

MARINE MEDIUM HELICOPTER SQUADRON 364
Marine Aircraft Group 13 (Rein)
9th Marine Amphibious Brigade
FPO San Francisco, 96602

03:HMM:rhl
3000
Ser: 03A15266
1 June 1966

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From: Commanding Officer
To: Commander, Task Group 79.5

Subj: Command Chronology; period 1 April - 31 May 1966

Ref: (a) CTG 79.5 Memo dtd 20 May 1966

Encl: (1) HMM-364, Command Chronology - April 1966
(2) HMM-364, Command Chronology - May 1966

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

D. A. Somerville
D. A. SOMERVILLE

added to May 66

*Tab (A) a/a Com OSA&F, 27 Apr - 2 May 66
(B) a/a Com HILLTOP, 23-27 May 66*

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DSD DIR 5200.10

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Ser. ~~09A15846~~
1 June 1966

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COMMAND CHRONOLOGY
HMM-364
USS PRINCETON (LPH-5)
1 April 1966 - 30 April 1966

4/30/66

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Enclosure (1)

Apr 66

~~CONFIDENTIAL~~Ser: 03A15266
1 June 1966~~CONFIDENTIAL~~1. PART ONE: ORGANIZATIONAL DATA

a. Commander & Staff

- (1) Commanding Officer - - - LtCol D. A. SOMERVILLE
- (2) Executive Officer - - - Major M. J. NEEDHAM
- (3) S-1 - - - - - Major W. R. CABLE
- (4) S-2 - - - - - 1STLT G. M. ANDRES
- (5) S-3 - - - - - Major H. M. MICHELS
- (6) S-4 - - - - - Major J. R. KUTCHMAREK
- (7) Maintenance Officer - - - Capt. R. E. GLEASON
- (8) Safety Officer - - - - - Capt. C. D. RIORAN

b. Task Organization

- (1) MAG-36, 1ST MAW from 1 April 1966 to 15 April 1966
 - (a) Location- KY HA, South Viet Nam (1 Apr-8 Apr)
- (2) MAG-13, 9th MAB, CTU 79.53 from 15 April 1966 to 30 April 1966
 - (a) Location- USS PRINCETON (9 Apr-30 Apr)

c. Average Strength for Reporting Period

- (1) Officers- 55 (51 NA, 3 AG, 1 USN (MC))
- (2) Enlisted- 169 (166 USMC, 3 USN (MC))

ii. Important Visitors to the Command

- (1) FMF PAC (Forward) BGen VAN STOCKUM

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Enclosure (1)

~~CONFIDENTIAL~~

Serial 02115011

1 June 1966

2. PART TWO: NARRATIVE SUMMARY OF SIGNIFICANT HIGHLIGHTS FROM 1 APRIL 1966 to 30 APRIL 1966:

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MAP REF: AGC Series NE49-1, NE48-16, and NE49-13

1 April: Operations from MCAF Ky Ha, Chu Lai complex. Two aircraft

picked up the Commanding Officer of "M" Company, 2nd Bn, 4th Marines, an aerial observer and a U. S. government agriculture specialist from LZ Robin (BS536028). The flight conducted a reconnaissance of the Song Tra Bong Valley West of Tra Bong. The reconnaissance was terminated because of an artillery spotting mission, when the aerial observer sighted 10-15 Viet Cong in Khaki uniforms running along a road at coordinates BS568914. The artillery was terminated after fifteen minutes of accurate fire so that a flight of Oxwood A4's controlled by a Klondike TAC (A) (UH-1E) could be utilized for the mission. No estimate was given of the VC killed by artillery and air.

On an administrative/liaison flight from the Ass^{ts} Division Commander's helipad to the ARVN 2nd Division Hqtrs at Quang Ngai, ground fire was received from BS640820. The flight was at 2700 feet above the ground yet the tracers from the automatic weapon were easily distinguished. After the drop at Quang Ngai, the flight returned to Ky Ha.

Four aircraft retracted "M" company 2/4 from BS556905. The first and second waves into the zone were greeted by sniper fire from the vicinity of BS558903 as they landed. On the third trip into the zone automatic weapons fire was received from BS557914. The flight leader requested permission from the DAC to utilize two Oxwood A-4's overhead to suppress the enemy fire during the final lift from the zone. The request was denied. On the final lift, the flight was just getting airborne when several automatic weapons opened fire. Suppressive fire was returned by the helos with unknown results. Two aircraft sustained minor damage from enemy fire. There were no injuries.

2 April: Four aircraft carried 1500 lbs of cargo and 29 troops from AT986746 to Thong Duc (ZC150541) in support of U.S. Army Special Forces and I Corps to Da Nang.

Four aircraft were utilized for field carrier landing practice at Ky Ha. During the period, sixteen pilots were initially qualified or requalified.

3 April: "M" company 2nd Bn, 4th Marines, consisting of 156 troops, was retracted from BS553912 and taken to LZ Robin (BS536028) by twelve aircraft. Light small arms fire was received from BS564950 and BS-573946 causing minor damage to one aircraft which continued the lift.

The Medical evacuation stand by was launched at 1655 to rescue an injured Marine who had fallen from a seaside cliff at BT516157.

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~~CONFIDENTIAL~~Ser: 03A15266
1 June 1966

It was necessary to lower a corpsman to the scene by hoist to prepare the injured man for evacuation. Following first aid, the corpsman and evacuee were hoisted aboard the aircraft and taken to "B" Medical Company at Chu Lai.

4 April: During a Med-Evac stand by for I Corps at Quang Ngai, two aircraft were launched three times to evacuate seven casualties which were taken to Quang Ngai hospital. Fire was received from BT240168. No hits were received.

Several administrative/resupply flights were flown in support of ground units in the Chu Lai complex. A total of 9000 lbs of cargo was delivered.

5 April: The Squadron flew a limited schedule in preparation for the pending shipboard deployment aboard the USS PRINCETON (LPH-5). Primary squadron activities consisted of packing equipment and performing aircraft maintenance. Shortly after midnight, two standby Med-Evac aircraft were launched to evacuate eleven wounded Vietnamese civilians from Binh Sohn to the Quang Ngai hospital.

6 April: Eight aircraft were utilized to carry 72 Vietnamese civilians from Quang Ngai to the 1st Marine Division CP at Chu Lai. The Vietnamese civilians participated in ceremonies decorating Marines for action against the Viet Cong. Following the ceremonies, the civilians were returned to Quang Ngai. This was the last mission by the Squadron prior to deployment.

7 April: The Squadron performed maintenance work on the aircraft and completed final packing for shipboard deployment.

8 April: At 1230, eight aircraft began a shuttle of squadron personnel and equipment aboard the USS Princeton. Two aircraft proceeded to Danang to escort an aircraft just arrived from O&R to Ky Ha. The final squadron personnel arrived aboard the Princeton at 1730. The ship sailed for Subic Bay, P. I. shortly thereafter.

9 April: While underway to Subic Bay, the squadron flew two carrier qualification periods. Twenty-two pilots were initially qualified or requalified.

10 April: The USS Princeton arrived Subic Bay shortly after midnight. Liberty commenced at 0900.

11 April: All squadron aircraft were flown ashore to the seaplane ramp at NAS Cubi Point for fresh water wash and comprehensive maintenance while the ship remained in port.

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Enclosure (1)

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UNCLASSIFIED

Ser: 03A15266

1 June 1966

12 April to 18 April: During the stay at Subic Bay, several VIP flights and numerous administrative missions to Clark AFB, Baguio and Manila were flown. From the 12th to the 16th the 1st Battalion, 5th Marines was supported during small unit training exercises in the Subic Bay area.

14 April: Four aircraft led by LtCol SOMERVILLE departed for NAS Sangley Point for the rehearsal of a VIP flight the following day. The flight remained overnight at NAS Sangley Point.

15 April: The four aircraft participating in the VIP flight from NAS Sangley and Manila to Clark AFB carried President MARGOS, Admiral SHARPE (CINCPAC), U.S. Ambassador to the Philippines Mr. BLAIR and a number of other dignitaries. Following ceremonies and briefing at Clark AFB, the party was returned to Manila.

18 April: All squadron aircraft, maintenance equipment and personnel were returned to the USS Princeton in preparation for departure.

19 April: At 0825 Princeton sailed for Danang, RVN, in company with Pickaway and Alamo.

20 April: Day carrier landing practice and instrument training flights were flown while underway.

21 April - 26 April: Princeton arrived off Danang early the morning of 21 April. Daily administrative flights were made to Chu Lai, Danang and Hue Phu Bai during the period prior to the commencement of combat operations on 27 April.

On the nights of 23 and 24 April, night carrier qualifications were conducted. During the two periods, forty-six pilots were night carrier qualified.

27 April: At 0600 Operation Osage commenced when 16 aircraft led by the squadron commander, LtCol SOMERVILLE, lifted two companies of BLT 1/5 into HLZ Crow (ZC135975) and one company into HLZ Hawk (ZD130007). Two additional aircraft were used for S&R and maintenance airborne standbys.

During the troop lift/strike, light sniper fire was received from ZD132996. No hits were received.

During the afternoon several med-evacs were flown by the med-evac standby A/C and also by A/C that were diverted from other missions.

After the troop lift the troops were resupplied eleven aircraft. A 134 man Howtar team and three Howtars were moved from the LPH-5 to LZ Eagle. Besides the Howtar team, 33,860 lbs of ammo and supplies were moved from ship to shore. While trying to deliver these supplies to the troops, one A/C was lost and another was damaged extensively. Both of the aircraft were hovering over high trees trying to deliver supplies by hoist. The aircraft that was destroyed (YK-8) began to settle while hovering and as the pilot attempted to take off the aircraft struck a tree and bounced into another one, finally coming to rest right side up about 500 meters from the drop zone (ZD153005).

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Ser: 03A15266
1 June 1966

The section leader picked up the crew members by hoist after dropping his gunner, co-pilot and all removable gear on the beach. All four of the crew members were kept in sick bay over night. The pilot and co-pilot were released the next morning, however, the crew chief and gunner were kept for treatment.

The strike damaged helicopter was destroyed by burning after removable gear had been lifted out.

The second aircraft did not receive as much damage and none of the crew members were injured. This aircraft (YK-1) was also trying to lower supplies by hoist into a zone in which was impossible to land in because of the high trees.

As the aircraft was hovering it struck a tree with a main rotor blade and the aircraft landed striking another tree as the rotor was disengaged. One of the main rotor blades broke off and struck the tail pylon causing extensive damage. The crew removed the rotor blades to prepare it to be lifted out, then were accompanied by a squad to a clear area so they could be picked up. Shortly after reaching the clearing the crew was picked up and returned to LPH-5.

28 April: The second day of Operation Osage was filled with med-evacs, resupplies, recons, maintenance hops, and one troop lift. The first aircraft launched were to take maintenance personnel to the two aircraft that went down yesterday. Crews were lowered into the two zones by hoist. A maintenance crew disassembled YK-1 into four sections to be lifted out by CH-46s and taken to Danang for preparation for shipment to O&R.

During the day 42,870 lbs of supplies were delivered to the troops in the field. Most of the supplies were picked up at the LPH-5.

Troop movement by aircraft was at a minimum, with only 190 troops being moved. "A" company was picked up at Hawk (ZD131005) and taken to Red Bird (AU842042) by eight aircraft.

29 April: At 0630 14 aircraft took off for a troop lift from LZ Hawk to LZ Red Bird. Two of the aircraft acted as TAC(A) during the lift and were not involved in the actual troop movement. The 257 troops of C company 1/5 were moved in four waves by the 12 aircraft. No fire was received during the hour and a half lift.

During a resupply mission to Eagle, two aircraft picked up an ARVN General and two members of his staff and took them to the USS Princeton. At 1300 the General was taken to Phu Loc (ZD085008). The same aircraft took CO 1/5 to each of the company CPs and then returned him to Eagle.

Four aircraft carried 18 med-evacs from AU828073 to the Princeton. During the pick up one of the aircraft received one 30 cal hit through the aft fuel cell. The fire was not returned.

While on a med-evac mission two aircraft received automatic weapons fire from AU825085 and while in the pick up zone at AU833075. No hits were received. One KIA and 3 WIAs were picked up and taken to the Princeton.

In less than 35 minutes five aircraft moved the 198 troops of D company from AU803033 to AU832048. The company was moved in as a

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Enclosure (1)

~~CONFIDENTIAL~~ UNCLASSIFIEDSer: 03A15266
1 June 1966

blocking force for a sweep of the peninsula to the NE of the zone. The aircraft returned to the Princeton 40 minutes after taking off.

30 April: Today was a day of resupplies and med-evacs. Eighteen aircraft were involved in seven different resupply missions. A total of 37,050 pounds of cargo was moved from the LPH-5 to the troops in the field. On the return trip to the Princeton from the resupply missions the aircraft carried a total of 12 med-evacs of which 4 were non-combatant casualties. During one of these combination resupply/med-evac missions one of the aircraft was hit by a .30 cal round. The bullet passed through the tail pylon. The fire was received from the vicinity of AU835062.

One administrative med-evac was taken to the USS Repose which was in the Danang harbor.

Two 60mm mortars were retracted from AU834048 to the Princeton along with the 23 troops of the mortar sections.

3. PART THREE: SIGNIFICANT EVENTS

a. Awards - During the month of April SGT. N. B. SUMNER 1805926 USMC was picked as the outstanding Non-Commissioned Officer serving in Viet Nam. For this he was given a gold watch and has been recommended for meritorious promotion to SSGT.

b. Casualties - On 27 April four crew members were injured when their aircraft struck a tree during a resupply mission. The four people were taken to the LPH-5 where they were placed under observation. The next morning the pilot and co-pilot were released with only minor bruises. The co-pilot received a sprained leg. The crew chief received lacerations to his face and left side of his body and remained under the doctors care. The gunner received a leg injury as well as minor bruises to the left side of his body.

c. Embark - The squadron successfully deployed aboard the LPH-5 24 hours prior to the scheduled time. The move was commenced early due to the early arrival of the ship. After receiving word that the squadron had to be aboard the LPH-5 by 1700 on 8 April the squadron successfully completed staging and embarkation in 4.5 hours. The lift was completed by UH-34D's lifting approximately 160 externals in addition to the personnel and baggage.

The squadron was assisted by two CH-46s of HMM-164 which carried the majority of the squadron's internal lifts.

d. Special operations - One operation was conducted during the reporting period. Operation Osage was underway from 27 April until 3 May.

e. Training - Since coming aboard the LPH and before the commencement of Operation Osage the squadron personnel participated in several training periods consisting mostly of briefings and informal periods of instruction and drill.

~~CONFIDENTIAL~~CONFIDENTIAL
Enclosure (1)

~~CONFIDENTIAL~~Ser: 03A15266
1 June 1966~~CONFIDENTIAL~~

All pilots were given a night flying brief by ship's personnel. Both the SLF and BLT commanders spoke to all the officers concerning our role and mission in regard to the coming operation and in general as the helicopter support element. Prior to boarding the ship, all officers were given briefings on shipboard operations.

The enlisted members of the squadron were slated to receive a series of 3 lectures on shipboard aircraft handling procedures however, the early deployment of the squadron precluded this. Familiarization firing of personnel and crew weapons was conducted from the stern of the ship and many of the enlisted members participated.

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Enclosure (1)

MARINE MEDIUM HELICOPTER SQUADRON 364
 Marine Aircraft Group 13 (Reif)
 9th Marine Amphibious Brigade
 FPO San Francisco, 96602

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 Ser: 003A12666
 6 May 1966

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From: Commanding Officer
 To: Commanding Officer, Special Landing Force
 Subj: Combat After Action Report, Operation "OSAGE"
 Ref: (a) CTG 79.5 Op Order 328-66
 Encl: (1) Chronology of Significant Events-Operation "OSAGE"
 (2) Operational Analysis - Operation "OSAGE"
 (3) Statistical Summary - Operation "OSAGE"

1. Operation "OSAGE", a combined amphibious surface assault and vertical envelopment, was conducted in the vicinity of Phu Loc, THUA THIEN Province, Republic of Viet Nam, during the period 27 April to 2 May 1966. At H/ hour (270630H April) BLT 1/5 landed over White Beach (ZD1750068) and in HLZ's Crow (ZC136974) and Hawk (ZD135005) to conduct search and destroy operations.

2. Squadron Mission:

During Operation "OSAGE" troop lift/strikes, aerial reconnaissance, TAC(A), re-supply and medical evacuation missions were performed in the objective area in support of 1st Battalion, 5th Marines in accordance with reference (a). Enclosure (1) contains a detailed day to day summation of the Squadron's operations, Enclosure (2) contains discussions of operational discrepancies and/or items for analysis. Enclosure (3) contains a statistical summary.

D. A. SOMERVILLE

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TAB-A

SECRETSer:003A12666
6 May 1966CHRONOLOGY OF SIGNIFICANT EVENTS - OPERATION "OSAGE"

Preliminary planning for "OSAGE" began on about 22 April 1966 with liaison flights to the III MAF and 1st MAF headquarters at Danang. The preliminary conferences were followed by reconnaissance flights into the objective area and additional conferences to effect coordination with units already operating in the objective areas.

At 0630H on 27 April 1966, the squadron launched eighteen aircraft on a troop lift in support of BLT 1/5. The lifts of "C" and "D" companies to landing zone "CROW" and "A" company to landing zone "HAWK" were accomplished smoothly and only sporadic small arms fire was reported from coordinates ZC125985, ZC131996 and ZD129012.

Resupply missions commenced in the afternoon, but extremely rugged terrain features in the operating area required the use of special delivery techniques and cost the squadron the use of two aircraft which were involved in accidents. One aircraft while lowering supplies by hoist in a hover over seventy foot trees sustained slight damage when one of the rotor blades struck a tree. The aircraft commander elected to descend to a small clearing below and investigate the damage rather than attempt to continue the hover. The descent to the ground was made without incident, but upon shutdown of the rotor system, the rotor blades struck a stump causing substantial damage to the rotor blades, transmission and gear shafts. Surrounding trees and the tactical situation made complete repair of the aircraft impossible at the accident site (ZC128966). It was therefore decided to extract the component parts of the helicopter from the zone by CH-46 helicopters (HMM-164). In order to accomplish this lift, a Marine demolition team had to be called upon to clear the area of trees and stumps. In the process of clearing the trees and stumps, wood fragments punctured the aircraft skin in several places. Further damage resulted when the CH-46 lifting the transmission from the fuselage of the downed aircraft dragged the transmission forward into the cockpit area. Accumulated damage to the aircraft was such that overhaul repair will be necessary.

Another aircraft on a similar mission at coordinates ZD153005, lost power and struck a tree with a rotor blade while in a hover and went out of control. The aircraft settled into the trees and heavy underbrush and came to rest on the down slope of a hill. All four crewmembers suffered minor injuries and the aircraft sustained "ALPHA" damage. Recovery of the entire aircraft was impossible, but useable parts were salvaged. It was then destroyed by burning to prevent local VC from using any of the metal for weapons.

Two aircraft lifted fifty troops and 3900 pounds of cargo from the LPH-5 to coordinates ZD174068 and made an aerial reconnaissance flight of the operating area.

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Enclosure (1)

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Ser:003A12666

6 May 1966

Two aircraft lifted 6650 pounds of cargo from the LPH-5 to coordinates ZC113001. They also evacuated fifteen Marine non-combat casualties from ZC113001 to landing zone Eagle.

Two aircraft performed the following missions: A lift of one Marine non-combat casualty from coordinates ZD113010 to landing zone Eagle; a lift of five Marine casualties from ZC133969 to landing zone Eagle; and a lift of five passengers from ZC133969 to the LPH-5.

Two aircraft lifted three Marine non-combat casualties from coordinates ZC155977 to landing zone Eagle.

Two aircraft lifted twenty-three passengers from LPH-5 to the Phu Loc compound.

28 April: Two aircraft lifted 2300 pounds of cargo from the LPH-5 to coordinates ZD114007.

Three aircraft lifted 7450 pounds of cargo from coordinates ZD117C07 to ZD114005 and one Marine non-combat casualty from ZD174068 to the LPH-5.

Two aircraft performed the following missions: A lift of seven passengers from the LSD-33 to Phu Loc; a lift of 100 pounds of cargo and six passengers from coordinates ZD094007 to landing zone Eagle; a lift of nine passengers from ZD115005 to ZC137967; and a lift of nine Marine casualties from landing zone Eagle to the LPH-5.

Two aircraft lifted 2200 pounds of cargo from the LPH-5 to coordinates ZD180064 and 1000 pounds of cargo from the LPH-5 to AU842029.

Two squadron maintenance aircraft lifted 6900 pounds of cargo and forty-four troops during the process of the recovery and destruction of the two aircraft which were damaged on the 27th. The same aircraft lifted thirteen Marine non-combat casualties from landing zone Eagle to the LPH-5.

Two aircraft performed the following missions: A lift of 600 pounds of cargo from the LPH-5 to coordinates ZC133973; a lift of 600 pounds of cargo from the LPH-5 to ZC133968; a lift of 10 passengers from Phu Loc to the LPH-5; and a lift of seven Marine non-combat casualties from landing zone Eagle to the LPH-5.

Eight aircraft accompanied by two squadron TAC(A) aircraft lifted "A" company 1/5 (190 troops) from landing zone Hawk to landing zone Redbird. The troop lift was followed by a resupply of 1400 pounds of cargo from the LPH-5 to landing zone Redbird and 14,425 pounds of cargo from the LPH-5 to landing zone Eagle. The same aircraft lifted one Marine non-combat casualty from landing zone Eagle to the LPH-5.

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Enclosure (1)

SECRET

Ser:003A12666
6 May 1966

Two aircraft lifted 1400 pounds of cargo from the LPH-5 to the LSD-33 and three passengers from the LPH-5 to landing zone Eagle.

Two aircraft made an aerial reconnaissance flight of Hon San Cha Island.

Two aircraft lifted 3200 pounds of cargo from the LPH-5 to coordinates ZC155976.

Two aircraft lifted two Marine non-combat casualties from coordinates AU835050 to the LPH-5.

29 April: Two aircraft performed the following missions: A lift of 2000 pounds of cargo from the LPH-5 to coordinates ZD822051; a lift of 1100 pounds of cargo from the LPH-5 to ZD832049; a lift of 250 pounds of cargo and seven passengers from landing zone Eagle to ZD832047; and the evacuation of one Marine casualty from landing zone Eagle to the LPH-5.

Two aircraft evacuated a Marine WIA from the LPH-5 to the USN Hospital ship REPOSE.

Two aircraft performed the following missions: A lift of 2300 pounds of cargo from the LPH-5 to coordinates ZD202016; a lift of two Marine casualties from AU822052 to landing zone Eagle; a lift of 2200 pounds of cargo from the LPH-5 to AU843044; and a lift of one Marine non-casualty from AU843044 to landing zone Eagle.

Two aircraft lifted 4850 pounds of cargo from the LPH-5 to landing zone Eagle and three passengers from the LPH-5 to coordinates ZD155975.

Two aircraft lifted eleven passengers from landing zone Eagle to Phu Loc.

Twelve aircraft accompanied by two squadron TAC(A) aircraft lifted "C" company 1/5 (265 troops and 2650 pounds of cargo) from landing zone Hawk to landing zone Redbird. The same aircraft carried one Marine non-combat casualty from landing zone Hawk to landing zone Eagle. Two F8E helicopter escort aircraft expended 250 rounds of 20mm on SLF objective 5 following the troop lift.

Two aircraft lifted one Marine KIA and two Marine WIA from coordinates AU827063 to the LPH-5. Enemy automatic weapons fire was encountered at coordinates AU833075 and AU825058. There was no battle damage.

Two aircraft lifted a Marine non-combat casualty and a Marine WIA from coordinates AU825055 to the LPH-5.

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Ser:003A12666
6 May 1966

Four aircraft performed the following missions: A lift of two passengers from the LPH-5 to Phu Loc; a lift of 100 troops and 13,000 pounds of cargo from landing zone Eagle to the LPH-5; and a lift of four Marine KIA and fourteen Marine WIA from coordinates AU828073 to LPH-5. Enemy small arms fire was encountered at coordinates AU828073 and one aircraft received a small caliber round in the aft fuel cell.

Five aircraft lifted "D" company 1/5 (192 troops) from coordinates Au803033 to AU832048.

30 April: Two aircraft lifted 4600 pounds of cargo from the LPH-5 to coordinates AU839054 and one Marine KIA from landing zone Eagle to the LPH-5.

Two aircraft performed the following missions: A lift of 5700 pounds of cargo from the LPH-5 to coordinates AU830048; a lift of six troops and eight passengers from AU830048 to landing zone Eagle; and a lift of two Marine non-combat casualties from landing zone Eagle to the LPH-5.

One aircraft on a TAC(A) mission directed an airstrike at coordinates AU835078 and AU836017. Three 500 pounds of napalm bombs were dropped and approximately 400 rounds of 20mm ammunition were expended on the targets in the SLF objective 5 area.

Two aircraft lifted 1600 pounds of cargo from the LPH-5 to landing zone Eagle and 1700 pounds of cargo from the LPH-5 to coordinates AU822055.

Two aircraft lifted one Marine WIA from the LPH-5 to the USN Hospital ship REPOSE.

Two aircraft performed the following missions: A lift of two passengers from the LPH-5 to the USS ALAMO; a lift of two passengers from the LPH-5 to landing zone Redbird; a lift of 1500 pounds of cargo from the LPH-5 to landing zone Eagle; and a lift of three passengers and one Marine WIA from landing zone Eagle to the LPH-5.

Three aircraft lifted 5650 pounds of cargo from the LPH-5 to landing zone Eagle and twenty-three troops from coordinates AU834048 to the LPH-5.

Two aircraft lifted 2200 pounds of cargo from the LPH-5 to coordinates AU817058 and one Marine non-combat casualty from AU817058 to the LPH-5.

Two aircraft lifted three passengers from the LPH-5 to landing zone Eagle and returned to the LPH-5 with the three passengers and a Marine non-combat casualty.

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Ser:003A12666
6 May 1966

Two aircraft on a resupply of "A" company, lifted 2600 pounds of cargo and seven passengers from the LPH-5 to coordinates AU835062. Enemy small arms fire was received in the landing zone and one aircraft was struck in the tail pylon by a light caliber round.

Two aircraft lifted 11,200 pounds of cargo from the LPH-5 to coordinates AU815065.

Four aircraft performed the following missions: A lift of 3000 pounds of cargo from the LPH-5 to landing zone Eagle; a lift of 3100 pounds of cargo from the LPH-5 to coordinates AU832063 and a lift of four Marine WIA from AU832063 to the LPH-5.

Two aircraft lifted a Marine WIA from coordinates AU835060 to the LPH-5.

1 May: Two aircraft lifted 8310 pounds of cargo and thirty-seven passengers from the LPH-5 to landing zone Eagle.

One aircraft lifted 5400 pounds of cargo and two passengers from the LPH-5 to landing zone Eagle.

Two aircraft lifted 6000 pounds of cargo from the LPH-5 to landing zone Eagle.

One aircraft lifted two passengers from the LPH-5 to Phu Loc.

Four aircraft lifted eighty-two troops from landing zone Eagle to the LPH-5.

Two aircraft lifted four troops and 300 pounds of cargo from the LPH-5 to landing zone Eagle.

Two aircraft lifted 10,000 pounds of ammunition from the LPH-5 to landing zone Eagle and three passengers from coordinates AU836068 to AU822050.

Two aircraft performed the following missions: A lift of seven Marine KIA from the LPH-5 to "C" Med at Danang; a lift of nine passengers from "C" Med to the LPH-5; a lift of 16 Marine WIA from the LPH-5 to the USN Hospital ship REPOSE.

Two aircraft lifted one Marine non-combat casualty from coordinates AU835065 to the LPH-5.

Two aircraft lifted thirty-five ARVN passengers from the LPH-5 to Phu Loc and one ARVN non-combat casualty from Phu Loc to Phu Bai.

Twelve aircraft accompanied by a squadron TAC(A) aircraft retracted "A", "C" and H&HS companies (502 troops and 3345 pounds of cargo) from coordinates AU802050, ZD178065 and White Beach. Enemy small arms fire was encountered at coordinates AU828054

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Ser:003A12666
6 May 1966

and AU828061. There was no battle damage. The retraction was delayed while "A" company moved to a more secure pick up zone and while fixed wing aircraft were called in to suppress the enemy fire. The TAC(A) aircraft directed air strikes on coordinates AU828806, AU828054 and ZD175059 to suppress the enemy fire during the retractions. The TAC(A) aircraft remained on station until all troops had been withdrawn from the objective area.

NOTE: Landing Zone Coordinates as follows:

Eagle	ZD175065
Hawk	ZD135007
Crow	ZC137974
Redbird	AU838045
White Beach	ZD175065
Retraction "A" & "C" Co.'s	AU822050

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Enclosure (1) (A)

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Ser: 003A12666
6 May 1966OPERATIONAL ANALYSIS - Operation "OSAGE"1. ITEM: Tactical Air Observer/Tactical Air Controller (Airborne)

COMMENT: Throughout "OSAGE" the lack of support for TAC(A) hampered airborne control of aircraft in the objective area. TAO/TAC(A) support was sporadic, dependent on other commitments of VMO. In addition, pilots entering the AOA as TAO/TAC(A) were not "read into" the operational scheme of maneuver or dispositions of friendly units. Although the organic HMM can provide aircraft to function in the role of TAO/TAC(A) in an "emergency", this practice should not become routine for two reasons:

- a. UH-34D's are not configured for direct fire support of ground troops.
- b. The use of transport helicopters for this mission deprives the SLF of its full transport helicopter lift potential.

RECOMMENDATION:

- a. That a minimum of two (2) UH-1E helicopters be acquired by the SLF for temporary use for the duration of any operation. These aircraft to remain aboard throughout the operation so that they may always be readily available; and so that their crews may continually be apprised of the tactical situation ashore. In the TAO/TAC(A) role, one (1) armed UH-1E escorted by an H-34 may be employed to preclude over-utilization.
- b. That the Forward Air Controllers of the BLT direct close air support aircraft in their areas of responsibility when possible. The FAC usually has a better perspective of the ground situation, direction and source of enemy fire, etc., than has an airborne controller/observer, newly arrived on station.

2. ITEM: Close Air Support and Landing Zone PreparationCOMMENT:

- a. During the initial helicopter landing in HLZ CROW, planned fixed wing air preparation of the landing zone was omitted due to late arrival of the attack aircraft.
 - b. During the retraction phase, there was no fixed wing air on station for coverage of the pick up zones. CAS aircraft were called for and arrived 25 minutes after the retractions commenced.
- Additionally, during retraction, there were several occasions when no relief was available for CAS aircraft on station. The resultant gaps in air cover during the retraction from the beach created a precarious situation not easily covered by other supporting arms.

RECOMMENDATION:

- a. Landing Zone preparation should be utilized whenever possible, particularly when high ground commands the area of the landing zone. This preparation may consist of a smoke cover of the high ground if

SECRET (A)

SECRET

Ser: 003A12666
6 May 1966

there is doubt about a requirement to expend ordnance.

b. That CAS aircraft be maintained on station throughout the retraction phase of an operation.

3. ITEM: Helicopter Mission Requests

COMMENT: During Operation "OSAGE" Helicopter mission requests came to the squadron from three different sources, Battalion, Tac Log, TACRON and HDC. In some cases requests were made from one source without the knowledge of either of the other agencies or, subsequently, primary flight control. In handling requests from three separate agencies, the squadron Operations Duty Officer is unable to assign priorities and is unable to intelligently coordinate the different missions to be handled. This results in duplication of effort, poor utilization of aircraft and lack of mission coordination by the Helicopter Direction Center. NWIP 22-6(A), Ship to Shore Movement (U), (chapter 9, paragraphs 932, 940 and 941) outlines the procedures. All the requests are eventually processed through HDC. This is the single agency through which the helicopter unit should receive instructions.

RECOMMENDATION: That procedures outlined in NWIP 22 (A) be utilized.

4. ITEM: Helicopter resupply in Rough Terrain Areas

COMMENT: During "OSAGE" it became necessary to resupply elements of the landing force in extremely rugged, heavily wooded terrain. In most of these areas there were few adequate helicopter landing zones. The hydraulic rescue hoist was utilized on several occasions to supply to the hard pressed troops on the ground while hovering clear of all obstacles. These necessary resupply missions, under severe operating conditions, aggravated by crew fatigue, created an atmosphere in which two aircraft accidents occurred.

RECOMMENDATION:

a. During operations requiring the hover/rescue hoist resupply technique, it is advisable to greatly reduce allowable maximum gross weights (hence cargo payload) if the combat situation permits.

b. The use of the external cargo hook in conjunction with a long sling (dependent on the height of obstacles) is preferred because of shorter hovering time required to deliver a given cargo load. In areas of rugged terrain at higher elevations and/or with higher ambient temperatures, the TAC/LOG and Combat Cargo personnel should be advised that smaller packaged loads (for externals) must be prepared.

5. ITEM: Reports

SECRET
Enclosure (2)

SECRET
SECRET

Ser: 003A12666
6 May 1966

COMMENT: On a daily basis, the squadron Operations Office submits the following reports:

- a. SITREP - to CTG 79.5 every six hours (less early morning).
- b. Daily Summary of Flight Operations to CTG 76.5 due at 1900.
- c. TACRON Daily Summary of Air Operations to SACC due at 1900.

All of the above reports are similar with slightly varied formats, but containing the same statistical information.

RECOMMENDATION: That the squadron be permitted to submit one comprehensive daily report with adequate copies for distribution to CTG 76.5, CTG 79.5, SACC, HDC and files at completion of daily flight operations.

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SECRET
Enclosure (2)

SECRETSTATISTICAL SUMMARY OPERATION "OSAGE"Ser: 003A12666
6 May 1966

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<u>DATE</u>	<u>SORTIES</u>	<u>TROOPS</u>	<u>TONS CARGO</u>	<u>HOURS</u>	<u>MED-EVAC</u>
27 Apr	324	705	12	71.8	29
28 Apr	255	236	19 $\frac{1}{4}$	80.1	37
29 Apr	365	598	14	60.9	40
30 Apr	136	37	21	29.3	14
1 May	179	88	35	48.4	23
2 May	203	502	2	36.7	1
	<u>1,462</u>	<u>2,166</u>	<u>103$\frac{1}{4}$</u>	<u>327.2</u>	<u>144</u>

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Enclosure (3)

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