

MARINE MEDIUM HELICOPTER SQUADRON 363
 Marine Aircraft Group 36
 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco, 96602

3PTJF:cf
 5750
 Ser: 03A12668
 5 May 1968

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From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)

Subj: Command Chronology for the period 15 April - 30 April 1968;
 submission of

Ref: (a) MCO 5750.2A
 (b) GruO 5750.1B

Encl: ✓(1) Command Chronology Report, Operation Fortress Attack II/
 ✓TAB-A - Combat Operations After Action Report, Napoleon/Salinity Task Force Kilo.

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. Hoffert
 D. W. HOFFERT

HMW-363-

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Enclosure (8)

15-30 APR 1968

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PART I - ORGANIZATIONAL DATA

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

Commanding Officer	15 Apr - 30 Apr 1968	Maj D. W. HOFFERT
Executive Officer	15 Apr - 30 Apr 1968	Maj J. L. HARRISON
Operations Officer	15 Apr - 30 Apr 1968	Maj T. J. FALESKIE
Maintenance Officer	15 Apr - 30 Apr 1968	Capt T. B. HILL
Administrative Officer	15 Apr - 30 Apr 1968	Capt T. B. DICKSON
Logistics Officer	15 Apr - 30 Apr 1968	Capt J. CLARK
Aviation Safety Officer	15 Apr - 30 Apr 1968	Capt M. D. COOPER
Intelligence Officer	15 Apr - 30 Apr 1968	Capt R. H. BURNHAM

2. Task organization and unit location with inclusive dates:

HMM-363, MAG-36, 1st MAW, FMFPac
Phu Bai, RVN 15 Apr - 30 Apr 1968

3. Average strength of squadron during period:

Officers: 43 (1 Navy) Enlisted: 163

4. Important visitors to the squadron: None

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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.

15 Apr 1968

The majority of the day's flying supported the off-loading of HMM-363 from the USS Iwo Jima. Twelve aircraft were utilized in off-loading carrying 72 passengers and 24,900 pounds of cargo. All other passengers and cargo was off-loaded by CH-46 and CH-53 aircraft.

HMM-363 chopped to OPCON of MAG-36 at 1200H and supported it with 3 missions. Two aircraft flew two missions in support of Operation Houston, carrying 12 passengers, lifting 5,000 pounds of cargo and flying one visual recon. Two other aircraft flew one mission flying 3 visual recon's carrying 5 passengers.

16 Apr 1968

Two aircraft ran mission 66 for the 1st MARDIV out of Ca Lu carrying 41 passengers and 500 pounds of cargo. Their flight consisted of admin, med-evac, VIP, and command and control. On one of their numerous trips into Khe Sanh artillery fire was received with no hits or injuries reported.

Two aircraft flew two missions in support of 1/27 carrying 3 passengers, 2 U.S. priority med-evacs and flew one visual recon. Another two plane section flew one mission in support of Operation Houston carrying 32 passengers, 1,050 pounds of cargo, and flying 3 visual recon's. Night med-evac flew 2 missions evacuating 1 emergency and 3 priority VN civilians.

Two aircraft flew one mission in support of the squadron taking 2 aircraft to MMAF for radio mod and bringing back two already modified. Mission 78 was cancelled by MAG-36 and all other assigned missions were completed.

17 Apr 1968

Five aircraft flew 7 med-evac missions evacuating 12 US emergency, 10 US priority, 8 US routine, 1 ARVN priority, and 1 VN civilian routine.

Two aircraft operated out of Ca Lu on mission 66 in support of the 1st MARDIV in the operation Lancaster area flying VIP, C&C, admin, and med-evac. They carried 33 passengers, 100 pounds of cargo and evacuated 9 US priority and 5 US routine med-evacs.

Two aircraft launched in support of Operation Houston and carried 18

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passengers and 4,200 pounds of cargo. Another section carried 2 US emergency med-evacs to the USS Sanctuary and then went to Da Nang on squadron business carrying 16 passengers and 3,000 pounds of cargo. A single aircraft flew one VIP chase mission carrying 300 pounds of cargo.

18 Apr 1968

Four aircraft flew 6 med-evac missions evacuating 1 US emergency, 9 US priority, 3 VN civilian routines.

The squadron supported Operation Lancaster with 4 aircraft and carried 48 passengers, 4,800 pounds of cargo, and evacuated 1 US routine med-evac. Their mission included visual recon, med-evac, C&C, and admin flights.

Two aircraft each were launched in support of Operation Houston and 1/27. The Operation Houston flight carried 22 passengers, 600 pounds of cargo, and evacuated 1 VN civilian emergency. The 1/27 flight carried 21 passengers, 4,000 pounds of cargo, and flew 1 visual recon.

Two aircraft launched on VIP chase missions and two aircraft launched to MMAF on squadron business after mission 87 was cancelled by MAG-36.

19 Apr 1968

Four aircraft flew 7 med-evac missions evacuating 6 US emergency, 2 US priority, 1 US routine, and 1 ARVN emergency.

One flight of 2 aircraft was launched in support of Operation Baxter Garden carrying 33 passengers, 1,000 pounds of cargo, 4 passengers and flying 1 visual recon.

Three aircraft launched to MMAF to exchange aircraft for radio mod and also carried 2,700 pounds of cargo.

20 Apr 1968

Two aircraft flew 10 med-evac missions evacuating 11 US emergency, 13 US priority, 13 US routine, 1 ARVN emergency, 1 VN civilian emergency, and 2 VN civilian priority.

Two aircraft launched in support of Operation Baxter Garden carrying 42 passengers, 5,650 pounds of cargo, evacuating 6 US priority med-evacs, and flying 2 visual recon's.

MAG-36 launched two aircraft to support MAG-36 Forward at Quang Tri. This flight carried 38 passengers, 2,700 pounds of cargo and evacuated 1 VN civilian priority med-evac. Three aircraft launched in support of 1/27 and carried 25 passengers and 6,400 pounds of cargo. One aircraft launched

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as VIP chase carrying 100 pounds of cargo.

21 Apr 1968

Four aircraft flew 10 med-evac missions evacuating 9 US emergency, 8 US priority, 5 US routine, 1 ARVN emergency, and 1 VC emergency.

Two aircraft launched in support of Operation Baxter Garden and carried 36 passengers, 22,500 pounds of cargo and evacuated 1 US priority med-evac.

Two aircraft launched to Da Nang carrying 5 US routine med-evacs to the USS Sanctuary, 15 passengers and 200 pounds of cargo was also carried. Mission 73 did not launch because of lack of anything to do.

22 Apr 1968

Three aircraft flew 8 med-evac missions evacuating 5 US emergency, 3 US priority, 19 US routine, and 4 ARVN routine med-evacs.

Two aircraft launched in support of Operation Baxter Garden carrying 27 passengers, 6,400 pounds of cargo, and evacuating 1 US emergency, 4 US priority, and 3 US routine med-evacs.

Four aircraft were launched in support of MAG-36 Forward. They carried 79 passengers, 5,050 pounds of cargo, and evacuated 1 US emergency, 3 US priority, and 2 US routine med-evacs.

One aircraft launched on VIP chase and carried 4 passengers and 300 pounds of cargo. Two aircraft launched from MMAF to be returned to Phu Bai and carried 2,000 pounds of cargo.

23 Apr 1968

Two aircraft launched in support of Operation Baxter Garden carrying 56 passengers, 26,000 pounds of cargo, and evacuating 1 US emergency and 3 US routine med-evacs. At 1845H at coordinates YD 965150 the lead aircraft was hit with automatic .30 caliber fire. The crew chief, Cpl. John S. WISEMAN 2176639/6332 was killed. The aircraft was shut down in the zone while the wingman returned to Phu Bai. The second aircraft and another returned to the zone where the plane and crew was evacuated.

Six aircraft flew 9 med-evac missions evacuating 1 US emergency, 9 US priority, 1 VN civilian priority, and 1 VC suspect. 1,000 pounds of blood was also transported from the USS Sanctuary to Phu Bai.

Two aircraft launched in support of 1/27 carrying 13 passengers, and 900 pounds of cargo. Two aircraft launched to MMAF carrying 11 passengers, and 10,600 pounds of cargo. This flight exchanged one aircraft at MMAF for radio mod. One VIP chase mission also launched.

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24 Apr 1968

Four aircraft flew 10 med-evac missions evacuating 6 US emergency, 7 US priority, and 4 VN civilian priority med-evacs.

Two aircraft launched in support of Operation Baxter Garden and carried 25 US passengers, 3 VN civilian passengers, and 8,830 pounds of cargo. Small arms fire was received at 0830H from YD920177 and at 1845H from YD 861250 with no hits or injuries reported.

Two aircraft flew 3 admin missions carrying 17 passengers and 375 pounds of cargo. One aircraft launched with Scarface on an admin mission and evacuated 4 US routine med-evacs. VIP chase launched carrying 11 passengers and 200 pounds of cargo.

25 Apr 1968

One aircraft flew 3 med-evac missions evacuating 2 US emergency and 2 US routine med-evacs.

Two aircraft launched in support of Operation Baxter Garden carrying 16 passengers, 15,600 pounds of cargo and evacuating 2 US priority med-evacs.

Two aircraft carried 17 passengers and 2,500 pounds of cargo in support of 1/27. Two aircraft also launched to Da Nang carrying 8 passengers and 800 pounds of cargo.

Two single aircraft flights launched. One aircraft on a mosquito spray mission which carried 3 passengers and 500 pounds of spray.

26 Apr 1968

Four aircraft flew 6 med-evac missions evacuating 1 US emergency, 1 US priority, 8 US routine, and 1 VN civilian emergency med-evacs.

Two aircraft launched in support of the 1st MARDIV and carried 27 passengers, 2,800 pounds of cargo, and evacuated 1 US priority med-evac. Two aircraft also launched in support of Operation Baxter Garden carrying 14 US passengers, 300 pounds of cargo, and evacuated 2 US priority, 2 ARVN routine, and 3 VN civilian routine med-evacs.

Two aircraft launched to Da Nang in support of the squadron and carried 18 passengers and 2,550 pounds of cargo. VIP chase also launched and carried 10 passengers.

27 Apr 1968

Two aircraft flew 2 med-evac missions evacuating 4 US emergency and

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2 US priority med-evacs. One mission 60A small arms fire was received at 1020H at coordinates YD 850196 with no hits or injuries reported.

Four aircraft launched to Quang Tri in support of the 3rd MARDIV carrying 96 passengers, 4,300 pounds of cargo, and evacuating 2 US priority, 3 US routine, and 1 NVA emergency med-evacs.

Four aircraft launched in support of Operation Houston and Baxter Garden carrying 14 passengers, and 1,200 pounds of cargo. VIP chase launched with Scarface for visual recon.

28 Apr 1968

Four aircraft flew 6 med-evac missions, 7 US routine, 1 ARVN routine, and 1 VN civilian emergency med-evacs. One mission 60C small arms fire was received at 1010H at coordinates YD 972983 with no hits or injuries reported.

Two aircraft launched in support of Operation Houston carrying 18 passengers, and 1,100 pounds of cargo. Another section launched in support of 1/27 carrying 11 passengers. A third section launched on an admin mission carrying 20 passengers, 1,000 pounds of cargo, and evacuating 1 US emergency med-evac to the USS Repose.

A single aircraft was launched at 2400 for Phu Bai mortar watch.

29 Apr 1968

Two aircraft flew in support of Operation Houston carrying 32 passengers and 3,900 pounds of cargo. Another section flew a visual recon for 1/27 and made an admin flight to Da Nang carrying 42 passengers and 2,500 pounds of cargo. VIP chase also launched.

30 Apr 1968

Four aircraft flew 11 med-evac missions evacuating 7 US priority, 5 US routine, 3 ARVN priority, 1 VN civilian emergency, and 1 VN civilian priority med-evacs.

Three aircraft were launched in support of Operation Houston carrying 23 passengers and 600 pounds of cargo. Two aircraft were launched in support of 1/27 and carried 4 passengers for 1 visual recon.

Two admin flights launched carrying a total of 15 passengers and 1,400 pounds of cargo.

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PART III - SIGNIFICANT EVENTS

1. Promotions

- a. Officers: One (1) to First Lieutenant
- b. Enlisted: One (1) to Sergeant

2. Awards

- a. Cpl. William D. CARPENTER was awarded the Navy Commendation Medal.
- b. LCpl. George T. CURTIS was awarded the Navy Commendation Medal.
- c. A total of 63 Air Medals were awarded to the Officers and Enlisted personnel of HMM-363

3. Casualties

<u>RANK</u>	<u>NAME</u>	<u>SERNO/MOS</u>	<u>DATE</u>	<u>PLACE</u>
Cpl.	John S. WISEMAN	2176639/6332	23Apr68	KIA 7 miles east of Phu Bai, Thua Thien Province, RVN
Capt.	Brian W. WEST	093511/7561	23Apr68	WIA 7 miles east of Phu Bai, Thua Thien Province, RVN

4. Air Operations

- a. Total Flight Hours: 616.7
- b. Total Sorties: 2096
- c. Total Cargo, Tons: 89.0
- d. Total Med-Evacs: 318
- e. Total Passengers: 1147

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

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 25 Apr 1968

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From: Commanding Officer
 To: Commander, Task Group Seven Nine Point Four
 Subj: After Action Report, Operation Fortress Attack II/Napoleon/
 Saline II/Task Force (Kilo); submission of (U)
 Ref: (a) Annex "J" to CTG 79.4 Operation Plan 120A-68

Encl: ✓(1) Chronology of Significant Events
 ✓(2) Analysis of Helicopter Operations
 ✓(3) Statistics for Operation Fortress Attack II/Napoleon/
 Saline II/Task Force (Kilo)

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).

B. W. HOFFERT

MM-363

OPNS A/APT FORTRESS ATTACK II/NAPOLEON/SALINE II
 TASK FORCE(KILO) 15-30 APR 1968

DECLASSIFIED AT 3 YEAR INTERVALS;
 DECLASSIFIED AFTER 12 YEARS
 DDC GRN 5200.10

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CHRONOLOGY OF SIGNIFICANT EVENTS

27 Mar 1968

The majority of the days flying was in support of HMM-363's onload to I.P.H.-2. Four missions were assigned and three were completed. The fourth was incomplete due to the passengers not being at LZ Blue Bird.

28 Mar 1968

Ten aircraft flew five missions in support of SLF-A without incident. The Med-Evac aircraft flew one Med-Evac mission assigned by Plutocrat I.

29 Mar 1968

Eight missions were completed in support of SLF-A without incident utilizing eleven aircraft.

30 Mar 1968

Three Med-Evac missions were completed along with six regularly assigned missions without incident.

31 Mar 1968

Six missions were flown by eleven aircraft without incident. Three Med-Evac missions were also completed by aircraft flying C & C.

1 Apr 1968

Only one mission, the DaNang run, was completed. All other assigned missions were cancelled due to weather.

2 Apr 1968

Three missions were completed without incident. One mission, the ARG shuttle was cancelled by HDC due to weather. Three aircraft were forced to remain at MMAF due to weather.

3 Apr 1968

One mission was completed without incident. All other missions were cancelled and mission 04 was aborted due to weather.

4 Apr 1968

All assigned missions were completed without incident. Two aircraft are RON at MMAF.

5 Apr 1968

Seven missions were completed in support of SLF-A. Four aircraft also flew in support of 3rd MarDiv.

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ENCLOSURE (1)

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Twelve aircraft flew in support of SLF-A and completed all assigned missions without incident.

7 Apr 1968

Nine missions were flown by twelve aircraft. One aircraft received mortar fire while in the zone at coordinate XD 239716. No hits were received and the aircraft continued its mission. All assigned missions were completed.

8 Apr 1968

All assigned missions were held in the morning due to weather. During this time additional shuttles were made to surrounding ships. All assigned missions were completed by the end of the day.

9 Apr 1968

Eleven aircraft completed six assigned missions without incident.

10 Apr 1968

All assigned missions were completed. Eleven aircraft supported SLF-A and two aircraft went to Phu Bai on squadron business.

11 Apr 1968

Four missions were aborted due to weather. One C & C mission was completed without incident and the ARG shuttle was partially completed due to weather.

12 Apr 1968

Ten assigned missions were completed without incident. Two aircraft will RON at NMAT due to weather.

13 Apr 1968

Eight missions were completed. One mission to DaNang consisting of four aircraft returned with only two passengers vice twenty reported to be waiting to return to IPR-2.

14 Apr 1968

All assigned missions were completed without incident in support of SLF-A. Four Aircraft went to Phu Bai to remain as advance party in preparation for off-loading HMM-363. Two additional C & C missions were accepted and completed without incident.

15 Apr 1968

Twelve aircraft participated in off-loading squadron to Phu Bai. No missions were run for SLF-A. HMM-363 OpCon to MAG-36.

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ANALYSIS OF HELICOPTER OPERATIONS

1. General

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

2. Helicopter Utilization

a. One problem previously encountered was the lack of launches by Med-Evac aircraft. Med-Evac aircraft were utilized as a second section for work in country thus giving them a shorter reaction time and allowing two more aircraft to share the work load. During assault operations where heavy contact was expected, an airborne Med-Evac was used and found to be an excellent solution to the problem of launching from a moving base.

b. Communications & Coordination. Radio transmissions between ships and aircraft were used only in emergency situations during this period. This proved very effective and insured no unnecessary compromise of information. This type of operation did require more coordination and planning between all controlling agencies involved.

During operations where the threat of artillery and mortar fire existed the use of mirrors from ground to air proved to be an excellent means of making positive identification of the Landing Zone. The use of mirrors, such as those carried in crewmember Mae West life jackets, reduces the threat of the enemy using the standard smoke for registration of crew served weapons.

c. Operations of Logistic Support Area. Logistic support areas were found to be properly named and personnel accomplished cargo loading expeditiously.

d. Resupply of Companies. Quick and efficient handling of cargo in the field greatly improved the efficiency of the operation.

3. Conclusions

a. Continuing efforts must be made to minimize helicopter radio transmissions.

b. Airborne Med-Evac should be considered in all troop assault operations.

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FORTRESS ATTACK II/NAPOLEON/SALINE II/TASK FORCE (KILO)

DATE	SQUADRONS	PAX	TONS		HOURS
			CARGO	MEDEVAC	
27 Mar 1968	137	107	20.0	1	56.1
28 Mar 1968	56	89	4.0	4	35.2
29 Mar 1968	102	94	3.1	8	38.1
30 Mar 1968	113	118	1.5	9	46.4
31 Mar 1968	125	117	5.0	8	40.8
1 Apr 1968	29	50	1.1	0	5.6
2 Apr 1968	44	79	0.9	1	7.9
3 Apr 1968	41	121	2.2	0	18.4
4 Apr 1968	104	164	5.7	5	35.8
5 Apr 1968	237	192	7.6	3	63.1
6 Apr 1968	154	205	5.2	2	44.7
7 Apr 1968	150	146	2.6	5	39.7
8 Apr 1968	120	158	3.3	3	43.9
9 Apr 1968	111	147	3.3	3	42.5
10 Apr 1968	78	111	1.4	0	32.2
11 Apr 1968	40	66	3.3	0	17.6
12 Apr 1968	134	240	18.1	4	33.4
13 Apr 1968	92	105	6.1	9	32.3
14 Apr 1968	69	133	1.1	3	25.9
15 Apr 1968	43	72	12.5	0	38.6
TOTAL	1,982	2,514	106.0	63	698.2
No. aircraft hit by enemy fire			0		
No. fire incidents			0		
No. aircraft damaged or destroyed operationally			0		
No. personnel wounded in action			0		
No. personnel killed in action			0		

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