed through an oil line and another cut through a spark plug lead resulting in a forced landing aboard the USS Iwo Jima. No injuries were reported.

The ninth aircraft, YZ-67, expended 100 rounds of suppressing fire and took two enemy rounds. No injuries were reported.

The eleventh aircraft, YZ-76, received one enemy round. No injuries were reported.

The twelfth aircraft, YZ-62, expended 50 rounds of suppressing fire and was hit by two enemy rounds. One round tore through a center fuel cell necessitating a forced landing aboard the USS Iwo Jima. No injuries were reported.

The first wave was the only wave into Landing Zone Bat and subsequent waves were into Green Beach (ES 812487).

At 1030H, a UH-34 received heavy small arms fire while on an emergency med-evac into Landing Zone Bat. No hits were received.

At 1206H, two aircraft were launched for an emergency med-evac into Landing Zone Bat. YZ-81 received five rounds upon approach and had to wave-off. His wingman, YZ-83, then proceeded into the zone, but also encountered heavy fire on approach and, after taking three rounds, waved off. One of the rounds lodged in the co-pilot's right thigh causing

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moderate injury. Shrapnel from the same round hit the co-pilot's left foot and the pilot's chin causing minor injuries. Both aircraft returned to the USS Iwo Jima with battle damage.

While on med-evac missions, aircraft received fire from BS 805487 and BS 795476. No hits were reported.

28 February 1967

Flights this date consisted mainly of resupply and med-evacs. Sniper fire was received in many of the zones with few aircraft actually taking hits.

At 0710H, an armed UH-1E from VMO-2 ran two air strikes on automatic weapons positions at BS 820400. The aircraft also fired on un-informed enemy troops at BS 795495 and confirmed 15 KBA. The aircraft was hit by one enemy round. No injuries were reported.

At 0800H, YZ-83 received one hit from enemy sniper fire while on an emergency med-evac at BS 793486. One armed UH-1E flew escort. No injuries were reported.

At 1211H, one UH-34 received an enemy round through a fuel line while picking up emergency med-evacs. A forced landing was made and no injuries were reported.

During the day, while on med-evac and resupply missions, aircraft received fire from BS 772393, BS 786374, BS 778365, BS 795483, BS 796480, BS 806458, BS 807461, BS 799480 and BS 792485. No hits or injuries were received.

1 March 1967

YZ-69 encountered sniper fire while in a landing zone at coordinates BS 810958. No damage or injuries were reported and suppressive fire was not used.

While on a resupply mission to D/1/4 (BS 794881), YZ-64 received automatic weapons fire and was hit by one round in the windshield. No injuries were reported.

While on resupply and med-evac missions throughout the day, aircraft received fire from BS 810958, BS 791413, BS 825394, BS 790418, BS 791411 and BS 788483. No hits or injuries were reported.

2 March 1967

A UH-34 was hit by one round of sniper fire at BS 792484 while landing

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on a med-evac mission. 200 rounds of suppressing fire were used. No injuries were reported.

While flying med-evac and resupply missions, aircraft received fire from BS 807481, BS 773418, BS 795482 and BS 847377. No hits or injuries were reported.

3 March 1967

At 0900H, twelve UH-34's, two CH-46's and two armed UH-1E's flew BLT 1/4 back aboard the USS Iwo Jima and the USS Vancouver.

Four UH-34's lifted unexpended ammunition from Green Beach (BS 809489) to the LSA at Nui Dang (BS 805386). YZ-81 was hit by one round of enemy fire near BS 848401. No injuries were reported.

Fourteen UH-34's were launched at 1445H and flown to Nui Dang. The aircraft joined a flight of two CH-46's and lifted elements of 1/5 to Quang Ngai. No fire was received.

ANALYSIS OF HELICOPTER OPERATIONS1. General

Helicopter operations with BLT 1/4 were executed with well coordinated precision. Both air and ground members of the team know each others' desires and improvement seemed to be the byword in DeckHouse VI, Phase I and Phase II. What minor problems were initially encountered were critiqued and rectified. The doctrinal air control system, both afloat and ashore, has proven sound in all respects. The system must be understood by both ground and air elements, particularly when air control is afloat. The tactical air/ground team concerned and supporting arms coordination, normally complicated by extensive helicopter operations, was a highlight of a coordinated effort.

2. Analysis

a. Zone Selection. Aerial reconnaissance of landing zones is highly desirable when possible. Zone selection for DeckHouse VI was done by the sole use of vertical photography utilizing stereo optics. What at first looked like excellent zones, proved hazardous when viewed in stereo scope. It is also recommended that oblique photos be obtained of selected zones from the probable helicopter approach path. Selection of zones, once units have been landed, is primarily accomplished by the ground unit. The squadron should brief the ground officers on zone selection and zone organization during the planning phase, and include all TACP and HST personnel. Include in the briefing the zone and zone organization, wind, obstacles near the zone, approach criteria, and essential tactical information. Tactical information should be given automatically by the ground controlling unit upon initial contact with the helicopters, i.e., the zone is secure/hot, fire has been/is coming from the northwest, recommended approach, obstacles, size or load or number of helicopters required, and one plane or two plane zone, and any other important tactical information.

b. Unit Withdrawal Criteria. Withdrawal under fire is a very critical and demanding situation and this is particularly true when employing helicopters and considering demonstrated VC offensive tactics during the latter stages of the withdrawal or extraction. Helicopter withdrawals require precise timing and coordination between the unit being lifted, the helicopter squadron, and the tactical air controller airborne who will control fixed wing air support. The main lift of the unit must be lifted out and the covering force extraction must be timed with the exact number of helicopters required in the zone at the time the covering force unit arrives in the zone. Fixed wing aircraft must be employed against known and likely enemy targets which may immediately endanger the withdrawal. Prior planning between the ground unit and the helicopter unit, inclusive of the TAC(A) is re-

[REDACTED]

quired on the following points:

- (1) Helicopter zone, and its organization for withdrawal (external sites, logistic sites, personnel embarkation stations).
- (2) Size of the main lift and the covering force lift.
- (3) Tactical deployment/positions of the covering force and the need for the covering force to have the capability to mark targets (3.5 rocket launcher, etc.).
- (4) Timing from covering force tactical positions to the helicopter zone for loading.
- (5) Communications to link the HST/ALO in the zone with the covering force, the helicopters and the TAC(A). UHF radio contact with fixed wing aircraft is desirable in the event a TAC(A) is lost or not available.

c. Tactical Air Control System. Extensive briefings are required between the TACRON, the supporting arms personnel, the helicopter squadron and the battalion HST and TACP personnel. The system must be explained, helicopter routing and restrictive fire plans or restrictive flight plans (Saves-planes) discussed, and any questions must be answered. All aircraft must continually check in with HDC or the DASC ashore every time they enter the area or in case of helicopters, become airborne. This is particularly important when helicopters are attached or in direct support of units ashore. Supporting arms information must be obtained and routing known in order to maximize both helicopter usage and supporting arms.

3. Conclusion

This air/ground team accomplished the required briefings and coordination and had a most successful operation as a result.

STATISTICAL SUMMARYOPERATION DECKHOUSE VI, PHASE I & II

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO</u>	<u>MED EVACS</u>	<u>HOURS</u>
16 FEB	259	589	1.5	14	73.8
17 FEB	282	358	20.9	34	82.3
18 FEB	187	83	22.8	3	47.5
19 FEB	298	257	29.6	24	65.8
20 FEB	399	373	52.5	8	79.8
21 FEB	241	191	28.0	19	52.5
22 FEB	254	207	18.1	12	57.9
23 FEB	268	327	20.4	1	79.5
24 FEB	207	108	23.0	15	61.6
25 FEB	398	597	32.0	14	98.6
26 FEB	179	183	16.5	2	47.6
27 FEB	381	797	14.6	13	72.0
28 FEB	231	154	22.5	32	73.0
1 MAR	340	219	56.9	37	78.2
2 MAR	328	222	35.9	35	75.8
3 MAR	391	761	22.9	4	78.8
TOTALS:	4643	5426	418.1	267	1124.7

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

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5750
3 April 1967

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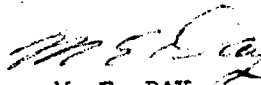
From: Commanding Officer
To: Commanding Officer, Special Landing Force

Subj: Command Chronology for the Period 4 March - 3 April 1967

Ref: (a) Brigo 5750.LB

Encl: ✓(1) Command Chronology Report

1. In accordance with reference (a), enclosure (1) is submitted.
2. This letter may be downgraded to Unclassified upon removal of enclosure (1).


M. E. DAY

MM-363

END CHRON

4 mar - 3 Apr 67

PART I - ORGANIZATIONAL DATA

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

Commanding Officer	4Mar-3Apr 1967	Major M. E. DAY
Executive Officer	4Mar-3Apr 1967	Major E. P. ECKMANN
Operations Officer	4Mar-3Apr 1967	Capt. A. C. HUEBNER
Administrative Officer	4Mar-3Apr 1967	Major H. H. GAST
Logistics Officer	4-6Mar67	Major F. OWLETT
	7Mar-3Apr 1967	Capt. F. T. GRASSI
Maintenance Officer	4Mar-3Apr 1967	Major E. J. MURPHY
Safety Officer	4Mar-3Apr 1967	Capt. R. M. NEBEL
Intelligence Officer	4Mar-3Apr 1967	2ndLt. J. E. STROUPE

b. Task Organization and unit location:

HMM-363, MAG-15 (Rein), 9th MAB, FMFPac	4Mar67 - 3Apr67
U.S.S. Iwo Jima (LPH-2)	4 Mar 1967
U.S.S. PRINCETON (LPH-5)	5 Mar - 3 Apr 1967

c. Average monthly strength of squadron:

Officers: 55 (1 Navy) Enlisted: 184 (3 Navy)

d. Important visitors to the squadron: None

PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD

4 March 1967

No flight operations were conducted this date.

5 March 1967

At 0730H, HMM-363 aircraft commenced transferring the SLF Staff and squadron personnel and equipment to the U.S.S. Princeton (LPH-5). Upon completion of the lift, the aircraft were flown to the Seaplane Ramp at NAS Cubi Point, and shut down.

6 March-15 March 1967

During this period while the U.S.S. Princeton was in Subic Bay, squadron aircraft flew admin flights to Clark AFB, NAS Sangley Point, and Baguio in support of the Special Landing Force.

16 March 1967

At 0930H, sixteen UH-34D's were launched from the U.S.S. Princeton to conduct a practice lift of elements of BLT 1/4 into LZ Bat (six miles northwest of NAS Cubi Pt.). Troops and external loads were also flown ashore from the U.S.S. Ogden.

17 March 1967

At 2038H, three UH-34D's were launched from the U.S.S. Princeton to Da Nang. Colonel WORTHMAN and his party were flown from Da Nang to the U.S.S. Princeton.

18 March 1967

Throughout the day, logistic, troop, and cargo missions were flown to the U.S.S. Ogden, U.S.S. Monticello, Marble Mountain MAF, and Dong Ha. All flights were in support of BLT 1/4 and no fire was reported.

19 March 1967

Operation Beacon Hill I, scheduled to begin this date, was postponed due to low ceilings and poor visibility. During the day three UH-34's were launched from the U.S.S. Princeton on logistic troop flights to the U.S.S. Ogden, U.S.S. Monticello and Dong Ha. No fire was reported.

20 March 1967

At 1320H, Operation Beacon Hill I commenced with elements of BLT 1/4

landing at LZ Sparrow (YD 203725) and LZ Bluebird (YD 209742).

Sixteen UH-34's and two CH-46's lifted A/1/4 and D/1/4 into LZ Bluebird and B/1/4 into LZ Sparrow from the U.S.S. Princeton, U.S.S. Ogden and U.S.S. Monticello. Two armed UH-1E's from VMO-6 provided escort. No fire was reported.

At 2111H, two UH-34's and two armed UH-1E escorts launched from the U.S.S. Princeton on an emergency med-evac mission to YD 213732. The aircraft received enemy mortar fire from YD 215739; no hits or injuries were reported.

At 2111H, three UH-34's flew an emergency ammunition resupply from the U.S.S. Ogden to coordinates YD 209742. Two trips were made and no fire was reported.

21 March 1967

At 1220H, two UH-34's were launched from the U.S.S. Princeton to Dong Ha for an ammo resupply of LZ Bluebird. Eight trips were flown for a total of 20,495 lbs. No fire was reported.

At 1700H, two UH-34's received enemy mortar fire near YD 175712 while picking up three med-evacs. No hits or injuries were reported.

At 2010H, two UH-34's received mortar fire in the zone while on an emergency med-evac and ammo resupply to YD 111741. No hits were reported.

22 March 1967

At 1305H, two UH-34's and two armed UH-1E's launched from Dong Ha on an emergency med-evac to B/1/4 (YD 154719). A total of thirty med-evacs were lifted from the zone in four trips. On the third and fourth trips, mortar fire was received in the zone and YZ-81 received minor battle damage. All four aircraft used suppressing fire on the enemy positions. No injuries were reported.

At 2050H, two UH-34's launched from Dong Ha on an emergency med-evac and emergency ammo resupply of B/1/4. Because of 200' ceilings and poor visibility, the aircraft went off course and YZ-78 struck a 140' radio tower at coordinates YD 202768 and crash landed. In a rescue attempt, the wingman, YZ-72, crashed into concrete communication poles. Both aircraft received strike damage. The nine uninjured crew members spent the remainder of the night in a National Police village, since bad weather curtailed further rescue attempts. During the night, the village (YD 202768) came under enemy mortar attack, but no injuries to the crew were reported. The crew members were rescued at 1130H on 23 March 1967.

23 March 1967

At 0952H, two UH-34's received fire from YD 158722 while enroute to a med-evac. Low ceilings caused a low altitude flight and the mission was incomplete due to weather. No injuries were reported.

At 1106H, two UH-34's received enemy fire from YD 160722 while on a med-evac flight. No hits or injuries were reported.

At 1805H, three UH-34's were launched on an emergency resupply to YD 150740. Heavy 12.7 millimeter and 7.62 millimeter fire was received from YS 150762 and YZ-62, YZ-70 and YZ-79 received battle damage. YZ-62 made a forced landing at LZ Bluebird. No injuries were reported.

At 1825H, two UH-34's were unable to complete a resupply mission to YD 140730 due to darkness and low ceilings. While enroute, fire was received from YD 308673 and YD 317682, but no hits were reported.

At 2105H, two UH-34's launched from Dong Ha on an emergency med-evac mission to YD 162729. 12.7 millimeter and 7.62 millimeter fire was received around the zone. No hits were reported.

24 March 1967

At 1445H, two UH-34's received fire while departing C/1/4 (YD 134720). The aircraft were on a resupply mission from Dong Ha. No hits were reported.

25 March 1967

At 1645H, two UH-34's received enemy small arms fire while on an approach to YD 134736. The aircraft were on a resupply mission in support of C/1/4. No hits were reported.

At 1710H, YZ-61 received small arms and mortar fire from YD 155725. YZ-61 was the third aircraft in a flight of four UH-34's on a resupply mission. No hits were reported.

26 March 1967

At 0955H, three UH-34's received fire from YD 135735 while on a resupply mission. No hits were reported.

At 1120H, two UH-34's received automatic weapons fire during a troop lift to YD 128724. YZ-76 received three hits on approach to the zone, but no injuries were reported.

At 1400H, two UH-34's received enemy fire from YD 157719 while inserting a recon platoon at YD 158718. No hits were reported.

At 1855H, two UH-34's and two armed UH-1E's launched from Dong Ha on an emergency med-evac to C/1/4 (YD 117723). While attempting to take-off from the zone, YZ-69 crashed into high trees. Enemy fire was received upon approach. Because of the high trees around the zone and the enemy situation, the crew and the med-evacs were not picked up until the following morning. Although YZ-69 received Alfa damage, no injuries were reported from the crash.

27 March 1967

At 0640H, four UH-34's and two armed UH-1E's launched from Dong Ha to C/1/4 (YD 117723) to pick-up emergency med-evacs and the crew of YZ-69 which had crashed near the zone the preceding night. Two trips were made from C/1/4 to the U.S.S. Princeton and fire was received while the aircraft were on approach to the zone. The armed UH-1E's provided effective suppressive fire and no hits were reported.

At 1115H, three UH-34's inserted maintenance personnel and demolition engineers into YD 117723 in an attempt to recover YZ 69. No fire was reported. It was determined that the recovery of YZ-69 was not feasible.

28 March 1967

UH-34's flew med-evac, resupply, combat troop and aerial recon missions in support of BLT 1/4. No fire was reported.

29 March 1967

At 1607H, two UH-34's launched from Dong Ha on a resupply of D/1/4 (YD 139742). While lifting out of the zone, fire was received from YD 139733. No hits were reported.

30 - 31 March 1967

UH-34's flew med-evac, resupply and combat troop missions in support of BLT 1/4. During these two days, no enemy fire was received.

1 - 3 April 1967

Operation Beacon Hill I terminated at 010200H.

UH-34's flew routine troop and med-evac transfer missions in support of the Special Landing Force throughout this period. No fire was reported.

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Commencing 030830H, UH-34's of HMM-363 and CH-46's of HMM-164 began transferring all personnel and equipment of HMM-363 from the USS Princeton to MAG-16 at Marble Mountain.

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

3:ACH:fe
3480
1 April 1967

From: Commanding Officer
To: Commanding Officer, Special Landing Force

Subj: After Action Report, Operation Beacon Hill I; submission of

Ref: (a) Annex K to CTG 74.5 Operation Plan 120A-67

Encl: (1) Chronology of Significant Events
(2) Analysis of Helicopter Operations
(3) Statistical Summary

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

2. This letter may be downgraded to Unclassified upon removal of enclosures (1), (2), and (3).

M. E. Day
M. E. DAY

MM-363

afca BEACON HILL-I

20-31 Mar 67

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Encl (2)

CHRONOLOGY OF SIGNIFICANT EVENTS20 March 1967

At 1320H, Operation Beacon Hill I commenced with elements of BLT 1/4 landing at LZ Sparrow (YD 203725) and LZ Bluebird (YD 209742).

Sixteen UH-34's and two CH-46's lifted A/1/4 and D/1/4 into LZ Bluebird and B/1/4 into LZ Sparrow from the U.S.S. Princeton, U.S.S. Ogden and U.S.S. Monticello. Two armed UH-1E's from VMO-6 provided escort. No fire was reported.

At 2111H, two UH-34's and two armed UH-1E escorts launched from the U.S.S. Princeton on an emergency med-evac mission to YD 218732. The aircraft received enemy mortar fire from YD 215739; no hits or injuries were reported.

At 2111H, three UH-34's flew an emergency ammunition resupply from the U.S.S. Ogden to coordinates YD 209742. Two trips were made and no fire was reported.

21 March 1967

At 1220H, two UH-34's were launched from the U.S.S. Princeton to Dong Ha for an ammo resupply of LZ Bluebird. Eight trips were flown for a total of 20,495 lbs. No fire was reported.

At 1700H, two UH-34's received enemy mortar fire near YD 175712 while picking up three med-evacs. No hits or injuries were reported.

At 2010H, two UH-34's received mortar fire in the zone while on an emergency med-evac and ammo resupply to YD 111741. No hits were reported.

22 March 1967

At 1305H, two UH-34's and two armed UH-1E's launched from Dong Ha on an emergency med-evac to B/1/4 (YD 154719). A total of thirty med-evacs were lifted from the zone in four trips. On the third and fourth trips, mortar fire was received in the zone and YZ-81 received minor battle damage. All four aircraft used suppressing fire on the enemy positions. No injuries were reported.

At 2050H, two UH-34's launched from Dong Ha on an emergency med-evac and emergency ammo resupply of B/1/4. Because of 200' ceilings and poor visibility, the aircraft went off course and YZ-76 struck a 140' radio tower at coordinates YD 202768 and crash landed. In a rescue attempt, the wingman, YZ-72, crashed into concrete communication poles. Both aircraft received strike damage. The nine uninjured crew members

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spent the remainder of the night in a National Police village, since bad weather curtailed further rescue attempts. During the night, the village (YD 202768) came under enemy mortar attack, but no injuries to the crew were reported. The crew members were rescued at 1130H on 23 March 1967.

23 March 1967

At 0952H, two UH-34's received fire from YD 158722 while enroute to a med-evac. Low ceilings caused a low altitude flight and the mission was incomplete due to weather. No injuries were reported.

At 1108H, two UH-34's received enemy fire from YD 160722 while on a med-evac flight. No hits or injuries were reported.

At 1805H, three UH-34's were launched on an emergency resupply to YD 150740. Heavy 12.7 millimeter and 7.62 millimeter fire was received from YS 150762 and YZ-62, YZ-70 and YZ-79 received battle damage. YZ-62 made a forced landing at LZ Bluebird. No injuries were reported.

At 1825H, two UH-34's were unable to complete a resupply mission to YD 140730 due to darkness and low ceilings. While enroute, fire was received from YD 308673 and YD 317682, but no hits were reported.

At 2105H, two UH-34's launched from Dong Ha on an emergency med-evac mission to YD 162729. 12.7 millimeter and 7.62 millimeter fire was received around the zone. No hits were reported.

24 March 1967

At 1445H, two UH-34's received fire while departing C/1/4 (YD 134720). The aircraft were on a resupply mission from Dong Ha. No hits were reported.

25 March 1967

At 1645H, two UH-34's received enemy small arms fire while on an approach to YD 134736. The aircraft were on a resupply mission in support of C/1/4. No hits were reported.

At 1710H, YZ-61 received small arms and mortar fire from YD 155725. YZ-61 was the third aircraft in a flight of four UH-34's on a resupply mission. No hits were reported.

26 March 1967

At 0955H, three UH-34's received fire from YD 135735 while on a resupply mission. No hits were reported.

Enclosure (1)

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At 1120H, two UH-34's received automatic weapons fire during a troop lift to YD 128724. YZ-76 received three hits on approach to the zone, but no injuries were reported.

At 1400H, two UH-34's received enemy fire from YD 157719 while inserting a recon platoon at YD 158718. No hits were reported.

At 1855H, two UH-34's and two armed UH-1E's launched from Dong Ha on an emergency med-evac to C/1/4 (YD 117723). While attempting to take-off from the zone, YZ-69 crashed into high trees. Enemy fire was received upon approach. Because of the high trees around the zone and the enemy situation, the crew and the med-evacs were not picked up until the following morning. Although YZ-69 received Alfa damage, no injuries were reported from the crash.

27 March 1967

At 0640H, four UH-34's and two armed UH-1E's launched from Dong Ha to C/1/4 (YD 117723) to pick-up emergency med-evacs and the crew of YZ-69 which had crashed near the zone the preceding night. Two trips were made from C/1/4 to the U.S.S. Princeton and fire was received while the aircraft were on approach to the zone. The armed UH-1E's provided effective suppressive fire and no hits were reported.

At 1115H, three UH-34's inserted maintenance personnel and demolition engineers into YD 117723 in an attempt to recover YZ-69. No fire was reported. It was determined that the recovery of YZ-69 was not feasible.

28 March 1967

UH-34's flew med-evac, resupply, combat troop and aerial recon missions in support of BLT 1/4. No fire was reported.

29 March 1967

At 1607H, two UH-34's launched from Dong Ha on a resupply of D/1/4 (YD 188742). While lifting out of the zone, fire was received from YD 189733. No hits were reported.

30 - 31 March 1967

UH-34's flew med-evac, resupply and combat troop missions in support of BLT 1/4. During these two days no enemy fire was received.

ANALYSIS OF HELICOPTER OPERATIONS1. General

Helicopter operations during the initial stages of Operation Beacon Hill I were conducted from the LPH. On D / 3, the majority of the helicopters were flown to Dong Ha to provide more adequate support to BLT 1/4. The movement of the helicopter operating base took advantage of weather conditions on the land portions of the Amphibious Objective Area and lessened the effect of adverse weather conditions in the LPH operating area. With improved weather conditions, helicopter operations were returned to the LPH on D / 9. The movement of operations ashore and the return to the LPH encountered no major problems or any interruption of helicopter support to BLT 1/4. Communications, control, and coordination of helicopter operations throughout Beacon Hill I were adequate.

2. Analysis

a. Weather. The weather within the AOA had a significant effect on helicopter operations. The atmospheric conditions on D-Day and the following eight days were characterized by fog forming prior to sunrise and dissipating during late morning or early afternoon. Fog and haze layers would re-form during the late afternoon and last into the night. During these periods flight visibility and ceilings were reduced to zero. Ceiling and visibility seldom were greater than 1500 feet and 5 miles and generally occurred only for 2 to 5 hours in the afternoon. Flight operations during times of low visibility and ceilings were restricted to emergency missions; however the long duration of the adverse weather necessitated flying routine/priority missions in less than the normal weather minimums of 1500 feet and 2 miles. The inherent danger of mid-air collisions together with pilot disorientation and possible loss of aircraft and crew during periods of poor weather cannot be over-emphasized. While radar and radio navigational aids lessen these dangers, helicopter supported units required to operate under these weather conditions must be able to accept long delays and possible cancellations of helicopter support missions.

b. Operations at Logistic Support Area. The simple and efficient operation of the LSA at Dong Ha provided an effective means of resupply. Supplies required by each unit were staged in suitable helicopter loads and pre-positioned at numerous loading points. Necessary pilot briefing forms were readily available and on-deck loading time was kept to a minimum. The efficient operation of the LSA enabled the helicopters to resupply the entire BLT during the short periods of suitable flying weather each day.

[REDACTED]

3. Conclusion. Although weather greatly curtailed helicopter operations throughout Operation Deacon Hill I, proper utilization of the available aircraft during periods of good weather enabled the helicopters to provide the maximum support possible.

STATISTICAL SUMMARYOPERATION BEACON HILL I

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO</u>	<u>MED-EVACS</u>	<u>HOURS</u>
20 MAR	369	738	21.9	20	98.1
21 MAR	125	72	25.4	10	56.0
22 MAR	100	109	13.9	50	39.3
23 MAR	118	135	7.8	84	50.5
24 MAR	181	158	24.0	52	32.8
25 MAR	165	127	20.3	56	55.3
26 MAR	221	229	31.6	32	61.6
27 MAR	227	182	33.3	48	69.8
28 MAR	168	161	14.4	4	39.1
29 MAR	112	96	5.8	3	43.6
30 MAR	160	84	21.6	2	49.4
31 MAR	143	100	15.4	15	47.8
TOTALS:	2089	2191	235.4	376	643.3