

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

03:HMM:drg
3000
Ser:03A18566
4 July 1966

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From: Commanding Officer
To: Commander, Task Group 79.5

Subj: Command Chronology; period 1 June - 4 July 1966

Ref: (a) MCO 5750.2

Encl: (1) HMM-364 Command Chronology 1-June to 4 July 1966

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

D. A. SOMERVILLE

(2) a/a BACK HOUSE I, 19-27 June 66
(3) a/a NATHAN HALE, 27 June - 2 July 66

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CONTAINED BY 3 YEAR INTERVALS;
RESTRICTED AFTER 12 YEARS
DATE 10/10/2000

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COMMAND CHRONOLOGY
HMM-364
USS PRINCETON (LPH-5)
1 June 1966 - 4 July 1966

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PART ONE: ORGANIZATIONAL DATA

- a. Commander and Staff
- (1) Commanding Officer - - - LtCol D. A. SOMERVILLE
 - (2) Executive Officer - - - Major M. J. NEEDHAM
 - (3) S-1 - - Major W. R. GABLE 1-11 Jun/Capt. E.R. DOANE
 (12-30 Jun)
 - (4) S-2 - - - - - - - - - - - 1stLT G. M. ANDRES
 - (5) S-3 - - - - - - - - - - - Major H. M. MICHEELS
 - (6) S-4 - - - - - - - - - - - Capt H. M. BARTEL
 - (7) Maintenance Officer - - Capt R. E. GLEASON
 - (8) Safety Officer - - - - - Capt C. D. RIORDAN
- b. Task Organization
- (1) MAG-13, 9th MAB, CTU 79.5.3
 - (a) Location USS PRINCETON
- c. Average Strength for Reporting Period.
- (1) Officers 53 (49 NA, 3 AG, 1 USN (MC))
 - (2) Enlisted 171 (171 USMC, 3 USN (MC))
- d. Important Visitors to the Command
- (1) BGen RYAN CG 9th MAB

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

MAP REF: AMS Series 701-sheets 6851-I,II,III, and IV sheets
6850- I and IV.

During the period 1-7 June, the USS Princeton (LPH-5), remained in port at Subic Bay. Squadron aircraft flew daily passenger, administrative and liaison flights to Manila, NAS Sangley Point, Baguio and Clark AFB. Several squadron aircraft were utilized in various training missions conducted jointly with the 3rd battalion, 5th Marine Regiment. Squadron pilot training was conducted simultaneously and as a result the squadron was able to designate five new aircraft Commanders.

On 8 June the squadron aircraft were flown aboard the ship from NAS Cubi Point in preparation for the ship's departure. The ship got under way for the Republic of Vietnam at 0800.

On 9 June one aircraft accompanied the Princeton helicopter on a photographic and mail mission.

10 - 15 June: The USS Princeton arrived off the coast of Qui Nhon, Republic of Vietnam. During this period the ship assumed a normal cruise action which carried it between Qui Nhon and Chu Lai.

Several admin/liaison flights were conducted between the ship and shore to Chu Lai, Danang, Qui Nhon and Nha Trang.

At Qui Nhon one aircraft made an emergency abort of a take off because of engine trouble which necessitated a maintenance crew. The crew was brought ashore and remained overnight to repair the aircraft.

During this period the new Commanding Officer of the Princeton was brought aboard to relieve Captain Gallagher.

On 16 June the Princeton anchored in Cam Ranh Bay.

Squadron aircraft conducted several liaison and administrative flights carrying passengers to Nha Trang and Cam Ranh Bay AFB.

On 17 June the squadron was joined by three UH-1E aircraft from VM0-6. These aircraft were assigned to the squadron for augmentation during the forth coming operation Deck House I. The anticipated use of the UH-1E's would include TAC(A) liaison, and reconnaissance missions.

18 June: Operation "Deckhouse I" commenced at 0600 when I and K companies assaulted Red beach (CQ105790). At 0630 twenty-two squadron aircraft lifted L company and elements of H&S company from the LPH-5 to landing zone Crow (CQ061793). Two of the aircraft were utilized for maintenance and SAR duty during the

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the lift and the maintenance aircraft made a leaflet drop in the objective area during the lift. A detachment of UH-1E aircraft from VMO-6 consisting of one "Slick" and two "Gunships" supported the squadron by providing TAC(A) and close air support. The squadron aircraft encountered no enemy resistance, but the supporting UH-1Es received enemy small arms fire from an area just south of the landing zone (CQ059784). Attack aircraft from the USS Constellation suppressed the firing with accurate attacks controlled by the Klondikes.

Later in the morning, eighteen aircraft were utilized to lift M company from the LPH-5 to landing zone Robin (CQ060793). Two UH-1E provided armed escort during the lift with fixed wing air cover provided by the USS Constellation.

Two aircraft lifted one Marine WIA from landing zone Crow to the LPH-5. The Marine was on the operating table 11 minutes after the request was received but his wounds were so severe he died almost immediately.

Two aircraft lifted one Marine non-combat casualty from coordinates CQ097795 (I Co.) to the LPH-5.

One aircraft lifted eighteen troops from the LPH-5 to coordinates CQ075789 (K Co.).

Two aircraft on an aerial reconnaissance flight of the operating area, were diverted to effect an evacuation of a Marine WIA from coordinates CQ095785 (K Co.) to the LPH-5.

Two aircraft lifted thirty-six troops from the LPH-5 to coordinates CQ058792 (BLT CP) and 4000 pounds of cargo from the LPH-5 to coordinates CQ095798 (I Co.). One of the aircraft sustained damage to a landing gear while landing in the zone, and the pilot in command elected to shut down for repairs. The surrounding terrain features made repair on the spot impractical and it was decided to heli-lift the aircraft to Qui Nhon with an Army CH-47. With the help of a squadron maintenance crew the CH-47 extracted the disabled aircraft successfully and flew it to Qui Nhon but while attempting to lower the aircraft to the ground, dropped it from an altitude of approximately ten feet. As a result it was damaged to such an extent that O&R repair will be necessary.

Two aircraft performed the following missions: A lift of one non-combat casualty from coordinated CQ078787 (K Co.) to the LPH-5; a lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ101785 (K Co.); and a lift of 2100 pounds of cargo from the LPH-5 to coordinates CQ095798 (L Co.).

Two aircraft lifted four passengers from the LPH-5 to coordinates CQ058792 (BLT CP) and 2000 pounds of cargo from the LPH-5 to CQ082789 (M&HS Co.).

Two aircraft lifted 900 pounds of cargo from the LPH-5 to coordinates CQ097797 (I Co.).

Two aircraft performed the following missions: A lift of eleven passengers from the BLT CP to Song Cau; a lift of 2300 pounds of cargo from the LPH-5 to coordinates CQ062802 (L Co.); and a lift of twelve passengers from CQ0788786 (BLT CP) to the LPH-5.

Two aircraft performed the following missions: A lift of two Marine non-combat casualties from coordinates CQ097795 to the

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LPH-5; an aerial reconnaissance of grid square CQ0778; and a lift of nine passengers from the LPH-5 to CQ101785(K Co.).

One aircraft lifted twenty-one troops and 1000 pounds of cargo from the LPH-5 to coordinates CQ090786(H&HS Co.).

Eight aircraft lifted 140 troops from the LPH-5 to the BLT CP.

Two aircraft performed the following missions: A lift of five passengers from the LPH-5 to landing zone Crow and one passenger to the BLT CP; a lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ 060794; and a lift of 3100 pounds of cargo from the LPH-5 to landing zone Crow.

One aircraft returning to the LPH-5 after a resupply mission, was forced to make an autorotative landing in the sea because of an engine failure. The aircraft sank immediately and was lost but the crew escaped without injury. They were rescued by helicopter and were flown aboard the LPH-5 4 minutes after the ditching.

Two aircraft effected a night Med-Evac of a Marine KIA from coordinates CQ103795(Shore Party) to the LPH-5.

19 June: Two aircraft lifted 2275 pounds of cargo and one passenger to the BLT CP and 2000 pounds of cargo to the BLT Howtar unit at coordinates CQ061793 from the LPH-5. The same aircraft lifted one Marine WIA from the BLT CP to the LPH-5.

Two aircraft performed the following missions; a lift of 3750 pounds of cargo from the LPH-5 to coordinates CQ058785 (Howtars); a lift of 500 pounds of cargo and seven passengers from the LPH-5 to CQ075789(K Co.); a lift of 2600 pounds of cargo from the LPH-5 to CQ084788; and a lift of one VC prisoner from CQ 075789 to Song Cau.

Two aircraft lifted 1500 pounds of cargo from the LPH-5 to coordinates CQ083787(M Co.) and 200 pounds of cargo from the BLT CP to CQ062802 (L Co.).

Two aircraft performed the following missions: a lift of ten troops from coordinates CQ105783(Shore Party) to CQ083787(Bn CP); a lift of thirty-eight VCS from the BLT CP to Song Cau; a lift of four passengers from Song Cau to the BLT CP; and a lift of 100 pounds of cargo from the BLT CP to the LPH-5.

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the LPH-5 to coordinates CQ092796(I Co.); a lift of two Marine non-battle casualties from CQ088787(H&HS Co.); and a lift of two VCS from CQ038787 to Song Cau.

Six aircraft lifted forty-eight troops from coordinates CQ073794 (K Co.) to landing zone Robin. Enemy small arms fire was encountered at coordinates CQ073793 and although one aircraft was hit no major battle damage was sustained. There were no injuries.

Two aircraft lifted 1050 pounds of cargo from the LPH-5 to coordinates CQ042788(L Co.). Enemy small arms fire was encountered in the vicinity of the landing zone. No hits or injuries were received.

Two aircraft lifted 1600 pounds of cargo from the LPH-5 to coordinates CQ096793(I Co.) and one Marine non-battle casualty

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from CQ088787 to the LPH-5. Enemy small arms fire was encountered at CQ097085. There was no battle damage.

Two aircraft performed the following missions: A lift of five passengers from the LPH-5 to Song Cau; a lift of 200 pounds of cargo from the LPH-5 to the BLT CP; a lift of 800 pounds of cargo from the LPH-5 to coordinates CQ052783(L Co.); and a lift of two VC and eight VCS from the BLT CP to the village of Song Cau.

Two aircraft lifted one Marine non-combat casualty from coordinates CQ052783(L Co.) to the LPH-5.

Two aircraft performed the following missions: A lift of 4100 pounds of cargo from the LPH-5 to coordinates CQ089787(H&HS Co.); a lift of twelve troops from the LPH-5 to CQ097793(I Co.); and a lift of 5300 pounds of cargo and twenty-one troops from the LPH-5 to CQ088787(Bn CP).

Two aircraft performed the following missions: A lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ105785 (Shore Party); a lift of 2000 pounds of cargo from the LPH-5 to CQ061793(K Co.); a lift of 1000 pounds of cargo from the LPH-5 to CQ061793(HP); a lift of 1000 pounds of cargo from the LPH-5 to CQ097753(I Co.); a lift of four passengers from Song Cau to CQ084787(K Co.); a lift of one passenger from Song Cau to CQ097753(I Co.); a lift of 2240 pounds of cargo from the LPH-5 to Song Cau; and a lift of one VCS from CQ061793 (K Co.) to Song Cau.

Two aircraft lifted two Marine non-battle casualties from coordinates CQ51806 (L Co.) and two Marine non-battle casualties from CQ093978(I Co.) to the LPH-5.

One aircraft lifted two Marine non-combat casualties from coordinates CQ085795(K Co.) to the LPH-5 and escorted a VM0-6 aircraft on a TAC(A) mission in the vicinity of CQ059794.

Two aircraft on night Med-Evac of 2 VN civ from 150785 to Song Cau.

20June: One aircraft, serving as an escort for a VM0-6 aircraft in the operating area, lifted 1000 pounds of cargo from the LPH-5 to the BLT CP.

Two aircraft performed the following missions: A lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ041791 (L&I companies); a lift of 2000 pounds of cargo from the LPH-5 to CQ093797(I Co.); a lift of two Marine non-combat casualties from CQ093797(I Co.) to the LPH-5; a lift of three passengers from the LPH-5 to the BLT CP; a lift of one Marine non-combat casualty from the BLT CP to the LPH-5; a two hour airborne radio control mission in support of Glimmer 6; a lift of 1000 pounds of cargo and twelve passengers from CQ041791(M Co.) to CQ031796 (L Co.); a lift of 3000 pounds of cargo from the LPH-5 to CQ031796(M Co.); a lift of one Marine WIA from CQ031796(M Co.) to the LPH-5; a lift of forty-eight troops from CQ088787 to landing zone Robin; a lift of 800 pounds of cargo from CQ041791(M Co.) to CQ031796(L Co.); and a lift of three Marine non-combat casualties from the BLT CP to the LPH-5.

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Two aircraft lifted 1500 pounds of cargo from the LPH-5 to coordinates CQ090790(I Co.).

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the LPH-5 to coordinates CQ041790; a lift of five passengers and 150 pounds of cargo from CQ104785 to CQ093797; a lift of five passengers from the LPH-5 to Song Cau; and a lift of two VN civilians from CQ041790 to CQ104785.

Two aircraft lifted two VN civilian WIA from coordinates CQ105785 (LB) to the LPH-5.

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the LPH-5 to coordinates CQ088787(I Co.); a lift of 1800 pounds of cargo from the LPH-5 to CQ023789(L Co.); and a lift of thirty-eight refugees from CQ088787 to CQ078078 in support of I company.

Two aircraft performed the following missions: A lift of 1700 pounds of cargo and two passengers from the LPH-5 to coordinates CQ082787(H&S); a lift of 900 pounds of cargo from the LPH-5 to CQ057788(Howtar); and a lift of 2000 pounds of cargo from the LPH-5 to CQ088787(I Co.).

Three aircraft lifted 9100 pounds of cargo from Qui Nhon to the LPH-5.

Two aircraft performed the following missions: A lift of three passengers and two VN civilian WIA from the LPH-5 to Song Cau; a lift of 121 VC suspects from landing zone Robin to Song Cau; and a lift of one Marine non-combat casualty to the LPH-5.

Two aircraft performed the following missions: A lift of 4000 pounds of cargo from the LPH-5 to coordinates CQ105785(LB); a lift of 3600 pounds of cargo and two passengers from the LPH-5 to CQ036794(L Co.); and a lift of 1600 pounds of cargo from the LPH-5 to CQ023784(L Co.).

Two aircraft lifted seven passengers, a VN civilian WIA and a sick VN civilian from Song Cau to the LPH-5 and nine passengers from coordinates CQ095785(I Co.) to the BLT CP.

21 June: Two aircraft performed the following missions: A lift of 500 pounds of cargo and ten passengers from the LPH-5 to the BLT C.P.; a lift of one passenger from the BLT C.P. to coordinates CQ 079274 (I Company), thence to Landing Zone Robin and back to the BLT C.P.; a lift of seventeen passengers from the BLT C.P. to CQ 101785(BP); and a lift of one passenger from the BLT C.P. to CQ 088775 which was aborted while enroute because the flight encountered enemy small arms fire and the co-pilot of the second aircraft was incapacitated due to a severe bullet wound in his left arm and shoulder. He was immediately flown to the LPH-5 for medical attention.

Two aircraft performed the following missions: A lift of 6550 pounds of cargo from the LPH-5 to coordinates CQ 061792(HP); a lift of five VN civilian passengers from CQ 061792 to Song Cau; and a lift of thirteen passengers from Song Cau to the LPH-5.

Two aircraft lifted thirteen passengers from the LPH-5 to Song Cau and returned to the LPH-5 with a sick VN civilian.

Two aircraft lifted 3550 pounds of cargo from Qui Nhon to the LPH-5.

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Two aircraft lifted 6725 pounds of cargo from the LPH-5 to the BLT C.P.

One aircraft lifted 1600 pounds of cargo from the LPH-5 to coordinates CQ 038748 (K Co) and returned to the LPH-5 with one Marine Non-combat casualty.

Two aircraft lifted 3200 pounds of cargo from the LPH-5 to coordinates CQ 092786 (I Company).

Two aircraft lifted 7000 pounds of cargo from Qui Nhon to the LPH-5. Enemy small arms fire was encountered at coordinates CQ 195890. There was no battle damage.

Two aircraft performed the following missions: A lift of four passengers from the LPH-5 to the BLT C.P.; a lift of 1200 pounds of cargo from the LPH-5 to Lucky Bag; a lift of 2500 pounds of cargo from the LPH-5 to the BLT C.P.; a lift of two Marine non-combat casualties from CQ 068765 to the LPH-5; a lift of 2225 pounds of cargo from the LPH-5 to CQ 020774 (M Company); and a lift of 1800 pounds of cargo from the LPH-5 to CQ 016770 (L Company). Enemy small arms fire was encountered in the vicinity of coordinates CQ 020774. There was no battle damage.

Two aircraft performed the following missions: A lift of twelve VCS from the BLT C.P. to Song Cau; a propaganda mission with speaker **trumpet** in the vicinity of the BLT C.P.; a lift of five passengers from the BLT C.P. to coordinates CQ 088777 (L Company); a reconnaissance flight of the area surrounding L Company; a lift of 2 VC WIA from CQ 088777 to Song Cau; a lift of two VCS from Landing Zone Robin to Song Cau; a lift of one Marine WIA from CQ 088777 to the LPH-5; and a lift of one Marine non-battle casualty from CQ 088777 to the LPH-5. Enemy small arms fire was encountered at coordinates CQ 003772 and CQ 040768. There was no battle damage.

Two aircraft made an aerial reconnaissance flight of grid square CQ 0879 and lifted 2000 pounds of cargo from the LPH-5 to coordinates CQ 060765 (I Company).

Two aircraft lifted 4400 pounds of cargo from the LPH-5 to coordinates CQ 016778 and 2000 pounds of cargo from the LPH-5 to CQ 060765. Enemy small arms fire was encountered at coordinates CQ 044770. There was no battle damage.

22 June: Eight aircraft accompanied by two VM0-6 escort aircraft, lifted elements of K Company from the BLT C.P. to coordinates CQ 055806 and sixty troops of "L" Company from CQ 015770 to BQ 988778.

Two aircraft lifted 2000 pounds of cargo from the BLT C.P.

Two aircraft performed the following missions: A lift of one Marine WIA and 1900 pounds of cargo from coordinates CQ 015771 (L&M Companies) a lift of 250 pounds of cargo from CQ 15771 (LB) to the LPH-5; a lift of one Marine KIA from CQ 105785 (HP) to the LPH-5; a lift of 250 pounds of cargo from CQ 059794 (I Company) to the LPH-5; and a lift of a twelve man civic action team from CQ 059794 to Song Cau.

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Two aircraft performed the following missions: a lift of 2000 pounds of cargo from the LPH-5 to the BLT C.P.; a lift of five VC prisoners from the coordinates CQ 064760 (I Company) to Song Cau; and a lift of one Marine non-combat casualty from CQ 064760 to the LPH-5.

Two aircraft performed the following missions: A lift of 2720 pounds of cargo from the LPH-5 to coordinates (CQ 015771) (LB); a lift of 3000 pounds of cargo from the LPH-5 to Landing Zone Robin; and a lift of one Marine WIA from CQ 054806 (L Company) to the LPH-5. Enemy small arms fire was encountered at coordinates CQ 054806. There was no battle damage.

Two aircraft performed the following missions: A lift of 1900 pounds of cargo from the LPH-5 to coordinates CQ 105785 (LB); a lift of 2000 pounds of cargo from the BLT C.P.; and a lift of nine passengers and 300 pounds of cargo from Song Cau to the LPH-5.

Two aircraft performed the following Missions: A lift of two passengers from the LPH-5 to Song Cau; a lift of one Marine WIA from coordinates CQ 067758 (I Company) to the LPH-5; a lift of one Marine non-combat casualty from BQ 987782 (M Company) to the LPH-5; a propaganda broadcast over a village located at BQ 994779; and a lift of one VC prisoner from BQ 992782 (M Company) to Song Cau.

One aircraft escorted a VMO-6 TAC(A) aircraft on an aerial reconnaissance flight over the operating area.

Eight aircraft retracted K Company from coordinates CQ 054805 and brought separate elements to Landing Zone Robin and the BLT C.P. Light enemy small arms fire was encountered at coordinates CQ 052814. There was no battle damage.

Two aircraft lifted six passengers from the LPH-5 to the BLT C.P. and five passengers from the BLT C.P. to the following locations for liaison purposes: Song Cau; CQ 015770 (L Company); CQ 025780 (I Company); and Landing Zone Robin. The same aircraft lifted 600 pounds of cargo from the LPH-5 to Song Cau.

Two aircraft lifted three Marine WIA from coordinates CQ 055086 (K Company) to the LPH-5.

One aircraft escorted a VMO-6 aircraft on a night, AO-illumination/aerial reconnaissance flight of an area in the vicinity of coordinates CQ 107774.

Two aircraft lifted 900 pounds of cargo from LPH-5 to coordinates CQ 999777 (M Company).

Two aircraft lifted 1000 pounds of cargo from the LPH-5 to coordinates CQ 088787 (I Company).

Two aircraft performed the following missions: A lift of one Marine WIA from coordinates CQ 015775; an emergency resupply of 2000 pounds of cargo from the LPH-5 to CQ 053752 (I Company); and a retraction of a nine man reconnaissance team with two additional squadron aircraft from CQ 015775 to CQ 053752. Intense enemy small arms fire was encountered at coordinates CQ 053752 and two aircraft received minor battle damage. Two VMO-6 "Gunships" were called to the scene to suppress the enemy fire.

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Two aircraft lifted a VN civilian WIA from coordinates CQ 054804 to Song Cau and 900 pounds of cargo from the LPH-5 to CQ 016770 (L Company). Enemy small arms fire was encountered in the vicinity of the landing zone at coordinates CQ 015770. There was no battle damage.

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the LPH-5 to the BLT C.P.; a lift of 500 pounds of cargo from the LPH-5 to Landing Zone Robin; and a lift of 3150 pounds of cargo from the LPH-5 to coordinates 053752 (I Company). Enemy small arms fire was encountered at coordinates CQ 054087. There was no battle damage.

One aircraft escorted a VMO-6 TAC(A) aircraft on an aerial reconnaissance flight over grid square BQ 9979 and a Naval Gunfire Support mission to grid squares CQ 1062, CQ 1061, and CQ 0962.

Two aircraft lifted 4500 pounds of cargo from the LPH-5 to landing Zone Robin and 2000 pounds of cargo to the BLT C.P.

Two aircraft performed the following missions: A lift of 1400 pounds of cargo from the LPH-5 to the BLT C.P.; an aerial reconnaissance flight of the operating area; a lift of two Marine WIA from coordinates CQ 053758 (I Company); a Naval Gunfire Support mission to CQ 000805; a lift of one Marine WIA and one Marine non-combat casualty from BQ 999779 to the LPH-5; a lift of two VC prisoners from the BLT C.P. to Song Cau; and a lift of two Marine non-combat casualties from the BLT C.P. to the LPH-5.

23 June: Four aircraft departed the LPH-5 and conducted tactical troop lift of 77 men from Glimmer K (CQ062792) to CQ084793. The lift was completed in one hour. The attached UH1Es from VMO-6 provided aerial fire support.

Four aircraft effected a tactical lift of 44 troops from K Co. (CQ090789) to coordinates CQ072805. No fire was received.

Four aircraft lifted 57 Marines from M Co. (082800) to coordinates CQ085792 and 72 troops from coordinates CQ082800 to landing zone Robin (CQ052797).

One aircraft accompanied one UH1E, on a flight to the 1st Cavalry Division CP (CQ072712) and return.

Four aircraft participated in direct support of Glimmer 6 throughout the day and performed the following tasks: A lift of one Vietnamese woman from the BLT CP (088787) to Song Cau. A flight with Hearsay 6 to the Glimmer CP (088787). A reconnaissance flight overlooking Glimmer I (CQ055765), M Co. (998778) and L Co. (014771); a flight from CQ045763 with Glimmer 6 to Kalamazoo (104784); a lift of 5 VC POWs to Song Cau; a med-evac of 3 troops from M Co. (998779) to the LPH-5; a lift of 6022 pounds of MCI and water from the LPH-5 to CQ088787; a lift of 3000 pounds of MCI and water and rations to CQ990780 (L Co.).

Four aircraft participated in a replenishment of ammunition from the Qui Nhon ammo dump to LPH-5 shuttling 9000 pounds in four lifts.

Four aircraft performed the following missions; 4000 pounds of water and MCI to landing zone Robin (052797); an ammo resupply

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of 12400 pounds of ammunition and rations to coordinates 105783 (Lucky Bag); a resupply of Glimmer Yankee (088787); and 4000 pounds of rations and water to I Co. (05375).

Two aircraft performed the following missions; a resupply of 2000 pounds of water to the CP (022775); a flight to the Qui Nhon hospital unit lifting a critically wounded Marine; a resupply of L Co. (CQ061770) with 1800 pounds of water and MCI.

Two aircraft flew to the Qui Nhon airport and provided transportation for the CG 9th MAB and TGF 79.5 then to the USS Princeton.

24 JUNE: Eight aircraft departed the LPH-5 for a troop lift of 242 men of M Co. (CQ986784) to coordinates CQ998817.

The landing zone at the destination could accommodate but one aircraft and was situated between two pads in a saddle at 1000 feet of altitude. The entire lift was completed in one hour and ten minutes and involved a total of 47 helo-teams.

Six aircraft participated in direct support for Glimmer 6 throughout the day. The aircraft flew several missions in direct support of M (BQ968793), L (BQ973788) and K (CQ064788) companies carrying supplies of ammunition and water. In addition a propaganda broadcast mission was flown over the objective area by two of the aircraft.

One aircraft escorted a VMO-6 UH1E on a reconnaissance of CQ7373 and CQ7899 and along grid line 99.

One aircraft escorted a UH1E from the LPH-5 to Na Trang (CQ035557) and direct to Glimmer 6 (CQ088787). The same aircraft flew as escort on a reconnaissance of CQ025728. The aircraft received fire from CQ025728 but received no hits; in addition the aircraft picked up two med-evacs from CQ992792 and returned to the LPH-5.

One aircraft on a UH1E chase performed the following missions. A resupply of water from LPH-5 to M Co. (BQ998817); a resupply to I Co. (CQ051745), a water resupply to Glimmer Yankee (CQ089787), a water resupply to Henpecked (CQ061795), and a water and ammo resupply to K Co. (CQ061795). In addition the same aircraft flew as chase for the UH1E from the LPH-5 to Glimmer 6 (CQ088787) and to Thanh Duc (BQ914705).

Two aircraft flew the following missions: Three med-evacs from K Co. (CQ065776) to the LPH-5; one POW from the Bn S-2 (CQ077788) to Song Cau; captured rice (2500 pounds) from CQ 105784 to Song Cau; engineers from CQ058783 to Song Cau; engineers from CQ058783 to CQ077788; Glimmer 6 on a recon between grid lines BQ95 to CQ08 and CQ72 to 80.

One aircraft flew chase for the Princeton helicopter to Qui Nhon to pick up mail.

Two aircraft performed the following missions; a VIP liaison (Hearsay6) from the LPH-5 to the 1st Cavalry CP (BQ072712) and return; 2000 pounds of rations from the LPH-5 to Lucky Bag (CQ105785); from the LPH-5 to Glimmer Yankee (CQ088787) with

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2000 pounds of rations and water from Glimmer Yankee (CQ088787) to Song Cau with one VC med-evac and one VCS, from Song Cau with one med-evac to the LPH-5; from the LPH-5 to the following companies: I Co. (CQ051745) with 2100 pounds of rations and water, M Co. (CQ051745) with 2100 pounds of rations and water; L Co. (BQ988787) with 1800 pounds of rations and water; Lucky Bag with 25 pounds of flares.

Two aircraft flew to Qui Nhon to pick up rocket pods and smoke and returned to the LPH-5.

Two aircraft flew an additional resupply to the following companies; to M Co. (CQ000817) with 2100 pounds of ammo and rations, to L Co. (990800) with 2250 pounds of rations and ammo. Small arms fire was received from vicinity of CQ988804 but no hits were received.

25 JUNE: Four aircraft lifted Howtars from landing zone Robin (CQ061793) to CQ082780. A total of 196 troops and 35290 pounds of cargo was carried in 66 tasks by the four aircraft. The lift took 3 hours.

Eight aircraft performed a tactical lift of L Co. (BQ997797) to BQ990834 in order to conduct a new sweep and clear of this area. On the flight 4 VC with weapons were spotted escaping on foot down a trail at BQ985830, the aircraft fired at them but no hits could be confirmed. The first four aircraft of the flight returned to lift a separated platoon of L Co. (BQ999783) located to the new landing zone zone (BQ990834). The lift took 2.5 hours to complete.

Two aircraft flew a VIP flight from Qui Nhon to Danang with Brigadier General RYAN, CG of 9th MAB and returned to LPH-5.

A total of six aircraft flew the following missions in direct support of C.O. BLT 3/5 throughout the day: A resupply of I Co. (037757), L Co. (986821) and the BLT CP (088787) with 1000 pounds of water and rations each; a recon was conducted in the vicinity of coordinates 990835 in support of operations by L Co. A recon was also conducted for I Co. (055753), and M Co. (998814); several flights were completed for Glimmer 6 lifting him from his CP to the LPH-5 and to further transporting him to each company; one battle casualty was flown from the CP (088787) to the LPH-5.

One aircraft escorted the Princeton helicopter to Qui Nhon with 3 passengers and 300 pounds of mail and returned to the LPH-5.

One aircraft escorted the CHLE on a TAO mission in the vicinity of the Song Cau river.

Two aircraft departed the LPH-5 for Ky Ha on an RON, to pick up needed maintenance parts and equipment.

Two aircraft performed the following missions; a lift of one Vietnamese wounded from the LPH-5 to Song Cau. A lift from LPH-5 to CQ036751 with rations and supplies for I Co.; a lift from LPH-5 to CQ078788 with rations and supplies for H&S Co.;

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a lift to L Co. (CQ986821) for the purpose of picking up a med-evac and returning to the LPH-5; a lift from CQ008797 to CQ 024789 with a recon team; a lift from the LPH-5 to M Co. (CQ 000818), with rations and supplies.

Two aircraft flew to the ammo dump at Qui Nhon and picked up 2400 pounds of ammo for LPH-5.

Two aircraft flew from LPH-5 to M Co. (000818) with a water resupply and from the LPH-5 to Howtar unit (CQ082785) with a water resupply. In addition these same two aircraft resupplied I Co. (037751) and M Co. (986821) with 2400 pounds of rations and water.

26 JUNE: Four aircraft performed a troop lift of one platoon of K Co. from coordinates CQ083785 to CQ09880 in two lifts; a total of 52 troops were transported in 30 minutes.

Six aircraft transported 66 troops from L Co (BQ996787) to M Co. (BQ989830) in two lifts which required one hour to complete.

Four aircraft performed a troop lift of 87 troops from K Co. (CQ100803) to CQ083786. In three trips, the lift was completed in 1½ hours.

Six aircraft in direct support of Glimmer 6 performed the following missions: A resupply of I Co. (036751) which involved lifting 2000 pounds of rations, water and ammunition, delivering two passengers to coordinates 105785 and 7 passengers to Glimmer Yankee (058787) and 4 passengers to 083787. Air transportation was provided the Chaplin from CQ104765 to LPH-5. The remainder of missions involved carrying Glimmer 6 to and from his company positions and the LPH-5. Other short resupply missions and a recon mission for Glimmer 6 and 2 completed this flight.

One aircraft flew as escort for the UH1E on a TAO recon mission in the Song Cau river valley (CQ0875).

Two aircraft flew the following missions; rations and water from the LPH-5 to L Co. (996787); 650 pounds of water and 2 passengers from the LPH-5 to Henpecked (083787); Civic action team from the LPH-5 to the village at CQ102801.

Two aircraft flew the following support missions; from the LPH-5 to Lucky Bag (CQ105784) with 2000 pounds of rations and water; from the LPH-5 to L Co. with ammo and water; from the LPH-5 to Glimmer Yankee (088787) with 2500 pounds of ammo, rations and water.

Two aircraft flew a Med-Evac from CQ088787 to the LPH-5, this mission was flown at night and the wounded man was returned to the LPH-5 in 10 minutes time.

Two aircraft flew a VIP flight from the LPH-5 with Hearsay 6 and Glimmer 6 to Dong Tre (BQ9912702) and returned to the LPH-5.

27 JUNE: Four aircraft flew to Qui Nhon and returned with 18876 pounds of C rations and 750 pounds of hand grenades.

Two aircraft flew from the LPH-5 to Tuy Hoa with LtCol. DUFFY and returned to the LPH-5.

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Two aircraft performed the following missions; a ration and water supply lift to coordinates BQ979788 (L Co.), CQ034751 (I Co.), BQ990829 (M Co.), from the LPH-5; a lift of one med-evac from M Co. (BQ990829) to the LPH-5; a passenger lift with C.O. 3/5 and 2 other passengers to the CP (CQ088787); a lift of captured rice (1800 pounds) from CQ105785 to Song Cau; a flight from the LPH-5 to Tai An to pick up LtCol. GLEASON and return him to LPH-5; a resupply of CP 3/5 (CQ088787) with rations and water; a resupply of CQ105784 with 1000 pounds of rations and water.

Two aircraft were involved in a night med-evac mission from the LPH-5 to CQ030746. Because there was no suitable landing zone available the night pick up was effected with the aircraft hoist. The flare aircraft was employed and flares were dropped while the helicopter executed a 20 foot hover over the zone. The injured Marine was lifted aboard by use of the hydraulic rescue hoist and a stokes litter. Small arms fire was reported in the area but no hits were received by the aircraft.

One aircraft was launched on an escort mission for the UH1E while he made a recon of the Tuy Hoa area.

The following missions were flown in direct support of C.O. 3/5 during the day; 6300 pounds of rations and water were lifted to I Co. (CQ088787), M Co. (BQ990830) and L Co. (BQ979788); two sick ARVNs were carried from M Co. (BQ991833) to Song Cau; one med-evac was carried from CQ087865 to the LPH-5; one of the direct support aircraft received fire from the vicinity of CQ 083743, no hits were received by either of the two aircraft. In addition, resupplies were flown from the LPH-5 to Glimmer Fervent (CQ000818), Glimmer Yankee (CQ088787), Lucky Bag (CQ105784) and to I, K, and L companies, most of the resupply consisted of MCI and water and ammunition.

27 JUNE: At 1200 on 27 June 1966 the Special Landing Force was placed under Operational Control of the CG I First Field Forces, Viet Nam. Operation Deck House was terminated and the Marine units ashore were directed to operate in conjunction with elements of the 1st Air Cavalry and the 101st Airborne Division on Operation Nathan Hale.

Mike company from the Marine Battalion provided blocking force along the hills north of the Song Cau river while other company size sweep and clear operations were conducted south of the river. HH-364 continued to fly in support of the 3rd Battalion 5th Marines.

At 1300 on the 27th of June, two aircraft supplied the 3rd Battalion 5th Marines Command Post located at coordinates CQ-087791. They also supplied the Naval Shore party and 105 howitzer battery F (Reinf) 2nd Battalion 11th Marines at coordinates CQ105784. In completing the flight they supplied India companies at coordinates CQ034751. A total of 9760 pounds of ammunition, water, and combat meals were carried to the three units.

The two aircraft assigned to the C. O. of 3rd Battalion 5th Marines for direct support worked from 1530 to 1900 and performed the

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Following missions: A lift of 6 troops with water cans to India company located at coordinates CQ030753; A lift of 3 passengers from the Battalion Command Post at CQ030786 to coordinates CQ073717 and a lift of 14 troops to coordinates CQ106722. Small arms fire was received from coordinates CQ083743 and was suppressed with 300 rounds of 7.62. No hits were received. At 1550 two aircraft carried the Commanding Officer and 5 other passengers to the Battalion Command post. Afterwards the aircraft proceeded to Lima company landing zone at coordinates BQ979708 with a resupply of combat meals and water. Following the completion of this mission they lifted 1000 pounds of confiscated rice from coordinates CQ105735 to village of Song Cau. At 1625 these same two aircraft resupplied Lima company at coordinates BQ979708, India company at coordinates CQ034751 and Mike company at coordinates BQ990329. All three companies received combat meals and water. This mission was completed at 1930.

At 1630 two aircraft proceeded to an Army forward supply area and command post at coordinates CQ105770 near the village of Huy An. The Special Landing Force Executive Officer was picked up and transported to the USS Princeton.

Afterwards a resupply of Lima company at coordinates BQ979708 and the Battalion Command Post at CQ037790 was effected. 2040 pounds of supplies were carried to the two units.

10 June: At 0615 an extraction of Mike company commenced and 226 troops were lifted from coordinates BQ990331 to the USS Princeton. The entire lift was accomplished by eight aircraft in 3.5 hours. As soon as the troops received a hot meal and a shower they were returned to the objective area. Eight aircraft lifted them to three separate landing zones located at coordinates BQ947713, BQ947717 and CQ006725. The purpose of the insertion was to occupy the high ground on the north side of the objective area and form a blocking force.

After this movement was completed the same aircraft lifted Lima company to the ship (USS Princeton) from coordinates BQ992703.

This lift included 183 troops and 9000 pounds of cargo.

Four aircraft participated in a troop retraction of the 107th Mortar battery (Rein) 2nd Battalion, 12th Marines from coordinates CQ007015 to LPH-5. This lift included a total of 174 troops. After a hot meal on the ship, 150 of these troops were lifted into coordinates CQ066723. Afterwards these same aircraft lifted 33140 pounds of cargo to CQ071714.

Two aircraft performed the following missions: A lift of 25000 pounds of ammunition and rations and 4.2 mortar tubes to CQ066723. 100 troops were lifted from CQ037790 and CQ066723.

A lift was conducted carrying one US Army officer and 500 Viet Cong army troops of the 1st ARVN Division in 12 mortar and 1000 lbs of supplies from Song Cau landing zone to the Battalion command post at CQ070715.

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Aircraft in direct support of the 3/5 Battalion commander lifted 12 troops from LPH-5 to CQ 98318, another lift carrying 78 troops from CQ085791 to CQ071714 was also conducted. Afterwards the Commanding Officer of M company was transported from coordinates CQ917713 to coordinates CQ993785 and finally returned to his original position.

The direct support aircraft also completed the following missions: A lift from LPH-5 to K company, located at coordinates CQ034750 carrying 1700 pounds of combat rations and water; a lift from LPH-5 to coordinates CQ064725 transporting 1000 pounds of combat rations and water; a lift from LPH-5 to M company at coordinates CQ047713 carrying 600 pounds of combat rations; a lift of 10 troops from LPH-5 to the battalion command post at CQ071714 and a lift of 600 pounds of combat rations and 8 troops resupplying the 105 Amitzer unit, Battery D (Main) and Battalion, at CQ069714.

One aircraft performed the following missions escorting the UALE from VAC-6: A lift transporting the Commanding Officer of TB 79.5 from LPH-5 to CQ073713 and then to CQ105685; a reconnaissance flight over the objective area and finally a lift of two Vietnamese intelligence officers from LPH-5 to Song Can Heliport.

29 June: Twelve aircraft, escorted by a VAC-6 IAC(A) aircraft and a "Gunship", lifted L company from the LPH-5 to coordinates CQ 045717 and a platoon of K company from CQ034741 to CQ073704.

Four aircraft lifted twenty-two troops from coordinates CQ071715 (H&B Co.) to the USS ALAMO and twenty troops from CQ 110327 (CSA) to the LPH-5.

Four aircraft lifted forty-five troops of FWHB Co. from the LPH-5 to coordinates CQ074713 and forty-six troops from the USS ALAMO to CQ074713.

Four aircraft lifted twelve troops from coordinates CQ063725 (K Co.) to CQ034741 and 3500 pounds of cargo from the LPH-5 to CQ103751 (I Co.) and CQ074713 (K Co.).

Two aircraft performed the following missions: A lift of one passenger from coordinates CQ071720 (CP) to CQ135751 (I Co.); a lift of 500 pounds of cargo from the USS ALAMO to CQ071720 (CP); and a lift of 2000 pounds of cargo and sixty-five troops from the LPH-5 to CQ071720 (CP).

Two aircraft performed the following missions: A lift of two VCS from coordinates CQ905705 to CQ063715 (K Co.); a lift of six troops from the LPH-5 to Tay Hoa North; and a lift of one passenger from CQ045688 (L Co.) to the LPH-5.

Two aircraft performed the following missions: A lift of 3750 pounds of cargo from the LPH-5 to coordinates CQ110379 (CSA); a lift of 4600 pounds of cargo from the LPH-5 to CQ063715 (K Co.); and a lift of 500 pounds of cargo from the LPH-5 to CQ035748 (I Co.).

Four aircraft performed the following missions: A lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ045677 (L Co.); a lift of 2000 pounds of cargo from the LPH-5 to

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4 July 1966

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CQ033748 (K Co.); a lift of 1000 pounds of cargo from the LPH-5 to CQ062725 (105 Bat.); and a lift of eleven reconnaissance troops from CQ046690 (L Co.) to CQ040689.

Two aircraft made a psychological warfare propaganda loud-speaker broadcast to villages in the operating area.

One aircraft escorted a VMO-6 TAC(A) aircraft on a Naval gunfire spotting mission to grid square CQ0672.

30 June: Four aircraft lifted ninety-five troops from CQ071714 (K Co.) to the LPH-5 and the USS ALAMO.

Four aircraft performed the following missions: A lift of forty-five troops from the LPH-5 to coordinates CQ067714 (105 Bat.); a lift of 6800 pounds of cargo from the LPH-5 to BQ984714 (M Co.); and a lift of a demolition team and 2100 pounds of cargo from BQ984714 to BQ998705 (M Co.).

Two aircraft lifted one Marine non-combat casualty from coordinates CQ070755 (K Co.) to the LPH-5.

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the BSA (CQ110379) to coordinates CQ073758 (I Co.); a lift of 4000 pounds of cargo from the BSA to CQ035735 (K Co.); and a lift of 2000 pounds of cargo from the BSA to CQ017711 (L Co.). Intense enemy small arms fire was encountered at coordinates CQ073758. There was no battle damage.

Two aircraft lifted one Marine WIA from coordinates CQ082760 (I Co.) to the LPH-5. Enemy small arms fire was encountered at coordinates CQ087741. There was no battle damage.

Two aircraft lifted 200 pounds of cargo from the BSA to coordinates CQ070765 (I Co.) and one VN civilian WIA from CQ068713 (K Co.) to Song Cau.

Two aircraft made a psychological warfare propaganda loud-speaker broadcast over grid squares CQ0372, CQ0472, CQ0373 and CQ0074. The same aircraft lifted seven VC prisoners from coordinates CQ043731 (K Co.) to Song Cau. Enemy small arms fire was encountered at coordinates CQ043731. There was no battle damage.

Two aircraft lifted one Marine WIA from coordinates CQ005725 (M Co.) to the LPH-5.

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the LPH-5 to coordinates CQ068715 (105 Bat.); a lift of 250 pounds of cargo from the LPH-5 to CQ071714 (CP); and a lift of 300 pounds of cargo from the LPH-5 to the USS ALAMO.

Two aircraft performed the following missions: A lift of one passenger from the LPH-5 to the CP; a lift of 1000 pounds of cargo from the BSA to coordinates CQ068718 (105 Battery); and a lift of 7000 pounds of cargo from the BSA to the LPH-5.

Two aircraft performed the following missions: A lift of thirty-seven troops from the USS ALAMO to coordinates CQ062726 (105 Bat.); a lift of 2000 pounds of cargo from the LPH-5 to BQ984700 (M Co.); and 3000 pounds of cargo from the LPH-5 to BQ95271 (M Co.).

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1 July: Two aircraft launched at 0600 and supplied India company at coordinates CQ070758 with batteries. They then proceeded to K company at CQ043736 and picked up empty water cans which were eventually delivered to LPH-5. The flight then proceeded to L company at CQ018713 and picked up 1 VCS and two troops after which an aerial search was conducted for a disoriented patrol from L company. The patrol was located at coordinates CQ041685 and was returned to CQ018713. The two troops were transported to CQ041685. The flight then transported 3 combat casualties to LPH-5 after stopping at CQ104752 where the 3rd platoon of M company was located, BQ984714, where M company commanders position was located and BQ970700 where the 1st Platoon of M company was located. Various cargo was picked up at each position and returned to LPH-5.

At 0610 the Commanding Officer of HMM-364 led a flight of eight aircraft on a tactical insertion of 80 ARVMS and 2 American advisers. The troops were picked up at Tuy An at coordinates CQ112662 and landed at coordinates CQ119720 after the zone was pounded by artillery fire.

The flight of eight were then employed in back load lift of 52870 pounds of cargo and 113 troops from the forward support area located at coordinates CQ112665 to LPH-5.

After the completion of this mission the eight aircraft broke up into 2 plane sections and were assigned a variety of missions.

Two aircraft resupplied the 107 mortar battery at CQ062725 with 2000 pounds of water, combat rations and ammunition. This flight then resupplied the battalion command post with 3000 pounds of water.

The same flight lifted 6 prisoners from CQ075755 to the battalion command post where 9 Vietnamese civilians were picked up and delivered to the District Headquarters at Phu Tan at CQ112678. The completion of the flight followed a delivery of 3 POWs to the prison compound at Tuy Hoa.

The two aircraft assigned for direct support of the 3/5 battalion commander from 0900-1200 accomplished the missions: A lift of combat rations to coordinates CQ070713; a lift of 2 combat casualties from coordinates CQ027722 to LPH-5 and a lift of 4 VC to coordinates CQ071714.

At 1210 two aircraft launched and completed the following missions; a lift of 700 pounds of MORGAS from LSD 33 to the battalion command post at coordinates CQ073720; a lift of 39 passengers to L company located at CQ034715 and K company located at coordinates CQ047729 where two VC prisoners and 3 other passengers were picked up and delivered to the command post. The flight then flew to India company located at coordinates CQ058742 and lifted 81mm mortars to LPH-5; a lift of the civil action team from coordinates CQ105685 to LPH-5; a lift of 3 passengers from LPH-5 to the command post; a lift of 10 troops from the command post to K company; a lift of 14 VC suspects to the command post from K company;

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a lift of 11 troops from coordinates CQ059693 to the battalion command post; a lift of 4 Vietnamese civilians to coordinates CQ105685 the battalion command post; a lift of 5 VCS to Tuy Hoa North airport; a lift of 3 Marines to LPH-5; a lift of 550 pounds and 6 passengers from LPH-5 to the battalion command post to M company at coordinates CQ008702; a lift of 300 pounds of combat rations from LPH-5 to M company. This flight was completed at 1730. Two aircraft lifted the Commanding Officer of TG 79.5 from LPH-5 to coordinates CQ073713.

Two aircraft extracted 4 emergency combat casualties from coordinates BQ977707 and flew them to LPH-5. The same two aircraft returned to the battalion command post and lifted the Commanding Officer of TG 79.5 to LPH-5.

One aircraft flew escort with a VMO-6 HULE on an artillery spotting mission over the coordinates CQ0479.

Six aircraft lifted 179 troops of India company from CQ 054741 to Tuy Hoa South airport.

Four aircraft lifted 30,000 pounds and 80 troops to Tuy Hoa South airport. They also flew supplies of combat rations and water to K company at coordinates CQ066715 and to units at coordinates CQ008702, CQ066715 and CQ064746.

Two aircraft in direct support of the battalion commander lifted companies K, M and L commanding officers to the battalion command post after a conference and returned them all to their respective command posts. They also evacuated one combat casualty to LPH-5 from the battalion command post.

2 July: The SLF terminated its participation in Operation "Nathan Hale" and twelve aircraft escorted by two VMO-6 aircraft retracted M Co., L Co. and the Howtar Battery from coordinates CQ 008702, CQ071714 and CQ071716 respectively. The aircraft involved in the retraction lifted 722 troops and 30,150 pounds of cargo from the above locations to the LPH-5. Enemy small arms fire was encountered at the following coordinates: CQ011705, CQ087729, and CQ123706. There was no battle damage.

3 July: Squadron packing up to off-load the ship. VMO-6 detachment flew off back to MCAF Ky Ha. One UH-34 aircraft escorted the Navy helicopter on an administrative flight to Danang.

4 July: HMM-364 off-loaded from the USS Princeton, back to MCAF KY Ha.

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UNITED STATES AIR FORCE
Marine Aircraft Group 13
930 Marine Amphibious Air Wing
San Francisco, 96602

03:11:00g
3500
cor: 003A17906
20 June 1966

SECRET

From: Commanding Officer
To: Commanding Officer, Special Landing Force
Subj: Combat After Action Report; Operation "BLACK HOUSE I"
Ref: (a) MAF 79.5 Op Order 323-66

Encl: (1) Chronology of Significant Events - Operation "BLACK HOUSE I"
(2) Operational Analysis - Operation "BLACK HOUSE I"
(3) Statistical Summary - Operation "BLACK HOUSE I"

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

B. A. Schriville
B. A. SCHRIVILLE

HMM-364
a/c BLACK HOUSE I

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

4 of 33

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ENCLOSURE (3)

18-27 June 1966

Ser: 003A17966
28 June 1966

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CHRONOLOGY OF SIGNIFICANT EVENTS - OPERATION "DECKHOUSE I"

Operation "DECKHOUSE I" preparations began on about 10 June 1966 with liaison flights to 1st Field Forces Vietnam Headquarters, Nha Trang, followed by staff visits to Qui Nhon, III MAF at Danang and various organizations at Chu Lai.

On 16 and 17 June reconnaissance flights were made over the objective area (Song Cau area, Phu Yeu province in the II Corps sector, Republic of Vietnam) by the attached UH-1E aircraft of VMO-6.

18 JUNE: Operation "Deckhouse I" commenced at 0600 when I and K companies assaulted Red beach (CQ105790). At 0630 twenty-two squadron aircraft lifted L company and elements of H&S company from the LPH-5 to landing zone Crow (CQ061793). Two of the aircraft were utilized for maintenance and SAR duty during the lift and the maintenance aircraft made a leaflet drop in the objective area during the lift. A detachment of UH-1E aircraft from VMO-6 consisting of one "Slick" and two "Gunships" supported the squadron by providing TAC(A) and close air support. The squadron aircraft encountered no enemy resistance, but the supporting UH-1Es received enemy small arms fire from an area just South of the landing zone (CQ059784). Attack aircraft from the USS Constellation suppressed the firing with accurate attacks controlled by the Klondikes.

Later in the morning, eighteen aircraft were utilized to lift M company from the LPH-5 to landing zone Robin (CQ060793). Two UH-1Es provided armed escort during the lift with fixed wing air cover provided by the USS Constellation.

Two aircraft lifted one Marine WIA from landing zone Crow to the LPH-5. The Marine was on the operating table 11 minutes after the request was received, but his wounds were so severe he died almost immediately.

Two aircraft lifted one Marine non-combat casualty from coordinates CQ097795 (I company) to the LPH-5.

One aircraft lifted eighteen troops from the LPH-5 to coordinates CQ075789 (K company).

Two aircraft on an aerial reconnaissance flight of the operating area, were diverted to effect an evacuation of a Marine WIA from coordinates CQ095785 (K company) to the LPH-5.

Two aircraft lifted thirty-six troops from the LPH-5 to coordinates CQ058792 (BLT CP) and 4000 pounds of cargo from the LPH-5 to coordinates CQ095798 (I company). One of the aircraft sustained damage of a landing gear while landing in the zone and the pilot in command elected to shut down for repairs. The surrounding terrain features made repair on the spot impractical, and it was decided to heli-lift the aircraft to Qui Nhon with an Army CH-47. With the help of a squadron maintenance crew the CH-47 extracted the disabled aircraft successfully and flew it to Qui Nhon but while attempting to lower the aircraft to the ground, dropped it from an altitude of approximately ten feet. As a result it was damaged to such an extent that O&R repair will be necessary.

Two aircraft performed the following missions: A lift of one non-combat casualty from coordinates CQ078787 (K Co.) to the LPH-5; a lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ101785 (K Co.); and lift 2100 pounds of cargo from the LPH-5 to CQ095798 (L Co.).

Two aircraft lifted four passengers from the LPH-5 to coordinates CQ058792 (BLT CP) and 2000 pounds of cargo from the LPH-5 to CQ082789 (H&S Co.).

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Two aircraft lifted 900 pounds of cargo from the LPH-5 to coordinates CQ097797 (I Co.).

Two aircraft performed the following missions: A lift of eleven passengers from the BLT CP to Song Cau; a lift of 2300 pounds of cargo from the LPH-5 to coordinates CQ062802 (L Co.); and a lift of twelve passengers from CQ0788786 (BLT CP) to the LPH-5.

Two aircraft performed the following missions: A lift of two Marine non-combat casualties from coordinates CQ097795 to the LPH-5; an aerial reconnaissance of grid square CQ0778; and a lift of nine passengers from the LPH-5 to CQ101785 (K Co.).

One aircraft lifted twenty-one troops and 1000 pounds of cargo from the LPH-5 to coordinates CQ090786 (H&S Co.).

Eight aircraft lifted 140 troops from the LPH-5 to the BLT CP.

Two aircraft performed the following missions: A lift of five passengers from the LPH-5 to landing zone Crow and one passenger to the BLT CP; a lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ060794; and a lift of 3100 pounds of cargo from the LPH-5 to landing zone Crow.

One aircraft returning to the LPH-5 after a resupply mission, was forced to make an autorotative landing in the sea because of an engine failure. The aircraft sank immediately and was lost but the crew escaped without injury. They were rescued by helicopter and were flown aboard the LPH-5 4 minutes after the ditching.

Two aircraft effected a night Med-Evac of a Marine KIA from coordinates CQ103795 (shore party) to the LPH-5.

19 JUNE: Two aircraft lifted 2275 pounds of cargo and one passenger to the BLT CP and 2000 pounds of cargo to the BLT Howtar unit at coordinates CQ061793 from the LPH-5. The same aircraft lifted one Marine WIA from the BLT CP to the LPH-5.

Two aircraft performed the following missions; a lift of 3750 pounds of cargo from the LPH-5 to coordinates CQ058785 (Howtars); a lift of 500 pounds of cargo and seven passengers from the LPH-5 to CQ075789 (K Co.); a lift of 2600 pounds of cargo from the LPH-5 to CQ084788; and a lift of one VC prisoner from CQ075789 to Song Cau.

Two aircraft lifted 1500 pounds of cargo from the LPH-5 to coordinates CQ083787 (M Co.) and 200 pounds of cargo from the BLT CP to CQ062802 (L Co.).

Two aircraft performed the following missions: A lift of ten troops from coordinates CQ105783 (shore party) to CQ083787 (Bn CP); a lift of thirty-eight VCS from the BLT CP to Song Cau; a lift of four passengers from Song Cau to the BLT CP; and a lift of 100 pounds of cargo from the BLT CP to the LPH-5.

Two aircraft performed the following missions; a lift of 1000 pounds of cargo from the LPH-5 to coordinates CQ092796 (I Co.); a lift of two Marine non-battle casualties from CQ088787 (H&S Co.); and a lift of two VCS from CQ088787 to Song Cau.

Six aircraft lifted forty-eight troops from coordinates CQ073794 (K Co.) to landing zone Robin. Enemy small arms fire was encountered at coordinates CQ073793 and although one aircraft was hit no major battle damage was sustained. There were no injuries.

Two aircraft lifted 1050 pounds of cargo from the LPH-5 to coordinates CQ042788 (L Co.). Enemy small arms fire was encountered in the vicinity of the landing zone. No hits or injury were received.

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Two aircraft on night med-evac of 2 VN civ from CQ 150785 to Song Cau.
Two aircraft lifted 1600 pounds of cargo from the LPH-5 to coordinates CQ096793 (I Co.) and one Marine non-battle casualty from CQ088787 to the LPH-5. Enemy small arms fire was encountered at CQ097085. There was no battle damage.

Two aircraft performed the following missions: A lift of five passengers from the LPH-5 to Song Cau; a lift of 200 pounds of cargo from the LPH-5 to the BLT CP; a lift of 800 pounds of cargo from the LPH-5 to coordinates CQ052783 (L Co.); and a lift of two VC and eight VCS from the BLT CP to the village of Song Cau.

Two aircraft lifted one Marine non-combat casualty from coordinates CQ052783 (L Co.) to the LPH-5.

Two aircraft performed the following missions: A lift of 4100 pounds of cargo from the LPH-5 to coordinates CQ089787 (H&HS Co.); a lift of twelve troops from the LPH-5 to CQ097793 (I Co.); and a lift of 5300 pounds of cargo and twenty - one troops from the LPH-5 to CQ088787 (Bn CP).

Two aircraft performed the following missions: A lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ105785 (shore party); a lift of 2000 pounds of cargo from the LPH-5 to CQ061793 (K Co.); a lift of 1000 pounds of cargo from the LPH-5 to CQ061793 (HP); a lift 1000 pounds of cargo from the LPH-5 to CQ097753 (I Co.); a lift of four passengers from Song Cau to CQ084787 (K Co.); a lift of one passenger from Song Cau to CQ097753 (I Co.); a lift of 2240 pounds of cargo from the LPH-5 to Song Cau; and a lift of one VCS from CQ061793 (K Co.) to Song Cau.

One aircraft lifted two Marine non-combat casualties from coordinates CQ085795 (K Co.) to the LPH-5 and escorted a VMO-6 aircraft on a TAC(A) mission in the vicinity of CQ059794. Two aircraft lifted two Marine non-battle casualties from coordinates CQ051806 (L Co.) and two Marine non-battle casualties from CQ093978 (I Co.) to the LPH-5.

20 JUNE: One aircraft, serving as an escort for a VMO-6 aircraft in the operating area, lifted 1000 pounds of cargo from the LPH-5 to the BLT CP.

Two aircraft performed the following missions: A lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ041791 (L&M companies); a lift of 2000 pounds of cargo from the LPH-5 to CQ093797 (I Co.); a lift of two Marine non-combat casualties from CQ093797 (I Co.) to the LPH-5; a lift of three passengers from the LPH-5 to the BLT CP; a lift of one Marine non-combat casualty from the BLT CP to the LPH-5; a two hour airborne radio relay mission in support of BLT 3/5CP; a lift of 1000 pounds of cargo and twelve passengers from CQ041791 (M Co.) to CQ031796 (L Co.); a lift of 3000 pounds of cargo from the LPH-5 to CQ031796 (M Co.); a lift of one Marine WIA from CQ031796 (M Co.) to the LPH-5; a lift of forty-eight troops from CQ088787 to landing zone Robin; a lift of 800 pounds of cargo from CQ041791 (M Co.) to CQ031796 (L Co.); and a lift of three Marine non-combat casualties from the BLT CP to the LPH-5.

Two aircraft lifted 1500 pounds of cargo from the LPH-5 to coordinates CQ090790 (I Co.).

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the LPH-5 to coordinates CQ041790; a lift of five passengers and 150 pounds of cargo from CQ104785 to CQ093797; a lift of five passengers from the LPH-5 to Song Cau; and a lift of two VN civilians from CQ041790 to CQ104785.

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Two aircraft lifted two VN civilian WIA from coordinates CQ105785 to the LPH-5.

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the LPH-5 to coordinates CQ088787 (I Co.); a lift of 1800 pounds of cargo from the LPH-5 to CQ023789 (L Co.); and a lift of thirty-eight refugees from CQ088787 to CQ078078 in support of I company.

Two aircraft performed the following missions: A lift of 1700 pounds of cargo and two passengers from the LPH-5 to coordinates CQ082787 (H&S); a lift of 900 pounds of cargo from the LPH-5 to CQ057788 (Howtar); and a lift of 2000 pounds of cargo from the LPH-5 to CQ088787 (I Co.).

Three aircraft lifted 9100 pounds of cargo from Qui Nhon to the LPH-5.

Two aircraft performed the following missions: A lift of three passengers and two VN civilian WIA from the LPH-5 to Song Cau; a lift of 121 VC suspects from landing zone Robin to Song Cau; and a lift of one Marine non-combat casualty to the LPH-5.

Two aircraft performed the following missions: A lift of 4000 pounds of cargo from the LPH-5 to coordinates CQ105785 (SP); a lift of 3600 pounds of cargo and two passengers from the LPH-5 to CQ036794 (L Co.); and a lift of 1600 pounds of cargo from the LPH-5 to CQ 023784 (L Co.).

Two aircraft lifted seven passengers, a VN civilian WIA and a sick VN civilian from Song Cau to the LPH-5 and nine passengers from coordinates CQ095785 (I Co.) to the BLT CP.

21 JUNE: Two aircraft performed the following missions: A lift of 500 pounds of cargo and ten passengers from the LPH-5 to the BLT CP; a lift of one passenger from the BLT CP to coordinates CQ079274(I Co.), then to landing zone Robin and back to the BLT CP; a lift of seventeen passengers from the BLT CP to CQ101785; and a lift of one passenger from the BLT CP to CQ088775 which was aborted while enroute because the flight encountered enemy small arms fire and the co-pilot of the second aircraft was incapacitated due to a severe bullet wound in his left arm and shoulder. He was immediately flown to the LPH-5 for medical attention.

Two aircraft performed the following missions: A lift of 6550 pounds of cargo from the LPH-5 to coordinates CQ061792(HP); a lift of five VN civilian passengers from CQ061792 to Song Cau; and a lift of thirteen passengers from Song Cau to the LPH-5.

Two aircraft lifted thirteen passengers from the LPH-5 to Song Cau and returned to the LPH-5 with a sick VN civilian.

Two aircraft lifted 3550 pounds of cargo from Qui Nhon to the LPH-5.

Two aircraft lifted 6725 pounds of cargo from the LPH-5 to the BLT CP.

One aircraft lifted 1600 pounds of cargo from the LPH-5 to coordinates CQ038798 and returned to the LPH-5 with one Marine non-combat casualty.

Two aircraft lifted 3200 pounds of cargo from the LPH-5 to coordinates CQ092786(I Co.).

Two aircraft lifted 7000 pounds of cargo from Qui Nhon to the LPH-5. Enemy small arms fire was encountered at coordinates CQ195890. There was no battle damage.

Two aircraft performed the following missions: A lift of four passengers from the LPH-5 to the BLT CP; a lift of 1200 pounds of cargo from the LPH-5 to 105MM HOW a lift of 2500 pounds of cargo from the LPH-5 to the BLT CP;

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a lift of two Marine non-combat casualties from CQ068765 to the LPH-5; a lift of 2225 pounds of cargo from the LPH-5 to CQ020774(M Co.); and a lift of 1800 pounds of cargo from the LPH-5 to CQ016770(L Co.). Enemy small arms fire was encountered in the vicinity of coordinates CQ020774. There was no battle damage.

Two aircraft performed the following missions: A lift of twelve VCS from the BLT CP to Song Cau; a propaganda mission using a speaker-trumpet in the vicinity of the BLT CP; a lift of five passengers from the BLT CP to coordinates CQ088777(L Co.); a reconnaissance flight of the area surrounding L company; a lift of 2 VC WIA from CQ088777 to Song Cau; a lift of two VCS from landing zone Robin to Song Cau; a lift of one Marine WIA from CQ088777 to the LPH-5. Enemy small arms fire was encountered at coordinates CQ003772 and CQ040768. There was no battle damage.

Two aircraft made an aerial reconnaissance flight of grid square CQ0879 and lifted 2000 pounds of cargo from the LPH-5 to coordinates CQ060765(I Co.).

Two aircraft lifted 4400 pounds of cargo from the LPH-5 to coordinates CQ016778 and 2000 pounds of cargo from the LPH-5 to CQ060765. Enemy small arms fire was encountered at coordinates CQ044770. There was no battle damage.

22 JUNE: Eight aircraft accompanied by two VMO-6 escort aircraft, lifted elements of K company from the BLT CP to coordinates CQ055806 and sixty troops of L company from CQ015770 to BQ988778.

Two aircraft lifted 2000 pounds of cargo from the LPH-5 to the BLT CP.

Two aircraft performed the following missions: A lift of one Marine WIA and 1900 pounds of cargo from coordinates CQ015771 (L&M Co.s); a lift of 250 pounds of cargo from CQ0105771(SP) to the LPH-5; a lift of one Marine KIA from CQ0105785(SP) to the LPH-5; a lift of 250 pounds of cargo from CQ059794(I Co.) to the LPH-5; and a lift of a twelve man civic action team from CQ059794 to Song Cau.

Two aircraft performed the following missions: A lift of 2000 pounds of cargo from the LPH-5 to the BLT CP; a lift of five VC prisoners from coordinates CQ064760(I Co.) to Song Cau; and a lift of one Marine non-combat casualty from CQ064760 to the LPH-5.

Two aircraft performed the following missions: a lift of 2720 pounds of cargo from the LPH-5 to coordinates CQ015771 (LB); a lift of 3000 pounds of cargo from the LPH-5 to landing zone Robin; and a lift of one Marine WIA from CQ054806(L Co.) to the LPH-5. Enemy small arms fire was encountered at coordinates CQ054806. There was no battle damage.

Two aircraft performed the following missions: A lift of 1900 pounds of cargo from the LPH-5 to coordinates CQ0105785(SP); a lift of 2000 pounds of cargo from the LPH-5 to the BLT CP; and a lift of nine passengers and 300 pounds of cargo from Song Cau to the LPH-5.

Two aircraft performed the following missions: A lift of two passengers from the LPH-5 to Song Cau; a lift of one Marine WIA from coordinates CQ067758(I Co.) to the LPH-5; a lift of one Marine non-combat casualty from BQ987782(M Co.) to the LPH-5; a propaganda broadcast over a village located at BQ994779; and a lift of one VC prisoner from BQ992782(M Co.) to Song Cau.

One aircraft escorted a VMO-6 TAC(A) aircraft on an aerial reconnaissance flight over the operating area.

Eight aircraft retracted K company from coordinates CQ054805 and brought separate elements to landing zone Robin and the BLT CP. Light enemy small

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arms fire was encountered at coordinates C0052814. There was no battle damage.

Two aircraft lifted six passengers from the LPH-5 to the BLT CP and five passengers from the BLT CP to the following locations for liaison purposes: Song Cau; CQ015770(L Co.); CQ025780(I Co.); and landing zone Robin. The same aircraft lifted 600 pounds of cargo from the LPH-5 to Song Cau.

Two aircraft lifted three Marine WIA from coordinates CQ055086(K Co.) to the LPH-5.

One aircraft escorted a VMO-6 aircraft on a night, AG-illumination/ aerial reconnaissance flight of an area in the vicinity of coordinates CQ07774.

Two aircraft lifted 900 pounds of cargo from the LPH-5 to coordinates CQ999777(B Co.).

Two aircraft lifted 1000 pounds of cargo from the LPH-5 to coordinates CQ088787(I Co.).

Two aircraft performed the following missions: A lift of one Marine WIA from coordinates C 015775; an emergency resupply 2000 pounds of cargo from the LPH-5 CQ053752(I Co.); and a retraction of a nine man reconnaissance team with two additional squadron aircraft from CQ015775 to CQ053752. Intense enemy small arms fire was encountered at coordinates CQ053752 and two aircraft received minor battle damage. Two VMO-6 "Gunships" were called to the scene to suppress the enemy fire.

Two aircraft lifted a VN civilian WIA from coordinates CQ054804 to Song Cau and 900 pounds of cargo from the LPH-5 to CQ016770(L Co.). Enemy small fire was encountered in the vicinity of the landing zone at coordinates CQ016770. There was no battle damage.

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the LPH-5 to the BLT CP; a lift of 500 pounds of cargo from the LPH-5 to landing zone Robin; and a lift of 3150 pounds of cargo from the LPH-5 to coordinates 053752(I Co.). Enemy small arms fire was encountered at coordinates CQ054007. There was no battle damage.

One aircraft escorted a VMO-6 TAC(A) aircraft on an aerial reconnaissance flight over grid square BQ9979 and a Naval Gunfire support mission to grid squares CQ1062, CQ1061, and CQ0962.

Two aircraft lifted 4500 pounds of cargo from the LPH-5 to landing zone Robin and 2000 pounds of cargo to the BLT CP.

Two aircraft performed the following missions: A lift of 1400 pounds of cargo from the LPH-5 to the BLT CP; an aerial reconnaissance flight of the operating area; a lift of two Marine WIA from coordinates CQ058758 (I Co.); a Naval Gunfire Support mission to CQ000005; a lift of one Marine WIA and one Marine non-combat casualty from BQ999779 to the LPH-5; a lift of two VC prisoners from the BLT CP to Song Cau; and a lift of two Marine non-combat casualties from the BLT CP to the LPH-5.

23 JUNE: Four aircraft departed the LPH-5 and conducted a tactical troop lift of 77 men from K Company (CQ062792) to CQ084793). The lift was completed in one hour. The attached UH-1Es from VMO-6 provided aerial fire support.

Four aircraft effected a tactical lift of 44 troops from K Company (CQ090789) to coordinates CQ 072805. No fire was received

Four aircraft lifted 57 Marines from H company (082800) to coordinates (CQ085792) and 72 troops from coordinates CQ082800 to landing zone Robin CQ052797.

One aircraft accompanied one UH-1E on a flight to the 1st Cavalry

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Division CP (CQ072712) and return.

Four aircraft participated in direct support of Glimmer 6 throughout the day and performed the following tasks: A lift of one Vietnamese woman from the BLT CP (CQ088787) to Song Cau; a flight with Hearsay 6 to the Glimmer CP (088787); a reconnaissance flight overlooking I Company (CQ055765), M company (998778) and L company (014771); a flight from CQ045763 with Glimmer 6 to Kalamazoo (104784); a lift of 5 VC POWs to Song Cau; a med-evac of 3 troops from M Company (998779) to the LPH-5; a lift of 6022 pounds of MCI and water from the LPH-5 to CQ088787; a lift of 3000 pounds of MCI and water and rations to CQ990780 (L Co.).

Four aircraft participated in a replenishment of ammunition from the Qui Nhon ammo dump to the LPH-5 shuttling 9000 pounds in four lifts.

Four aircraft performed the following missions; 4000 pounds of water and MCI to landing zone Robin (052797); an ammo resupply of 12,400 pounds of ammunition and rations to coordinates (105783) Lucky Dag; a resupply of Glimmer Yankee (088787); and 4000 pounds of rations and water to I company (053751).

Two aircraft performed the following missions: A resupply of 2000 pounds of water to the CP (022775); a flight to the Qui Nhon hospital unit lifting a critically wounded Marine; a resupply of L company (CQ061770) with 1800 pounds of water and MCI.

Two aircraft flew to the Qui Nhon airport and provided transportation for the CG 9th MAB and TGF 79.5 to the USS Princeton.

24 JUNE: Eight aircraft departed the LPH-5 for a troop lift of 242 men of M company (CQ986784) to coordinates CQ998817.

The landing zone at the destination between two pads could accommodate but one aircraft and was situated in a saddle at 1000 feet of altitude. The entire lift was completed in one hour and ten minutes and involved a total of 47 helo teams.

Six aircraft participated in direct support for Glimmer 6 throughout the day. The aircraft flew several missions in direct support of M (BQ968793) L, (BQ973788) and K (CQ064788) companies, carrying supplies of ammunition and water. In addition a propaganda broadcast mission was flown over the objective area by two of the aircraft.

One aircraft escorted a WMO-6 UH-1E on a reconnaissance of CQ7373 and CQ7899 and along grid line 99.

One aircraft escorted a UH-1E from the LPH-5 to Nha Trang (CQ035557) and direct to Glimmer 6 (CQ088787). The same aircraft flew as escort on a reconnaissance of CQ025728. The aircraft received fire from CQ025728 but received no hits; in addition the aircraft picked up two med-evacs from CQ992792 and returned to the LPH-5.

One aircraft on a UH-1E chase performed the following missions: A resupply of water from LPH-5 to M company (BQ998817), a resupply to I company (CQ051745), a water resupply of the BLT 3/5 CP (CQ089787), a water resupply to 107MM HWTRS (CQ061795), and a water and ammo resupply to K company (CQ061795). In addition the same aircraft flew as chase for the UH-1E from the LPH-5 to BLT 3/5 CP (CQ088787) and to Thanh Duc (BQ914705).

Two aircraft flew the following missions: Three med-evacs from K company (CQ065776) to the LPH-5; One POW from the Bn S-2 (CQ077788) to Song Cau.

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captured rice (2500 lbs) from CQ105784 to Song Cau; engineers from CQ058783 to CQ077788; Glimmer 6 on a recon between grid lines BQ95 to CQ08 and CQ72 to 80.

One aircraft flew chase for the Princeton helicopter to Qui Nhon to pick up mail.

Two aircraft performed the following missions: A VIP liaison (Hearsay 6) from the LPH-5 to the 1st Cavalry CP (BQ072712) and return; 2000 pounds of rations from the LPH-5 to Lucky Bag (CQ105785); from the LPH-5 to the BLT CP (CQ088787) with 2000 pounds of rations and water; from the BLT CP (CQ088787) to Song Cau with one VC med-evac and one VCS; from Song Cau with one med-evac to the LPH-5; from the LPH-5 to the following companies, I Co. (CQ051745) with 2100 pounds of rations and water; M Co. (CQ051745) with 2100 pounds of rations and water; L Co. (BQ988787) with 1800 pounds of rations and water, and 25 lbs of flares.

Two aircraft flew to Qui Nhon to pick up rocket pods and smoke and returned to the LPH-5.

Two aircraft flew an additional resupply to the following companies: To M Co. (CQ000817) with 2100 pounds of ammo and rations, to L Co. (BQ990800) with 2250 pounds of rations and ammo. Small arms fire was received from vicinity of (BQ988804) but no hits were received.

25 JUNE: Four aircraft lifted Henpecked from landing zone Robin (CQ 061793) to CQ082780. A total of 196 troops and 35,290 pounds of cargo were carried in 66 tasks by the four aircraft. The lift took 3 hours.

Eight aircraft performed a tactical lift of L Co. (BQ997797) to BQ990834 in order to conduct a new sweep and clear of this area. On the flight 4 VC with weapons were spotted escaping on foot down a trail at BQ985830, the aircraft fired at them but no hits could be confirmed. The first four aircraft of the flight returned to lift a separated platoon of L company from coordinates (BQ999783) located to the new landing zone (BQ990834). The lift took 2.5 hours to complete.

Two aircraft flew a VIP flight from Qui Nhon to Danang with Brigadier General RYAN, CG of 9th MAB and returned to LPH-5.

A total of six aircraft flew the following missions in direct support of C.O. Battalion 3/5 throughout the day: A resupply of I Co. (037757), L Co. (986821) and the Battalion command post (088787) with 1000 pounds of water and rations each; a recon was conducted in the vicinity of coordinates 990835 in support of operations by L company. A recon was also conducted for I Co. (055753) and M Co. (998814); several flights were completed for Glimmer 6 lifting him from his CP to the LPH-5 and to further transport him to each company; one battle casualty was flown from the CP (088787) to the LPH-5.

One aircraft escorted the Princeton helicopter to Qui Nhon with 3 passengers and 300 pounds of mail and returned to the LPH-5.

One aircraft escorted the UH-1E on a TAO mission in the vicinity of the Song Cau river.

Two aircraft departed the LPH-5 for Ky Ha on an RON to pick up needed maintenance parts and equipment.

Two aircraft performed the following missions: A lift of one Vietnamese wounded from the LPH-5 to Song Cau; a lift from LPH-5 to CQ036751 with rations and supplies for I Co; a lift from LPH-5 to CQ078788 with rations and supplies for H&S company; a lift to L Co. (CQ986821) for the purpose of picking up a

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med-evac and returning to the LPH-5; a lift from CQ008797 to CQ024789 with a recon team; a lift from the LPH-5 to M company (CQ000818) with rations and supplies.

Two aircraft flew to the ammo dump at Qui Nhon and picked up 2400 pounds of ammo for LPH-5.

Two aircraft flew from LPH-5 to M Co. (000818) with a water resupply and from the LPH-5 to Howtar unit (CQ082785) with a water resupply. In addition these same two aircraft resupplied I Co. (037751) and M Co. (986821) with 2400 pounds of rations and water.

26 JUNE: Four aircraft performed a troop lift of one platoon of K Co. from coordinates CQ083785 to CQ09881 in two lifts. A total of 52 troops were transported in 30 minutes.

Six aircraft transported 66 troops from L Co. (BQ996787) to M Co. (BQ989830) in two lifts which required one hour to complete.

Four aircraft performed a troop lift of 87 troops from K Co. (CQ100803) to CQ083786. In three trips the lift was completed in 1½ hours. Six aircraft in direct support of Glimmer 6 performed the following missions: A resupply of I Co. (036751) which involved lifting 2000 pounds of rations, water and ammunition, delivering two passengers to coordinates 105785 and 7 passengers to Glimmer Yankee 058787, 4 passengers to 083787. Air transportation was provided the ~~cinplain~~ from CQ104765 to LPH-5. The remainder of missions involved carrying Glimmer 6 to and from his company positions and the LPH-5. Other short resupply missions and a recon mission for Glimmer 6 and 2 completed this flight.

One aircraft flew as escort for the UH-1E on a TAO recon mission in the Song Cau river valley (CQ0875).

Two aircraft flew the following missions; rations and water from the LPH-5 to L Co. (996787); 650 pounds of water and 2 passengers from the LPH-5 to Henpecked (083787); Civic action team from the LPH-5 to the village at coordinates CQ102801.

Two aircraft flew the following support missions: From the LPH-5 to Lucky Bag (CQ105784) with 2000 pounds of rations and water; from the LPH-5 to L Co. with ammo and water; from the LPH-5 to Glimmer Yankee (088787) with 2500 pounds of ammo, rations, and water.

Two aircraft flew a med-evac from CQ088787 to the LPH-5, this mission was flown at night and the wounded man was returned to the LPH-5 in 10 minutes time.

Two aircraft flew a VIP flight from the LPH-5 with Hearsay 6 and Glimmer 6 to Dong Tre (BQ912702) and returned to the LPH-5.

27 JUNE: Four aircraft flew to Qui Nhon and returned with 18,876 pounds of C rations and 750 pounds of hand grenades.

Two aircraft flew from the LPH-5 to Tuy Hoa with LtCol DUFFY and returned to the LPH-5.

Two aircraft performed the following missions; A ration and water supply lift to coordinates 979788 (L Co.), 034751 (I Co.), 990829 (M Co.), from the LPH-5; a lift of one med-evac from M Co. (990829) to the LPH-5; a passenger lift with Glimmer 6 and 2 other passengers to the CP (08878); a lift of captured rice (1800 pounds) from (105785) to Song Cau; a flight from the LPH-5 to Tai An to pick up LtCol Gleason and return him to LPH-5; a resupply of Glimmer Yankee (CQ088787) with rations and water; a resupply of CQ105784

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with 1000 pounds of rations and water.

Two aircraft were involved in a night med-evac mission from the LPH-5 to 030746. Because there was no suitable landing zone available, the night pick up was effected with the aircraft hoist. The flare aircraft was employed and flares were dropped while the helicopter executed a 20 foot hover over the zone. The injured Marine was lifted aboard by use of the hydraulic rescue hoist and a stokes litter. Small arms fire was reported in the area but no hits were received by the aircraft.

One aircraft was launched on an escort mission for the UH-1E while it made a recon of the Tuy Hoa area.

The following missions were flown in direct support of Glimmer 6 during the day; 6300 pounds of rations and water were lifted to I Co. (CQ088787), M Co. (BQ990830) and L Co. (BQ979788); Two sick ARVNs were carried from I Co. and one med-evac was carried from coordinates 087865 to the LPH-5; one of the direct support aircraft received fire from the vicinity of CQ083743, no hits were received by either of the two aircraft. In addition resupplies were flown from the LPH-5 to Glimmer Pervert (000818), Glimmer Yankee (088787), Lucky Bag (105784) and to I, K, and L companies, most of the resupply consisted of MCI and water and ammunition.

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28 June 1966OPERATIONAL ANALYSIS - OPERATION "DECKHOUSE I"

1. Item: TACLOG/resupply operations.

Comment: Throughout the operation there persisted an uncertainty concerning routine resupply of units in the field. The TACLOG to Combat Cargo channels seemed to generate unwarranted confusion regarding "what, where, when". There were long delays on deck while loads were sought or restaged.

In the last few days of the operation, there was a noticeable improvement in the system due to the combined actions of HDC and OINC of TACLOG.

Recommendation:

(a) that when possible, the BSA (Beach support area) or LSA (logistics support area) concept be applied. Support staged from a forward point to the field greatly facilitates resupply for the following reasons:

- (1) fewer agencies involved in handling and filling the request.
- (2) better communications
- (3) speedier response
- (4) elimination of Delta (orbit) and deck time for resupply helicopters.

If the loads are not ready, the aircraft can shut down and await the next frag. It is estimated that normal resupply missions conducted from a LSA/BSA would decrease rotor hours for resupply by more than one half.

(b) That requests be filled immediately on receipt and staged so that aircraft may be loaded more expeditiously.

(c) That water cans, excess ammo and other "returnables" be staged at company landing zones for scheduled pick up each morning rather than await the arrival of the resupply helicopter to begin the search for these items.

2. Item: Selection of landing zones.

Comment: Landing zones selected for the operation ranged from excellent to hazardous to impossible. There seems to be a reluctance to clear and improve landing zones adequate for helicopter operations while any sort of zone existed. In several areas, troops dug holes, erected shelters or antennas in or around the only available landing area.

Recommendations:

That more attention be given the selection of landing zones. Elimination of shrubs, small trees or other obstacles in or around the zone to provide safe approach and take-off lanes would greatly assist pilots attempting to land or take-off with heavy loads.

3. Items: Communications

Comment: The use of battalion tactical frequencies for control or coordination of helicopter operations is unacceptable. The volume of ground to ground traffic prohibits use of these frequencies by aircraft. Although M-31 was briefed as primary air - ground frequency, it was virtually impossible to contact ground units on this frequency.

Recommendation:

That the air - ground communications problems be studied extensively and solution formulated prior to another operation of this sort.

4. Item: Retractions.

Comment: On several occasions during the retraction operations pilots had

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no idea of how many heli-teams remained in a zone because the radio operator had departed the zone. Aircraft were required to land in the zone and look for additional troops - a dangerous practice.

Recommendation:

It is imperative that radio communications be maintained in a pick up zone until the last heli-team has been retracted.

5. Item: Identification of friendly positions.

Comment: Close support by UH-1Es, med-evacs or resupply under fire and other missions are very difficult when exact positions of friendly and enemy troops are unknown. On several med-evacs suppressive fire by the helicopter gunners could not be used under fire for fear of hitting friendlies in unknown areas. Nor could the ground units properly describe the position or direction of enemy fire.

Recommendation:

That some means of marking enemy and friendly positions be utilized. White phosphorus can readily be made available for marking snipers or enemy units to assist pilots in planning their approaches to a zone.

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STATISTICAL SUMMARY - OPERATION "DUCK HOUSE I"

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<u>DATE</u>	<u>HOURS</u>	<u>TROOPS</u>	<u>CARGO (TONS)</u>	<u>MED-EVACS</u>	<u>SORTIES</u>
18	113.8	583	11.6	11	335
19	46.6	124	23.0	15	216
20	56.5	255	21.0	15	218
21	53.5	87	16.5	6	183
22	75.6	410	13.5	20	231
23	62.9	214	34.5	5	288
24	67.4	319	21.5	23	299
25	86.9	363	39.0	12	387
26	51.1	250	13.5	8	249
* 27	12.7	0	2.0	2	34
TOTALS	627.0	2705	196.1	117	2440

* STATISTICS TO 1200!

~~SECRET~~

SECRET
Enclosure (3)

5/MCD/lab
Ser: 0095466
24 AUG 1966

SECRET (unclassified upon removal of the basic correspondence)

SECOND ENDORSEMENT on CO SLF ltr 03:RAB:jds Ser: 0011-66
of 31Jul66

From: Commanding General, Fleet Marine Force, Pacific
To: Commandant of the Marine Corps (Code AO3D)

Subj: HMM 364 Combat After Action Report, Operation NATHAN
HALE

1. Forwarded.

M. C. Dalby
M. C. DALBY
By direction

*AMM - 664
for review
27 Jan - 2 Jan 66*

296851 #1ST
PA
3480

SECRET

ENCLOSURE (2)

Retain
66 7734
010317.A'

COPY 1 OF 3 COPIES

HEADQUARTERS
Special Landing Force
USS PRINCETON (LPH-5)
FPO San Francisco 96601

03:RAB:jds
SerNo: 0011-66
31 July 1966

SECRET

From: Commanding Officer
To: Commandant of the Marine Corps
Via: (1) Commanding General, Ninth Marine Amphibious Brigade
(2) Commanding General, Fleet Marine Force Pacific
Ref: (a) CTG 79.5 Command Chronology Period 1 June - 4 July 1966
Encl: (1) CTG 79.5 ltr 3000 over 0010-66 dtd 30Jul66
1. Enclosure (1) is herewith forwarded for insertion as enclosure (b) to Tab 3 of reference (a).
2. This letter is downgraded to unclassified upon removal of enclosure (1).

R. A. Brenneman
R. A. BRENNEMAN

3:HRC:jta
Ser: 00105-66
10 August 1966

FIRST ENDORSEMENT

From: Commanding General, 9th Marine Amphibious Brigade, FMF
To: Commandant of the Marine Corps
Via: Commanding General, Fleet Marine Force, Pacific

1. Forwarded.

Herman Hansen Jr.
HERMAN HANSEN Jr.
Chief of Staff

SECRET

#001017

HEADQUARTERS
 Special Landing Force
 USS PRINCETON (LP-5)
 FPO San Francisco 96601

TEG:sjds
 3000
 Sent: 0010-66
 31 July 1966

SECRET

From: Commanding Officer
 To: Commanding General, Fleet Marine Force, SEVENTH Fleet
 Subj: HMM 364 Combat After Action Report, Operation NATHAN HALE
 Ref: (a) CTG 79.5 After Action Reports, Operations DECK HOUSE I and
 NATHAN HALE

Encl: (1) Subject Report (Six copies)

1. This letter is forwarded for inclusion as enclosure (6) to reference (a).
2. The following comments are made to clarify or amplify statements made in the Operational Analysis Section of the subject report:

a. Selection of Landing Zones

(1) The selection of landing zones requires that both the ground and helicopter commanders work jointly in their selection. Emphasis will continue to be placed during training periods on this vital aspect of coordination between ground and helicopter elements.

(2) It is normal procedure for ground units to mark landing zones with available colored cloth panels. In isolated instances panels were not immediately available and necessitated improvising on-the-spot markers for the temporary zones.

b. Communications. The problem stated was resolved when BLT 3/5 was issued a full allowance of AN/PRC-25 radios. This enabled the BLT to activate a command net which was used for helicopter coordination as well as for administrative traffic.

c. Direct Support Aircraft. The employment of two helicopters for direct support of the BLT commander was directed by the CO of the SLP. These helicopters were to be used as directed by the BLT commander as he deemed necessary in order to maintain positive control and close supervision of his widely dispersed units during Operation NATHAN HALE. In addition these helicopters were utilized for delivery of extensive amounts of captured material, liaison, reconnaissance, med-evac, and unit supply. These helos enabled the BLT commander to be immediately responsive to all commitments. Employment of these two BLT direct support helos is the prerogative of the BLT commander as long as utilization is in accordance with proper procedures and safety requirements.

R. A. Brenneman
 R. A. BRENNEMAN

SECRET

COPY 1 OF 10 COPIES

MARINE MEDIUM HELICOPTER SQUADRON 364
Marine Aircraft Group 36
1st Marine Aircraft Wing
APO San Francisco, 96602

03:CDR:be
3000
Ser: 003A18666
5 July 1966

SECRET

From: Commanding Officer
To: Commander, Task Group 7915

Subj: After Action Report - Operation "Nathan Hale"

Ref: (a) CTG 7915 OPORD 328-66

Encl: (1) Chronology of Significant Events-Operation "Nathan Hale"
(2) Operational Analysis - Operation "Nathan Hale"
(3) Statistical Summary - Operation "Nathan Hale"

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

D. A. Somerville
D. A. SOMERVILLE

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

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1 of 30

SECRETSer: 00312000
5 July 1966CHRONOLOGY OF SIGNIFICANT EVENTS - OPERATION "NATHAN HALE"

27 JUNE: At 1200 on 27 June 1966 the Special Landing Force was placed under Operational Control of the CG I First Field Forces, Viet Nam. Operation Deck House was terminated and the Marine units ashore were directed to operate in conjunction with elements of the 1st Air Cavalry and the 101st Airborne Division on Operation Nathan Hale.

Mike company from the Marine Battalion provided blocking force along the hills north of the Song Cau river while other company size sweep and clear operations were conducted south of the river. HMM-364 continued to fly in support of the 3rd Battalion 5th Marines.

At 1300 on the 27th of June, two aircraft supplied the 3rd Battalion 5th Marines Command Post located at coordinates CQ-087791. They also supplied the Naval Shore party and 105 howitzer battery F (Reinf) 2nd Battalion 11th Marines at coordinates CQ105784. In completing the flight they supplied India companies at coordinates CQ034751. A total of 9760 pounds of ammunition, water and combat meals were carried to the three units.

The two aircraft assigned to the C.O. of 3rd Battalion 5th Marines for direct support worked from 1530 to 1900 and performed the following missions: A lift of 6 troops with water cans to India company located at coordinates CQ036753; a lift of 3 passengers from the Battalion Command Post at CQ088786 to coordinates CQ073717 and a lift of 14 troops to coordinates CQ106783. Small arms fire was received from coordinates CQ083743 and was suppressed with 300 rounds of 7.62. No hits were received. At 1550 two aircraft carried the Commanding Officer and 5 other passengers to the Battalion Command Post. Afterwards the aircraft proceeded to L company landing zone at coordinates BQ979788 with a resupply of combat meals and water. Following the completion of this mission they lifted 1800 pounds of confiscated rice from coordinates CQ105785 to village of Song Cau. At 1625 these same two aircraft resupplied L Co. at coordinates BQ979788, I Co. at coordinates CQ034751 and M Co. at coordinates BQ990829. All three companies received combat meals and water. This mission was completed at 1930.

At 1630 two aircraft proceeded to an Army forward supply area and command post at coordinates CQ105678 near the village of Tuy An. The Special Landing Force Executive Officer was picked up and transported to the USS Princeton.

Afterwards a resupply of L Co. at coordinates BQ979788 and the BLT CP, at CQ087790 was effected. 1050 pounds of supplies were carried to the two units.

28 JUNE: At 0615 an extraction of M Co. commenced and 226 troops were lifted from coordinates BQ990831 to the USS Princeton. The entire lift was accomplished by eight aircraft in 3.5 hours. As soon as the troops received a hot meal and a shower they were returned to the objective area. Eight aircraft lifted them to three separate landing zones located at coordinates BQ947713, BQ967717

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Enclosure (1)

SECRETSer: 003A18666
5 July 1966

and CQ006725. The purpose of the insertion was to occupy the high ground on the North side of the objective area and form a blocking force.

After this movement was completed the same aircraft lifted L Co. to the ship (USS Princeton) from coordinates BQ992783. This lift included 183 troops and 9000 pounds of cargo.

Four aircraft participated in a troop retraction of the 107 mm mortar battery (Rein) 2nd Battalion, 12th Marines from coordinates CQ087815 to LPH-5. This lift included a total of 174 troops. After a hot meal on the ship, 168 of these troops were lifted into coordinates CQ066723. Afterwards these same aircraft lifted 33140 pounds of cargo to CQ071714.

Two aircraft performed the following missions: A lift of 23000 pounds of ammunition and rations and 4.2 mortar tubes to CQ066723. 100 troops were lifted from CQ087790 and CQ066723.

A lift was conducted carrying one US Army officer and four Vietnamese Army troops of the 22nd ARVN Division Interrogator Translator Team from the Song Cau Heliport to the battalion command post at CQ070716.

Aircraft in direct support of the 3/5 battalion commander lifted 12 troops from LPH-5 to BQ98818, another lift carrying 78 troops from CQ086791 to CQ071714 was also conducted. Afterwards the Commanding Officer of M Co. was transported from coordinates BQ917718 to coordinates BQ993785 and finally returned to his original position.

The direct support aircraft also completed the following missions: A lift from LPH-5 to K Co. located at coordinates CQ034750 carrying 1700 pounds of combat rations and water; a lift from LPH-5 to coordinates CQ064725 transporting 1000 pounds of combat rations and water; a lift from LPH-5 to M Co. at BQ947718 carrying 600 pounds of combat rations; a lift of 10 troops from LPH-5 to the battalion command post at CQ071714 and a lift of 600 pounds of rations and 8 troops for the 105 Howitzer unit at CQ069714.

One aircraft performed the following missions escorting the UH1E from VMO-6: A lift transporting the Commanding Officer of TG 79.5 from LPH-5 to CQ073713 and then to CQ105685; a reconnaissance flight over the objective area and finally a lift of two Vietnamese intelligence officers from LPH-5 to Song Cau Heliport.

29 JUNE: Twelve aircraft, escorted by a VMO-6 TAC(A) aircraft and a "Gunship", lifted L Co. from the LPH-5 to coordinates CQ045717 and a platoon of K company from CQ034741 to CQ075704.

Four aircraft lifted twenty two troops from coordinates CQ071715 (H&HS Co.) to the USS ALAMO and twenty troops from CQ110827 (BSA) to the LPH-5.

Four aircraft lifted forty-five troops of H&HS Co. from the LPH-5 to coordinates CQ074713 and forty-six troops from the USS ALAMO to CQ074713.

Four aircraft lifted twelve troops from coordinates CQ063725 (K Co.) to CQ034741 and 3500 pounds of cargo from the LPH-5 to CQ103751 (I Co.) and CQ074713 (K Co.).

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Two aircraft performed the following missions: A lift of one passenger from coordinates CQ071720 (CP) to CQ035758 (I Co.); a lift of 300 pounds of cargo from the USS ALAMO to CQ071720 (CP); and a lift of 2000 pounds of cargo and sixty-five troops from the LPH-5 to CQ071720 (CP).

Two aircraft performed the following missions: A lift of two VCS from coordinates BQ905705 to BQ988715 (M Co.); a lift of six troops from the LPH-5 to Tuy Hoa North; and a lift of one passenger from CQ045688 (L Co.) to the LPH-5.

Two aircraft performed the following missions: A lift of 3750 pounds of cargo from the LPH-5 to coordinates CQ110679 (BSA); a lift of 4000 pounds of cargo from the LPH-5 to CQ068715 (K Co.); and a lift of 580 pounds of cargo from the LPH-5 to CQ035748 (I Co.).

Four aircraft performed the following missions: A lift of 2000 pounds of cargo from the LPH-5 to coordinates CQ045677 (L Co.); a lift of 2000 pounds of cargo from the LPH-5 to CQ038748 (K Co.); a lift of 1000 pounds of cargo from the LPH-5 to CQ062725 (105 Bat.); and a lift of eleven reconnaissance troops from CQ046690 (L Co.) to CQ040689.

Two aircraft made a psychological warfare propaganda loud-speaker broadcast to villages in the operating area.

One aircraft escorted a VM0-6 TAC(A) aircraft on a Naval gunfire spotting mission to grid square CQ0672.

30 JUNE: Four aircraft lifted ninety-five troops from CQ071714 (K Co.) to the LPH-5 and the USS ALAMO.

Four aircraft performed the following missions: A lift of forty-five troops from the LPH-5 to coordinates CQ067714 (105 Bat.); a lift of 6800 pounds of cargo from the LPH-5 to BQ984714 (M Co.); and a lift of a demolition team and 2100 pounds of cargo from BQ984714 to BQ998705 (M Co.).

Two aircraft lifted one Marine non-combat casualty from coordinates CQ070755 (K Co.) to the LPH-5.

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the BSA (CQ110679) to coordinates CQ073758 (I Co.); a lift of 4000 pounds of cargo from the BSA to CQ035735 (K Co.); and a lift of 2000 pounds of cargo from the BSA to CQ017711 (L Co.). Intense enemy small arms fire was encountered at coordinates CQ073758. There was no battle damage.

Two aircraft lifted one Marine WIA from coordinates CQ082760 (I Co.) to the LPH-5. Enemy small arms fire was encountered at coordinates CQ087741. There was no battle damage.

Two aircraft lifted 200 pounds of cargo from the BSA to coordinates CQ070765 (I Co.) and one VN civilian WIA from CQ068718 (K Co.) to Song Cau.

Two aircraft made a psychological warfare propaganda loud-speaker broadcast over grid squares CQ0372, CQ0472, CQ0373 and CQ0074. The same aircraft lifted seven VC prisoners from coordinates CQ043731 (K Co.) to Song Cau. Enemy small arms fire was encountered at coordinates CQ043731. There was no battle damage.

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Two aircraft lifted one Marine WIA from coordinates CQ 005725 (M Co.) to the LPH-5.

Two aircraft performed the following missions: A lift of 1000 pounds of cargo from the LPH-5 to coordinates CQ068715 (105 Bat); a lift of 250 pounds of cargo from the LPH-5 to CQ 071714 (CP); and a lift of 300 pounds of cargo from the LPH-5 to the USS ALAMO.

Two aircraft performed the following missions: A lift of one passenger from the LPH-5 to the CP; a lift of 1000 pounds of cargo from the BSA to coordinates CQ068718 (105 Bat); and a lift of 7000 pounds of cargo from the BSA to the LPH-5.

Two aircraft performed the following missions: A lift of thirty-seven troops from the USS ALAMO to coordinates CQ062726 (105 Bat.); a lift of 2000 pounds of cargo from the LPH-5 to BQ984700 (M Co.); and 3000 pounds of cargo from the LPH-5 to BQ95271 (M Co.).

1 JULY: Two aircraft launched at 0600 and supplied I Co. at coordinates CQ070758 with batteries. They then proceeded to K Co. at CQ043736 and picked up empty water cans which were eventually delivered to the LPH-5. The flight then proceeded to L company at CQ018713 and picked up 1 VCS and two troops after which an aerial search was conducted for a disoriented patrol from L Co. The patrol was located at coordinates CQ041685 and was returned to CQ018713. The two troops were transported to CQ041685. The flight then transported 3 combat casualties to LPH-5 after stopping at CQ104752 where the 3rd platoon of M Co. was located, BQ984714, where M Co. commanders position was located and BQ 970700 where the 1st Platoon of M Co. was located. Various cargo was picked up at each position and returned to LPH-5.

At 0610 the Commanding Officer of HMM-364 led a flight of eight aircraft on a tactical insertion of 80 ARVNS and 2 American advisers. The troops were picked up at Tuy An at coordinates CQ112662 and landed at coordinates CQ119720 after the zone was pounded by artillery fire.

The flight of eight were then employed in backload lift of 62870 pounds of cargo and 113 troops from the forward support area located at coordinates CQ112665 to LPH-5.

After the completion of this mission the eight aircraft broke up into 2 plane sections and were assigned a variety of missions.

Two aircraft resupplied the 107 mortar battery at CQ062725 with 2000 pounds of water, combat rations and ammunition. This flight then resupplied the battalion command post with 3000 pounds of water.

The same flight lifted 6 prisoners from CQ075755 to the battalion command post where 9 Vietnamese civilians were picked up and delivered to the District Headquarters at Phu Tan at CQ112678. The completion of the flight followed a delivery of 3 POWs to the prison compound at Tuy Hoa.

The two aircraft assigned for direct support of the 3/5 battalion commander from 0900-1200 accomplished the missions:

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A lift of combat rations to coordinates CQ070713; a lift of 2 combat casualties from coordinates CQ027722 to LPH-5 and a lift of 4 VC to coordinates CQ071714.

At 1210 two aircraft launched and completed the following missions: A lift of 700 pounds of MORGAS from LSD 33 to the battalion command post at coordinates CQ073720; a lift of 39 passengers to L Co. located at CQ034715 and K Co. located at coordinates CQ047729 where two VC prisoners and 3 other passengers were picked up and delivered to the command post. The flight then flew to I company located at coordinates CQ068742 and lifted 81mm mortars to LPH-5; a lift of the civil action team from coordinates CQ105685 to LPH-5; a lift of 3 passengers from LPH-5 to the command post; a lift of 10 troops from the command post to K Co.; a lift of 14 VC suspects to the command post from K Co.; a lift of 11 troops from coordinates CQ059693 to the battalion command post; a lift of 4 Vietnamese civilians to coordinates CQ105685 the battalion command post; a lift of 5 VCS to Tuy Hoa North airport; a lift of 3 Marines to LPH-5; a lift of 550 pounds and 6 passengers from LPH-5 to the battalion command post to M Co. at coordinates CQ008702; a lift of 300 pounds of combat rations from LPH-5 to M Co. This flight was completed at 1730. Two aircraft lifted the Commanding Officer of TG 79.5 from LPH-5 to coordinates CQ073713.

Two aircraft extracted 4 emergency combat casualties from coordinates BQ977707 and flew them to LPH-5. The same two aircraft returned to the battalion command post and lifted the Commanding Officer of TG 79.5 to LPH-5.

One aircraft flew escort with a VMO-6 Huey on an artillery spotting mission over the coordinates CQ0479.

Six aircraft lifted 179 troops of I Co. from CQ064741 to Tuy Hoa South airport.

Four aircraft lifted 30000 pounds and 80 troops to Tuy Hoa South airport. They also flew supplies of combat rations and water to K Co. at coordinates CQ066715 and to units at coordinates CQ008702, CQ066715 and CQ064746.

Two aircraft in direct support of the battalion commander lifted companies K, M and L Commanding Officers to the battalion command post after a conference and returned them all to their respective command posts. They also evacuated one combat casualty to LPH-5 from the battalion command post.

2 JULY: The SLF terminated it's participation in Operation "Nathan Hale" and twelve aircraft escorted by two VMO-6 aircraft retracted M Co., L Co. and the Howtar Battery from coordinates CQ008702, CQ071714 and CQ071716 respectively. The aircraft involved in the retraction lifted 722 troops and 30160 pounds of cargo from the above locations to the LPH-5. Enemy small arms fire was encountered at the following coordinates: CQ011705, CQ087729, and CQ123706. There was no battle damage.

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SECRETSer: 003418666
5 July 1966OPERATIONAL ANALYSIS - OPERATION "NATHAN HALE"

Item: Selection of landing zones

Comment: The selection of semi-permanent landing zones (Batt. Cp, ~~CP~~, Howtar Baty, etc.) were made with complete disregard to operating limitations of the helicopter. The zones picked were usually in the close proximity to the CP, surrounded by tall shade trees, antennas and living quarters.

Recommendation: That more attention be given to the selection of landing zones. Elimination of obstacles in and around the zone, to provide safe approach and take-off lanes.

Comment: The temporary zones set up by the deployed units were hard to find due to lack of proper markings.

Recommendation: That the deploying units carry high intensity colored cloth panels for marking temporary zones.

Item: Communications.

Comment: During this operation, Battalion TAC secondary F.M. freq. was used for air to ground communication with the deployed units. This proved unsat. The deployed units usually were not guarding this freq. due to lack of radios. Contacting units on Batt primary TAC proved unsat due to the overload of admin traffic being passed over this net.

Recommendation: That the air ground communication problems be studied extensively prior to an operation of this sort. One possible solution to this problem would be to give the units supported by helicopter another FM radio and personnel to man it. A helicopter support freq. could be guarded continuously.

Item: Direct Support Aircraft.

Comment: The Battalion Commander was assigned two helicopters for direct support from sunrise to sunset during this operation. These aircraft for the most part were poorly utilized.

Recommendation: That, if aircraft are going to be assigned to direct support of the battalion, they be used in accordance with existing operation orders.

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Enclosure (2)

SECRETSer: 003A18666
5 July 1966STATISTICAL SUMMARY - OPERATION "NATHAN HALE"

<u>DATE</u>	<u>HOURS</u>	<u>TROOPS</u>	<u>CARGO(TONS)</u>	<u>MED-EVACS</u>	<u>SORTIES</u>
27(1201) June	41.4	96	31½	4	142
28	120.2	470	33	3	421
29	90.4	863	12	5	452
30	76.7	339	26	15	346
1 July	90.6	376	53	15	395
2	70.8	736	15	0	310
	<u>490.1</u>	<u>2850</u>	<u>170½</u>	<u>42</u>	<u>2066</u>

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Enclosure (3)