

DECLASSIFIED

•CTG 79.4

0370-68

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

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3:TJF:cf
5750
Ser: 03A09768
6 Apr 1968

From: Commanding Officer
To: Commander, Task Group 79.4

Subj: Command Chronology for the
submission of

Ref: (a) MCO 5750.24
 (b) CTG OpOrd

Encl: ✓(1) Command Chronology Report, Operation Fortress Attack, ^{Conquest} ✓
✓ TAB-A Combat Operations After Action Report, Operation Fortress Attack, ^{Conquest} ✓
Napoleon/Lancaster II/Saleve II. ¹¹⁰⁻² ¹¹⁰⁻² ¹¹⁰⁻² ¹¹⁰⁻²
1. In accordance with reference (a) and (b), enclosure (1) is submitted.

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

D. W. HOFFMAN

Signature/date

HMM-363 COPY #80516

S&C #: 086-68

DOWNGRADED AT 3 YEAR INTERVALS,
DECLASSIFIED AFTER 12 YEARS
DDC DIR 5200.10

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PART I - ORGANIZATIONAL DATA

1. Squadron Commander and Staff, with inclusive date of duration in assigned billets:

Commanding Officer	1 Mar - 26 Mar 1968 LtCol. F. E. ALLGOOD
	27 Mar - 31 Mar 1968 Maj. D. W. HOFFERT
Executive Officer	1 Mar - 26 Mar 1968 Maj. D. W. HOFFERT
	27 Mar - 31 Mar 1968 Maj. J. L. HARRISON
Operations Officer	1 Mar - 19 Mar 1968 Maj. M. E. SALTER
Maintenance Officer	20 Mar - 31 Mar 1968 Maj. T. J. FALESKIE
	1 Mar - 26 Mar 1968 Maj. J. L. HARRISON
Administrative Officer	27 Mar - 31 Mar 1968 Capt. T. B. HILL
Logistics Officer	1 Mar - 31 Mar 1968 Capt. D. G. AMEY
Aviation Safety Officer	1 Mar - 31 Mar 1968 Capt. J. CLARK
Intelligence Officer	1 Mar - 31 Mar 1968 Capt. M. D. COOPER
	1 Mar - 31 Mar 1968 Capt. R. H. BURNHAM

2. Task organization and unit location with inclusive dates:

HRM-363, MAG-15, 9th MAB USS Iwo Jima (LPH-2), RVN	1 Mar - 14 Mar 1968
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HRM-363, MAG-15, 1st MAW Quang Tri/Phu Bai, RVN	15 Mar - 27 Mar 1968
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HRM-363, MAG-15, 9th MAB USS Iwo Jima (LPH-2), RVN	28 Mar - 31 Mar 1968
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3. Average strength of squadron during period:

Officers: 43 (1 Navy)	Enlisted: 161 (3 Navy)
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4. Important visitors to the squadron: None

ENCLOSURE (1)

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PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD

Normal daily flight operations during this reporting period consisted of Med-Evac, Resupply, Aerial Recon, Command and Control, VIP Chase, and Admin/Liaison missions. The events listed took place during the course of these operations.

1 Mar 1968

Eleven missions were assigned by the SLF. Two missions were aborted and one cancelled due to weather.

Two sections flew admin missions. LtCol. ALLGOOD took his section to Phu Bai moving 8 US passengers, while Capt. HILL's section flew to Da Nang moving 32 US passengers and 1,000 pounds of cargo.

Four sections led by Maj. HOFFERT, Maj. FALESKIE, Capt. AMY, and Capt. ROCKFORD flew command and control missions. Seventy two US passengers, 2 US med-evacs and 8,000 pounds of cargo were transported.

2 Mar 1968

Two admin missions were completed by Maj. FALESKIE's section. Thirty six US passengers and 2,300 pounds of cargo were moved between LPN-2 and Da Nang. Lt. LANCASTER's section moved 16 US passengers and 400 pounds of cargo between LPD-7 and LPN-2.

All other missions were cancelled due to weather.

3 Mar 1968

Six missions were completed with one mission being cancelled by the SLF.

Three sections led by LtCol. ALLGOOD, Maj. HOFFERT, and Maj. HARRISON flew admin missions moving 115 US passengers, 1 US med-evac, and 4,500 pounds of cargo. At 1400H Maj. HARRISON's section received mortars while in the zone at YD 062543. No hits or injuries were received.

Maj. HARRISON's section also flew a command and control mission, and a section led by Capt. CLARK flew command and control. Thirty eight US passengers, 3 US med-evacs, and 1,100 pounds of cargo were carried by the two sections.

One section led by Capt. HILL carried 52 US passengers and 3,600 pounds of cargo between ships.

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4 Mar 1968

Eighteen aircraft were used for a troop lift in the Ca Lu, Camp Carroll and Cau Viet areas. Several of the aircraft received mortar rounds while approaching or in the zone at ID 280667. No hits or injuries were reported.

The 18 aircraft led by LtCol. ALLGOOD moved 774 US passengers, 4 US med-evacs, and 7,700 pounds of cargo.

Two sections continued to fly additional afternoon missions. A section led by LtCol. ALLGOOD moved 40 US passengers while flying command and control. Capt. AMEY took a section to Da Nang on admin moving 9 US passengers and 1,500 pounds of cargo.

5 Mar 1968

Twelve aircraft were again used on a troop lift moving 723 US passengers, 1 US med-evac and 39,100 pounds of cargo.

One section flying admin to Da Nang moved 44 US passengers and 1,500 pounds of cargo while Capt. CLARK's section flying VIP carried 36 US passengers.

6 Mar 1968

Six missions were assigned and all were completed.

Four sections led by LtCol. ALLGOOD, Maj. HOFFERT, Capt. AMEY, and Capt. COOPER flew admin. One hundred and seventy nine US passengers, 6 US med-evacs, and 6,500 pounds of cargo were moved.

Capt. HILL's section moved 44 US passengers and 400 pounds of cargo flying command and control.

7 Mar 1968

One section led by LtCol. ALLGOOD and a three plane division led by Capt. HILL flew admin missions moving 46 US passengers and 2,350 pounds of cargo.

Capt. PRICE led a section flying command and control which carried 48 US passengers and 3,000 pounds of cargo.

Two sections were diverted to med-evac while flying command and control and admin missions. Maj. FALESKIE's aircraft YZ-1 BuNo 143210 came under intense .30 caliber fire from ID 275655 and ID 268649. One hit was received with no injuries reported. The aircraft continued to fly and the mission

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was completed. Capt. AMEY led the second section with Lt. SMITH as his wingman which carried 7 US passengers, 3,400 pounds of cargo, and 23 US med-evacs. At 1745H Lt. SMITH's aircraft YZ-18 BuNo 149376 took 5 hits from intense automatic weapons and .30 caliber fire from ID 271655. There were no injuries reported, the aircraft lifted with the med-evacs and completed the mission.

At 1925H a four plane division led by LtCol. ALLGOOD launched to ID 278665 and delivered 6,000 pounds of emergency supplies in marginal weather. Four med-evacs were lifted from the zone.

8 Mar 1968

Two missions were aborted due to weather. The squadron accepted and completed an emergency resupply mission in the afternoon and a night emergency med-evac.

Four sections led by Maj. FALESKIE, Capt. CLARK, Capt. AMEY, and Capt. COOPER flew admin missions moving 106 US passengers, 18,400 pounds of cargo, and 3 US med-evacs. Two sections led by LtCol. ALLGOOD and Maj. HARRISON flew command and control missions moving 34 US passengers, 31,700 pounds of cargo, and 4 US med-evacs.

Capt. NAMES' section launched on night med-evac moving 3 US emergency med-evacs.

9 Mar 1968

All missions were completed as scheduled. One additional afternoon mission was scheduled and med-evac launched twice.

Five sections led by LtCol. ALLGOOD, Maj. HARRISON, Capt. CLARK, Capt. ROCKFORD, and Lt. CULRETH moved 134 US passengers, 8,500 pounds of cargo, and 13 US med-evacs. Three sections led by Capt. HILL, Capt. AMEY, and Capt. PRICE flew command and control missions moving 30 US passengers, 6,400 pounds of cargo and 6 med-evacs.

One section led by Maj. HOFFERT flew med-evac moving 10 US passengers, and 2 US med-evacs.

10 Mar 1968

Nine missions were aborted before completion due to weather during the day.

Five sections launched on admin missions led by LtCol. ALLGOOD, Maj. HARRISON, Maj. FALESKIE, Capt. HILL, and Capt. AMEY. One hundred and eighteen US passengers and 15,900 pounds of cargo were moved. One section led by Lt. CULRETH flew command and control moving 12 US passengers, and

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1 US med-evac. Lt. CULBRETH's section received mortar fire in the zone at YD 247598. No hits or injuries were received.

Two sections were launched for additional med-evac duty. The sections led by LtCol. ALLGOOD and Maj. HOFFERT moved 9 US passengers, 2,500 pounds of cargo and 28 US med-evacs.

11 Mar 1968

All missions were completed as scheduled with the two med-evac aircraft assisting with troop shuttles in country.

Six sections led by LtCol. ALLGOOD, Maj. SALTER, Maj. HARRISON, Capt. AMEY, Capt. McCLUNG, and Lt. KESSLER transported 87 US passengers, 2 VN CIV passengers, 23,550 pounds of cargo, and 4 US med-evacs.

One section led by Lt. CULBRETH flew command and control moving 11 US passengers, 3,100 pounds of cargo, and 2 US med-evacs.

12 Mar 1968

All missions were completed as scheduled. One four plane division led by Maj. HARRISON and two sections led by Capt. CLARK and Capt. ROCHFORD carried 72 US passengers, 9,000 pounds of cargo, and 4 US med-evacs.

13 Mar 1968

Two sections led by LtCol. ALLGOOD and Capt. HIRE flew admin missions moving 42 US passengers, 1,850 pounds of cargo, and 13 US med-evacs. One section led by Capt. AMEY moved 21 US passengers and 4,600 pounds of cargo while flying command and control.

Two divisions led by Maj. HOFFERT and Maj. SALTER flew to Quang Tri and Phu Bai respectively as advance party in preparation for off-loading from LPH-2. Fifteen US passengers and 2,500 pounds of cargo were moved.

14 Mar 1968

The squadron completed its off-load in preparation of the LPH-2's leaving the Vietnamese waters. Two five plane sections led by LtCol. ALLGOOD and Maj. FALESKIE shuttled aircraft and gear to Phu Bai and Quang Tri respectively.

At Phu Bai one section led by Capt. CLARK carried 3 VIP's. A second section led by Capt. PRICE flew an emergency resupply mission to Khe Sanh moving 50 pounds of blood and picking up 2 med-evacs. At Quang Tri Capt. ROCHFORD led a section flying admin which moved 4 US passengers and 4,000 pounds of cargo. Two sections led by Capt. HILL and Lt. JOHNSON moved 18 US passengers, 4 Viet Cong POW's, 500 pounds of cargo, and 3 US med-evacs while flying command and control.

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Lt. JOHNSON flying wing on Capt. ROCHFORD had an engine failure while enroute to Phu Bai. The aircraft was set down with no injury to the crew. Maj. HOFFERT's section received mortar rounds three times while in the zone at YD 282689. No hits or injuries were reported.

15 Mar 1968

At Quang Tri four sections flew, all completing admin missions. The sections led by Maj. HOFFERT, Capt. ROCHFORD, Capt. HIRE, and Lt. SMITH, moved 14,750 pounds of cargo, 87 US passengers, 1 ARVN passenger, 2 Viet Cong POW's, and 18 US med-evacs.

At Phu Bai four sections launched. Three sections led by LtCol. ALLGOOD, Capt. CLARK, and Capt. AMEY flew admin missions moving 63 US passengers, 6 Viet Cong POW's, 25,050 pounds of cargo, 5 US med-evacs, and 3 NVA med-evacs. One section led by Maj. HARRISON flew a VIP mission and Capt. AMEY broke off from his section to fly VIP chase. Five US passengers, 5 VIP's, and 150 pounds of cargo were carried.

16 Mar 1968

Three sections led by Maj. FALESKIE, Capt. HILL, and Capt. MAYES flew admin missions at Quang Tri. Forty-five US passengers, 7 US med-evacs, and 3,600 pounds of cargo were moved.

At Phu Bai two sections led by LtCol. ALLGOOD and Capt. CLARK flew admin missions moving 63 US passengers, 5 Viet Cong POW's, 10 US med-evacs, 3 VN CIV med-evacs, and 23,550 pounds of cargo. Maj. HARRISON's section flew a VIP mission moving 6 US passengers and 900 pounds of cargo. Capt. PRICE flying med-evac with a SCARFACE escort carried 1 US passenger, 1 VN CIV passenger, 16 US med-evacs, 8 VN CIV med-evacs, and 400 pounds of cargo.

17 Mar 1968

At Quang Tri three sections led by Maj. FALESKIE, Capt. HILL, and Capt. MAYES flew admin missions moving 62 US passengers and 2350 pounds of cargo.

At Phu Bai two sections led by LtCol. ALLGOOD and Capt. AMEY flew C & C missions moving 63 US passengers, 4 US med-evacs, and 4,300 pounds of cargo. Capt. PRICE and Capt. DICKSON took aircraft up on local training hops.

18 Mar 1968

At Phu Bai LtCol. ALLGOOD's section moved 26 US passengers and 7,760 pounds of cargo flying admin in support of Operation HOUSTON. At 1030H, the section received moderate small arms and 30 cal. fire from XD 049562. No hits or

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Injuries were received. Maj. HARRISON's section flying VIP moved 10 passengers, 3 NVA POW's, 2 VIP's and 2 US med-evacs. Capt. CLARK carried 2 US, 2 ARVN and 4 VN CIV med-evacs while flying with a SCARFACE escort.

At Quang Tri Maj. HOFFERT and Capt. ROCHFORD led sections flying admin and C & C missions moving 30 US passengers, 9 US med-evacs and 12,000 pounds of cargo. Maj. HOFFERT's section received light auto weapons and 30 cal. fire from ZD 015400 at 1030H with no hits or injuries. Lt. DUFFY flying VIP chaso with a SEAWORTHY aircraft carried 1 US passenger. Capt. HILL flying med-evac with a SEAWORTHY escort moved 1 US passenger and 57 US med-evacs.

19 Mar 1968

At Phu Bai two sections led by Capt. MAYEY and Capt. PRICE flew admin missions carrying 18 US passengers, 1 VIP, and 805 pounds of cargo. Capt. PRICE's section flew night med-evac in addition to moving 6 US med-evacs.

At Quang Tri Maj. FALESKIE's section moved 40 US passengers, 2 US med-evacs and 1100 pounds of cargo while flying C & C. A section led by Capt. HIRE flew admin moving 26 US passengers and 2300 pounds of cargo. Capt. MAYES' section flew admin, recon and VIP missions moving 11 US passengers and 700 pounds of cargo.

20 Mar 1968

At Phu Bai two sections led by Maj. HARRISON and Capt. SIMS flew admin missions moving 22 US passengers and 800 pounds of cargo. A section led by Capt. CLARK flew night med-evac moving 2 ARVN and 1 VN CIV med-evac. At 1845H, the section received light fire from ZD 787235 while enroute on mission 60I. No hits or injuries were received.

At Quang Tri Capt. HILL led a section flying C & C moving 30 US passengers, 1 US med-evac and 1600 pounds of cargo. Two sections led by Capt. ROCHFORD and Lt. SMITH flew admin missions moving 49 US passengers, 2 US med-evacs and 4700 pounds of cargo. Capt. HIRE led a section flying VIP moving 2 US passengers. Maj. FALESKIE flew med-evac with a SEAWORTHY escort moving 6 US med-evacs.

21 Mar 1968

At Phu Bai one section led by LtCol. ALLGOOD flew C & C moving 20 US passengers, 1 US med-evac and 3100 pounds of cargo. At 1915H, light small arms fire was received from ZD 081101 while the aircraft were enroute back to Phu Bai. No hits or injuries were received. Capt. PRICE's aircraft flew VIP chaso with SCARFACE moving 2 US passengers and 400 pounds of cargo. Maj. HARRISON led a section flying admin which moved 8 US passengers. Later Maj. HARRISON flying med-evac with a SCARFACE chaso moved 7 US passengers, 3 ARVN passengers, 7 US med-evacs and 4 VN CIV med-evacs. Lt. CULBRETH flying med-evac with a SCARFACE aircraft carried

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3 VN CIV passengers and 4 VN CIV med-evacs. Capt. AMEY's section flying night med-evac moved 1 ARVN passenger and 1 ARVN med-evac.

At Quang Tri two sections led by Maj FALESKIE and Capt. MCCLUNG flew admin missions moving 47 US passengers and 19 US med-evacs. One section led by Capt. HIRE moved 38 US passengers, 3 US med-evacs and 600 pounds of cargo. Capt. MAYES' and Lt. FISCHER's aircraft flew med-evac with a SEAWORTHY escort moving 1 US passenger, 1 VN CIV passenger, 9 US med-evacs, and 5 VN CIV med-evacs.

22 Mar 1968

At Quang Tri one section led by Maj. FALESKIE flew admin and med-evac missions moving 3 US passengers. While in a med-evac zone at YD 264649, light small arms fire was received. At 1045H, 5 hits were received from the fire with no injuries received. Two sections led by Capt. HILL and Lt. SMITH flew admin missions moving 32 US passengers and 3650 pounds of cargo. Lt. SMITH later launched with a section on an emergency med-evac which carried 1 US passenger and 6 US med-evacs to the USS Sanctuary.

At Phu Bai three sections led by Maj HARRISON, Capt. CLARK and Capt. PRICE flew admin missions moving 65 US passengers, 3 VN CIV passenger, 3 US med-evacs, 3 VN CIV med-evacs, and 5000 pounds of cargo.

23 Mar 1968

The day's flying was limited by bad weather. One section led by Capt. AMEY launched from Phu Bai moving 22 US passengers.

24 Mar 1968

At Phu Bai one section led by LtCol. ALLGOOD flew admin missions moving 20 US passengers, 1 US med-evac and 9,950 pounds of cargo. Lt. CULBRETH while flying his wing had two engine failures landing both aircraft without injury to the crews or damage to the aircraft. Two sections led by Capt. CLARK and Capt. HILL moved 20 US passengers and 1900 pounds of cargo, while flying C & C. Capt. PRICE took a section to recover the maintenance crews on one of the aircraft down in the field.

25 Mar 1968

At Quang Tri one section led by Maj. HOFFERT flew C & C and med-evac moving 4 US passengers and 6 US med-evacs. Maj. FALESKIE's section flying admin carried 17 US passengers and 1000 pounds of cargo.

At Phu Bai Capt. AMEY and Capt. PRICE flying with SCARFACE escorts moved 1 ARVN passenger, 4 US med-evacs, 3 ARVN med-evacs, and 1 VN CIV med-evac on morning and afternoon med-evac missions. Maj. HARRISON's section flew night med-evac transporting 4 US med-evacs.

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~~CONFIDENTIAL~~26 Mar 1968**UNCLASSIFIED**

The day was a tragic one for HMM-363. At approximately 0250H Phu Bai came under a rocket attack. The first of the rockets to hit scored direct hits in the officers areas. Heavy casualties were received. Among those wounded was LtCol. ALLGOOD, the Commanding Officer of HMM-363. The squadrons physician examined him and reported his condition as grave. After the attack had ceased the med-evacs were taken to "A" Med and examined, the night med-evacs crews were called to take those with head wounds to Da Nang for treatment. The section led by Maj. HARRISON launched with two med-evacs aboard the lead aircraft and three in the chino. The weather was poor with a 500 foot ceiling and in an attempt to be clear of all mountains, the flight proceeded south over the water. At 0510H the chase aircraft flown by Lt. STEVENSON lost sight of the lead aircraft and then radio contact. Maj. HARRISON reported immediately that his wingman was down at the 090° radial Tuyan Channel No. 69 at 30 miles. Maj. HARRISON considering the severity of the med-evacs condition and the poor conditions for a search, continued to Da Nang. The SAR aircraft were immediately launched from Da Nang and the pilot Lt. STEVENSON and co-pilot Lt. RUCK were rescued. The crew Cpl. Larry E. GREEN 2175487 USMC crew chief, L/Cpl. Ernest C. KERR 2203528 USMC gunner, the corpsman HM-3 William H. COOK 3919600 USM, HN Wayne J. FIELDING 9999136 USM, the med-evacs Cpl. Glenn MOWERY 2177279 USMC, L/Cpl. Richard Ewancho 2279395 USMC, and LtCol. Frankie E. ALLGOOD 057335 USMCR the Commanding Officer of HMM-363 were not found. Maj. HOFFERT arrived from Quang Tri and assumed command.

The daily routine was disrupted but missions were flown at Quang Tri and Phu Bai. Maj. FALESKIE and Capt. HIRE led sections flying admin and command and control missions out of Quang Tri. Twenty seven US passengers and 3,900 pounds of cargo were moved. At Phu Bai Capt. AMEY led a section flying admin which carried 7 US passengers, 2 VN civilian passengers and 1,000 pounds of cargo. Two aircraft from Phu Bai piloted by Lt. KESSLER and Lt. CULBRETH, flew in sections with Scarface aircraft moving 1 US passenger.

27 Mar 1968

All aircraft and personnel were on-loaded to LPH-2. The squadron carried 74 US passengers and 31,100 pounds of cargo.

One section led by Capt. HIRE flew command and control moving 29 US passengers, 1 US med-evac, and 3,000 pounds of cargo. A section led by Capt. PRICE shuttled 4 US passengers and 5,900 pounds of cargo between ships.

28 Mar 1968

Four sections led by Maj. HARRISON, Maj. FALESKIE, Capt. PRICE, and Lt. SMITH flew admin missions moving 68 US passengers, 2 US med-evacs, and

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8,430 pounds of cargo. One section led by Capt. HIRE flew VIP and moved 34 US passengers and 2 US med-evacs.

29 Mar 1968

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One 3 plane division led by Maj. HOFFERT and 3 sections led by Maj. HARRISON, Capt. ROCHFORD, and Capt. PRICE flew admin missions. Seventy one US passengers, 5,650 pounds of cargo, and 3 US med-evacs were carried.

30 Mar 1968

Two sections led by Maj. HOFFERT and Maj. FALESKIE flew med-evac moving 2 US passengers, 6 VN civilian passengers, and 9 US med-evacs. Five sections led by Capt. CLARK, Capt. AMEY, Lt. SMITH, Lt. KESSLER, and Lt. CULBRETH flew admin missions moving 99 US passengers and 3,000 pounds of cargo. Capt. HIRE's section carried 11 US passengers while flying command and control.

31 Mar 1968

One section led by Maj. HARRISON moved 18 US passengers and 6 US med-evacs while flying a VIP mission. Lt. CULBRETH's section flying command and control moved 19 US passengers, 2 US med-evacs, and 1,900 pounds of cargo. Two divisions led by Capt. HILL and Capt. AMEY moved 80 US passengers and 8,150 pounds of cargo flying admin.

ENCLOSURE (1)

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PART III - SIGNIFICANT EVENTS

1. Promotions

- a. Officers: One (1) to Captain
Four (4) to First Lieutenant
- b. Enlisted: One (1) to Gunnery Sergeant
One (1) to Staff Sergeant
Two (2) to Corporal
One (1) to Lance Corporal

2. Awards

- a. The Air Medal (1st award) was awarded to 42 personnel, and the Air Medal (subsequent awards) were awarded to 31 personnel of HMM-363.
- b. The Distinguished Flying Cross was awarded to Capt. Davis G. AMEY 088545/7561.
- c. The Distinguished Flying Cross was awarded to Cpl. Harry W. Houser Jr. 2170378/6332.
- d. The Purple Heart Medal was awarded to Maj. James L. HARRISON 065963/7561.
- e. The Certificate of Commendation (1st and 2nd awards) was awarded to Lt. Kenneth D. GERMAN 663071/2105 (USN).

3. Casualties

RANK	NAME	SERNO	DATE	PLACE
LtCol.	ALLGOOD, Frankie E.	057335	26Mar68	DAI(BNR) 3 NM off east coast of RVN, and 30 NM south of Phu Bai.
Cpl.	GREEN, Larry E.	2175487	26Mar68	" " " "
LCpl.	KERR, Ernest C. Jr.	2203528	26Mar68	" " " "
2ndLt.	ENGLISH, Richard K.	0100763	26Mar68	MIANE Phu Bai, RVN
SSgt.	SACHARSKO, Joseph F.	1691194	26Mar68	" " " "
Cpl.	FROST, Bartlett H.	2175399	26Mar68	" " " "
LCpl.	MARES, Patricio B.	2178860	26Mar68	" " " "

4. Air Operations

- a. Total Flight Hours: 1498.2
- b. Total Sorties: 3987

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c. Total Cargo, Tons: 241.5
d. Total Med-Evacs: 419
e. Total Passengers: 4338

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

CTG 79.4
 0095-68

3:TJF:cf
 3430
 003108868
 28 Mar 1968

~~SECRET~~ ~~CLASSIFIED~~

From: Commanding Officer
 To: Commander, Task Group Seven Nine Point Four
 Subj: After Action Report, Operation Fortress Attack/Kentucky/
 Napoleon/Lancaster II/Saline II; submission of (U)
 Ref: (a) Annex "J" to CTG 79.4 Operation Plan 1204-68
 Encl: ✓(1) Chronology of Significant Events
 ✓(2) Analysis of Helicopter Operations
 ✓(3) Statistics for Operation Fortress Attack/Kentucky/Napoleon/
 Lancaster II/Saline II

1. In accordance with reference (a), enclosures (1) through (3) are submitted.
2. This letter may be downgraded to "UNCLASSIFIED" upon removal of enclosures (1) through (3).

D. W. Hoffert
 D. W. HOFFERT

HMM-363

OPNS A/A RPT FORTRESS ATTACK/KENTUCKY/NAPOLEON/
 LANCASTER II/SALINE II MAR 1968

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TAB-A

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INDEX

ENCLOSURE (1) CHRONOLOGY OF SIGNIFICANT EVENTS

ENCLOSURE (2) ANALYSIS OF HELICOPTER OPERATIONS

ENCLOSURE (3) STATISTICS FOR OPERATION FORTRESS ATTACK/
KENTUCKY/NAPOLEON/LANCASTER II/SALINE II

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CHRONOLOGY OF SIGNIFICANT EVENTS

11 Feb 1968

HMM-363 OpCon to CTG 79.4 as of 1200H. During the only mission assigned, light small arms fire from a village at ID 9417 was received with no hits or injuries to the crew.

12 Feb 1968

One command and control mission, two resupply missions, and six administrative missions were flown without incident.

13 Feb 1968

Six command and control, administrative, and resupply missions were completed utilizing 10 aircraft.

14 Feb 1968

Seven command and control, administrative, and resupply missions were completed utilizing 13 aircraft.

15 Feb 1968

The 9 scheduled missions plus one write in mission were completed without incident.

16 Feb 1968

All 9 scheduled missions were completed including command and control, administrative, and resupply.

17 Feb 1968

Seven aircraft completed 5 scheduled missions and one write in mission later in the day. Two missions were cancelled due to weather.

18 Feb 1968

A twelve aircraft troop shuttle between Cam Lo and Ca Lu was cancelled due to weather.

19 Feb 1968

Six missions were completed as scheduled. Three missions were cancelled due to weather. Included in the missions cancelled was the troop shuttle between Cam Lo and Ca Lu. Aircraft received artillery fire at ID 240612 and ID 335693. Small arms and automatic weapons fire was received from ID 015468 and ID 045557. No hits were incurred.

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~~DECLASSIFIED~~20 Feb 1968

The Squadron launched 6 aircraft on SAR for a downed CH-53. Morning missions were delayed and seven of the twelve missions assigned were cancelled due to weather.

21 Feb 1968

All but two assigned missions were completed. The two missions incomplete were cancelled due to weather.

22 Feb 1968

Aircraft launched on four missions but were forced to abort due to weather. Three missions were cancelled due to weather.

23 Feb 1968

Three missions were completed while four were cancelled due to weather.

24 Feb 1968

All missions in country were cancelled due to weather.

25 Feb 1968

Four aircraft flew on the Troop Transfer between Can Lo and Ca Lu. Two aircraft launched on Command and Control missions with all missions for the day being completed. One fire incident was reported when small arms fire was received from ID 003558 with no hits or injuries reported.

26 Feb 1968

Six of the eight missions assigned by the SLF were completed. The two missions cancelled were cancelled due to weather.

27 Feb 1968

Nine missions were assigned by the SLF including Command and Control, Resupply, and Admin. All missions were completed.

28 Feb 1968

Seven missions were assigned by the SLF and all missions were completed.

29 Feb 1968

Ten missions were assigned by the SLF with all being completed, included were Command and Control, Resupply, Admin, and Med-Evac Standby.

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~~SECRET//NOFORN~~1 Mar 1968

Eleven missions were assigned by the SLF. Two missions were aborted and one cancelled due to weather.

2 Mar 1968

Only two Admin missions were completed. All other missions were cancelled due to weather.

3 Mar 1968

Six missions were completed. One mission was cancelled by the SLF. One fire incident was reported when artillery fire was taken in the zone at YD 062543. No hits or injuries were reported and the aircraft continued the mission until it was completed.

4 Mar 1968

All aircraft were used for a Troop Lift in the Ca Lu, Camp Carroll, and Cau Viet areas. All missions were completed with several of the aircraft receiving mortar rounds while approaching or in the zone at YD 280667. No hits or injuries were reported.

5 Mar 1968

All missions were completed, the bulk of the work being a troop lift.

6 Mar 1968

All six missions assigned HMM-363 were completed, the bulk of the work being Resupply.

7 Mar 1968

Morning operations were delayed due to weather. One mission was not completed due to the aircraft being diverted to Med-Evac. Two aircraft received hits while picking up Med-Evacs. At 1400H one hit was taken from 30 Cal fire at YD 270659 and at 1745H five hits were taken from automatic weapons fire at YD 271655. No injuries were received and all missions were completed. At 1925H four aircraft were launched on an emergency resupply to YD 278665. The night mission went without incident.

8 Mar 1968

Two missions were aborted due to weather. An Emergency resupply mission in the afternoon and a night med-evac mission were completed.

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All missions were completed as scheduled with one additional mission scheduled and two Med-Evac missions launched.

10 Mar 1968

Four missions were completed while nine were cancelled due to weather.

11 Mar 1968

All missions were completed with the two Med-Evac aircraft assisting with troop shuttles in country.

12 Mar 1968

All missions were completed as scheduled.

13 Mar 1968

All missions were completed with an additional four aircraft being sent to Phu Bai and four aircraft to Quang Tri as an advanced party.

14 Mar 1968

The squadron completed its off-load in preparation for LPH-2's leaving the Vietnamese waters.

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~~SECRET//NOFORN~~ANALYSIS OF HELICOPTER OPERATIONS1. General

Helicopter Operations were conducted from the USS Iwo Jima (LPH-2) during operation Fortress Attack/Kentucky/Napoleon/Lancaster II/Saline II. The greatest single deterrent to mission completion was adverse weather.

2. Helicopter Utilization

a. The overall utilization of helicopters was excellent with the occasional exception of afternoon commitments. Experience has shown that much of the work which was fragged was completed by early afternoon. Aircraft fragged for an all day commitment were without work in the afternoon.

b. Communications & Coordination. To insure that radio frequencies are not compromised it is imperative that all call signs and frequencies be briefed prior to departure from the LPH. Frequencies ashore were changed during the period of the operation and this information would be passed on the air after flights were in country. These changes were not received until after the units had been using the new frequencies for one or two days. When it is necessary to transmit communications information, all frequencies should be passed by "Mike" Designators. Pilots and radio operators should be aware of those designators and have them readily available.

c. Operations of Logistic Support Area. Cargo loading was expeditiously accomplished, for the most part. One problem area was passing of all information necessary to the pilots for a prompt delivery. In the past it has been found that the most efficient method for passing this information is to have HST/LSA personnel provide the following data on a slip of paper: (1) amount of cargo loaded, (2) destination (Coordinates), (3) call sign and frequency of the agency to be resupplied. This information should be available at the time the supplies are staged.

d. Resupply of Companies. Cargo handling in the field was quick and efficient. Aircraft spent a minimum time in the zone and greatly improved the efficiency of the operations.

3. Conclusions

- a. Good communication procedures must be reiterated to avoid compromise.
- b. LSA/HST personnel must provide adequate information to the pilot to insure expeditious delivery of supplies/personnel.

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STATISTICS FOR OPERATION
FORTRESS ATTACK/KENTUCKY/NAPOLEON/LANCASTER II/SALINE II

<u>DATE</u>	<u>SORTIES</u>	<u>PAK</u>	<u>TONS CARGO</u>	<u>MEDEVAC</u>	<u>HOURS</u>
11 Feb 1968	39	106	7.0	0	40.0
12 Feb 1968	101	234	14.1	12	37.1
13 Feb 1968	126	142	5.8	8	56.5
14 Feb 1968	148	268	12.6	2	59.3
15 Feb 1968	123	164	6.9	1	48.9
16 Feb 1968	170	197	20.8	6	54.3
17 Feb 1968	101	188	7.1	3	45.6
18 Feb 1968	18	18	0.9	0	14.4
19 Feb 1968	105	274	5.2	8	51.7
20 Feb 1968	25	20	0.3	4	30.5
21 Feb 1968	84	159	4.9	1	35.0
22 Feb 1968	8	42	0.5	0	3.0
23 Feb 1968	35	56	2.2	1	9.7
24 Feb 1968	20	6	6.1	0	2.9
25 Feb 1968	114	450	3.9	2	55.7
26 Feb 1968	52	114	2.8	4	20.1
27 Feb 1968	111	104	4.8	0	42.2
28 Feb 1968	89	139	4.6	2	27.9
29 Feb 1968	110	148	6.0	5	38.8
1 Mar 1968	66	112	4.5	2	27.7
2 Mar 1968	9	52	1.4	0	13.1
3 Mar 1968	116	205	4.6	4	34.1
4 Mar 1968	251	831	4.6	5	99.1
5 Mar 1968	302	808	23.9	1	101.8
6 Mar 1968	115	223	3.5	6	46.3
7 Mar 1968	87	119	7.4	42	35.9
8 Mar 1968	75	87	16.5	10	49.2
9 Mar 1968	210	202	23.9	20	65.8
10 Mar 1968	136	167	11.3	30	49.3
11 Mar 1968	122	106	14.5	14	48.8
12 Mar 1968	61	54	3.8	3	21.1
13 Mar 1968	85	81	4.0	14	39.8
14 Mar 1968 ON SHORE					
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TOTAL	3,224	5,876	240.4	210	1,305.6

No. aircraft hit by enemy fire	2
No. fire incidents	11
No. aircraft damaged or destroyed operationally	0
No. personnel wounded in action	0
No. personnel killed in action	0

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