

HEADQUARTERS

Marine Aircraft Group 36  
1st Marine Aircraft Wing FMFPac  
FPO San Francisco 96602

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20 March 1966

From: Commanding Officer  
To: Commanding General, 1st Marine Aircraft Wing

Subject: Combat After Action Report • Operation DOUBLE EAGLE, Phases I and II

- (a) 1st MAW Operation Order 310-66
- (b) Task Force Delta Operation Order 1-66
- (c) Task Force Delta Frag Order 109-66
- (d) MAG-36 Operation Order 2-66

Enclosure:

- (1) Chronological Summary
- (2) Statistical Summary
- (3) Problem Areas and Recommendations

1. In accordance with reference (a), the Combat After Action Report for Operation DOUBLE EAGLE Phases I and II conducted during the period 28 January to 28 February 1966 is hereby submitted. The report covers the activities of all assigned squadrons, as well as those of HMM-362 attached to the SLF, augmentation aircraft from MAG-16, Army UH-1B helicopters assigned, and the 20th Helicopter Squadron USAF. References (a) through (d) initiated the operation.

*WILLIAM G. JOHNSON*

WILLIAM G. JOHNSON

Commander:

Second MarDiv PMA  
Task Force Delta

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20-36

Open DOUBLE EAGLE

Johnson 28 Feb 1966

## CHRONOLOGICAL SUMMARY

1. Mission. Marine Aircraft Group 36 assigned in direct support of Task Force Delta assisted in operations in both Southern and Northern Quang Ngai Province to locate and destroy enemy forces therein. The Group provided helicopters for troop lift, resupply, Med Evac, psy-war, TAC(A), HC(A), reconnaissance, fire suppression, command and liaison, arty/NGF spot, and escort. MAG-36 also coordinated the selection of HLZ's in the areas of operation with CG, Task Force Delta, and controlled and coordinated all helicopter operations in the areas of responsibility.
2. Chronological. Operation DOUBLE EAGLE was conducted in a series of consecutive phases, designed to position Task Force Delta in the objective area for the ultimate purpose of finding and destroying major enemy forces. On D Day 28 January 1966 Phase I of the operation commenced with every effort made to create the impression that forces were ashore to conduct DAGGER THRUST type search and clear operations within a zone extending 6,000 meters to the west and north of the landing beaches at BS 8342. The build up of forces was accomplished in such manner as to conceal the task force's ultimate objective. The deep ranging flexibility inherent in heliborne operations was sacrificed during the period with the exception of emergency resupply and Med Evac. On 30 January 1966 MAG-36 equipment and supplies for the command and control facilities, TAFDS, aircraft maintenance, and air field control facilities were landed over the beach and rapidly set up and operating by 1200 on 30 January 1966. From that time until 16 February MAG-36 provided complete support to the Task Force from its advance base known as JOHNSON CITY I. The forward CP consisted of a combat operations center with the Commanding Officer, S-3 and S-2 occupying adjacent tents with the necessary communications links with CG 1st MAW (TADC), MAG-36 Rear at KY HA, DASC, Task Force Delta, and USS Valley Forge. The forward CP was set up 100 yards from the Task Force Delta CP and the DASC which made close liaison possible. A maintenance Section of H&MS-36 landed over the beach with one R-1820 QEC and one QTC as well as a supply of high usage spare parts and required tools. A TAFDS with a 30,000 gallon 115/145 capacity and a 10,000 gallon JP 4 capacity were set up along side the forward air facility, and once fuel analysis had been accomplished provided fuel to the aircraft for the remainder of Phase I. Forty eight rocket pods plus 7.62 ammunition were landed over the beach, and replenished as required from KY HA. An expeditionary air facility was established complete with tower, runway lights, VIP pad and resupply pad. This forward CP and airfield was operated from 30 January until 16 February when Phase I secured, and all equipment and supplies were backloaded to KY HA via helicopter and ship. The 17th and 18th of February were spent planning and preparing for Phase II of Operation DOUBLE EAGLE at KY HA Air Facility at Chu Lai. On 19 February 1966 the initial heliborne assault landings of Phase II were made ten miles Southwest of Quang Tin Province Headquarters. Command and Control facilities, TAFDS, aircraft maintenance, and airfield control facilities were emplaced via convoy at Quang Tin Province Headquarters 100 yards from Task Force Delta CP on the 19th of January. Again the Commanding Officer, S-3, and S-2 sections were set up in the field with the required communications links to Wing Headquarters MAG-36 Rear at KY HA, DASC, and Task Force Delta. Tower and runway lights were set in,

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as was the 30,000 gallon 115/145 gasoline and 10,000 gallon jet fuel TAFDS. Aircraft maintenance facilities, including an 1820 QEC and QTC, as well as rocket pods and 7.62 ammunition were established at the forward facility. Full operations were conducted from this advanced base known as JOHNSON CITY II, until termination of operations on 28 February 1966. During both Phases of the operation MAG-36 operated essentially from advanced expeditionary bases. All aircraft operated from these forward areas during daylight hours, and returned to KY HA at night, except for those required at the advanced area for emergency Med Evac and resupply. This co-location with Task Force Delta Headquarters proved highly satisfactory, for it allowed close liaison and rapid reaction to ever changing situations. Joint briefings were held on strike missions, and problem areas were easily worked out by this close contact. Co-operation should be considered for succeeding operations.

a. Pre D-Day Operations 1 January to 27 January 1966. Preliminary planning and liaison was conducted with Task Force Delta during this period. In addition, numerous lifts of personnel, supplies and equipment and artillery pieces were positioned at Ba To (BS 565330) in order to preposition artillery and Force Reconnaissance Company personnel for subsequent operations. On 130700H January 1966 twentytwo UH-34D's from HMM-261 and HMM-364 lifted 196 troops of Golf 2/4 and 118 troops of the 2nd ARVN Division from Quang Ngai Airfield into an unsecure zone at BS 834422. VMO-6 UH-1E aircraft controlled the LZ prep by Oxwood A-4 aircraft and Naval Gunfire prep. The operation was intended to look like a normal search and clear type operation, however its primary purpose was to analyze the area, for its subsequent use as a Beach Support Area for the operation. The troops were retracted at 131400H to Quang Ngai and Chu Lai. On 22 January 1966 two UH-34D's and two UH-1E's proceeded to Ba To (BS 565330) and retracted 12 recon troops from a patrol five miles northeast of Ba To. The patrol had encountered a VC force. In addition a search was conducted for four missing patrol members, three of which were subsequently located. At 261250H January 1966 nine UH-34D's from HMM-261 lifted 197 troops from Echo 2/4 from KY HA to Nui Dau (BS 874325) in such manner as to make it appear to be a routine resupply mission to the outpost. The companies actual mission was to seize Hill 163 (BS 850391) in conjunction with an ARVN unit to gain the commanding terrain overlooking the D-Day beach. At 270552H eleven UH-34D's from HMM-261 lifted 184 troops from Golf 2/7 from KY HA to Quang Ngai Airfield to standby for possible reinforcement of the Echo 2/4 assault on Hill 163, but the company was not required and they were returned to the Chu Lai enclave.

b. D-Day 28 January 1966. In keeping with the planned operations minimum use of helicopters was made on D-Day. VMO-6 provided two UH-1E's on station during the day for TAC(A) purposes, and two UH-1E's were provided to the Commanding General, Task Force Delta for Command and Control purposes, as they were for the remainder of the operation. HMM-362, the SLF squadron, shuttled personnel and cargo from the USS Valley Forge to the Beach Support Area (BSA) and surrounding areas. Med Evacs were lifted from the BSA to the USS Valley Forge, USS Paul Revere and Bravo Med. A recon patrol which was being pursued by a larger VC force was

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retracted from BS 598375 to the BSA. Late in the day 12 HMM-364 aircraft lifted 245 troops of BLT 2/3 from the USS Valley Forge to an unsecure LZ at BS 754412. Automatic weapons fire was received from the vicinity of BS 765420 and one aircraft was hit. One HMM-362 aircraft experienced engine failure in the BSA and subsequently was repaired and returned to operation. The entire tenor of D-Day operations was to make it look as though another DAGGER THRUST type operation was being conducted.

c. 29 January 1966. At 290630H six UH-34D's departed KY HA for the BSA and during the day performed resupply and Med Evac missions between the BSA and various ships of the task force. At 290635H eighteen UH-34D's departed for Quang Ngai Airfield to standby for contingency purposes. At 290830H these aircraft were utilized to lift 192 ARVN troops from Quang Ngai to Tra Bong (BS 341880) for reinforcement of the outpost. The aircraft then returned to Quang Ngai and resumed the contingency standby until 291830H when they returned to KY HA. UH-1E aircraft of VMO-6 were employed in convoy escort between Chu Lai and Quang Ngai; TAO(A)/TAO missions in the objective area, and Psy War flights in the vicinity of the BSA. At 291845H two UH-34D's from HMM-362 and two UH-1E's inserted a recon team at BS 754421. To complete the day eight UH-34D's from HMM-261 departed KY HA at 292045H with 12,000 pounds of rations for the BSA.

d. 30 January 1966. In addition to resupply, Med Evac, and administrative passenger lifts during the day, one major strike was accomplished. At 301400H twenty-eight UH-34D's from HMM-261, HMM-363, and HMM-364 augmented by 12 UH-34D's from HMM-362 and escorted by four UH-1B's of the 118th Aviation Company lifted BLT 2/3 (-) from the USS Valley Forge into an unsecure LZ at BS 717429. LZ prep was controlled by VMO-6 aircraft acting as TAC(A). Mission was accomplished without incident. Eight UH-34D's and two UH-1E's remained overnight in the BSA and performed emergency resupply and Med Evac missions throughout the night.

e. 31 January 1966. At 310700H four UH-34D's from HMM-261 accompanied by one CH-37 from MAG-16 and two CH-3A's of the 20th Helicopter Squadron USAF lifted six 105MM howitzers, 79 troops and 70,000 pounds of cargo of Hotel 3/11 from BS 843419 to BS 718426. Lift was completed without incident. At 310945H sixteen UH-34D's from HMM-363 and ten UH-34D's from HMM-362 escorted by four UH-1B's from the 118th Aviation Company lifted 179 troops and radio relay equipment of 2/4 from BS 812475 to Hill 508 (BS 618369). VMO-6 aircraft controlled the LZ prep on the zone. At 311430H thirty six UH-34D's of HMM-261, HMM-363, and HMM-362 escorted by two UH-1B's of the 118th Army Aviation Company and UH-1E's of VMO-6 lifted 596 troops and equipment of 2/4 (-) from BS 812475 to an unsecure LZ at BS 602392. L-Hour was 311500H and LZ prep was provided by A-4 and F-4 aircraft controlled by VMO-6 TAC(A). Throughout the day aircraft from HMM-364 provided resupply and Med Evac aircraft in support of the task force, and VMO-6 aircraft provided TAC(A) for airstrikes through out the objective area. Eight UH-34D's from HMM-261 and two UH-1E's of VMO-6 remained overnight in the BSA for contingency and Med Evac missions.

f. 1 February 1966. At 011000H twenty-eight UH-34D's lifted 380

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troops of BLT 2/9(-) from Quang Ngai Airfield into an unsecure zone at BS 665475. The flight was escorted by armed UH-1E and UH-1B aircraft, and LZ prep was provided by A-4 and F-4 aircraft. Upon completion of the lift the aircraft lifted another 172 troops of 2/9(-) from the vicinity of BS 4275 into the same LZ. Mission was accomplished without incident. Normal resupply and Med Evac missions were accomplished throughout the day and night. At 011400H four UH-34D's escorted by two Army UH-1B's departed on a recon insert and retraction mission at BS 422595. The mission was to search for the grave of a US KIA. While awaiting the ground troops to accomplish their mission the aircraft were diverted to pick up another five man recon team from BS 625297 and returned them to Ba To. The aircraft then returned to pick up the 28 recon troops at BS 422595 plus the remains of the US KIA.

g. 2 February 1966. Major activity this date was the lift of 2/4(-) by 28 UH-34D's from BS 652455 into three LZ's at BS 795312, BS 796327, and BS 785327. Two UH-34D's were assigned to direct support of each infantry battalion during the day, and eight UH-34D's and two UH-1E's remained overnight in the BSA for contingency purposes.

h. 3 February 1966. At 030630H two UH-34D's from HMM-363 escorted by two VMO-6 UH-1E's inserted a recon team at BS 808272. At 030950H one UH-34D from HMM-364 escorted by two Army UH-1B's inserted a five man recon team at BS 635408 and retracted a four man team from the same zone. At 031230H twenty seven UH-34D's escorted by two Army UH-1B's lifted 499 troops of 2/4(-) from BS 795325 to BS 838277. VMO-6 acted as TAC(A) mission controlling A-4 and F-4 aircraft on LZ prep. At 031530H forty UH-34D's escorted by two UH-1E's lifted 500 troops of BLT 2/3(-) from BS 719425 to BS 921267. Again VMO-6 acted as TAC(A) for LZ prep. At 031730H twenty UH-34D's with two UH-1E's as escort lifted an additional 225 troops from BS 636449 to the BSA at BS 834420.

i. 4 February 1966. At 041540 eight UH-34D's escorted by two UH-1E's lifted 150 troops of Golf 2/4 from marginally secure zone at BS 796328 back to the BSA. One UH-1E had a tail rotor shot away and crash landed in the vicinity of the pick up zone. Security was provided for the downed bird throughout the night and it was lifted back to the BSA the following morning. Rainy weather hampered flight operations throughout the majority of the day.

j. 5 February 1966. Resupply Med Evac and T.C(A) missions were accomplished throughout the day. At 051706H six UH-34D's escorted by two UH-1E's lifted a 41 man reaction force to BS 753433. The same force was retracted at 051850H.

k. 6 February 1966. Commencing 061100H 35 UH-34D's and 12 UH-1E's of MAG-36 augmented by 24 UH-34D's of MAG-16 and Four Army UH-1B's and three USAF CH-3A's stood by for lift of 2/9 rein plus three 105MM howitzers and six howtars from BS 719425 into an unsecured zone at BS 728176. Weather in the objective area caused the lift to be cancelled. At 060835H two UH-1E's launched on a recon of the BS 7948 area. Armed VC were observed moving into a cave. After clearance from Landshark Bravo

was received the flight delivered rocket and machine gun fire into the target. No damage assessment made. Additional UH-1E flights acted as TAC(A) throughout the TACR during the period. Four UH-34D's remained over night at the BSA for Med Evac and four UH-34D's and two UH-1E's remained on Condition III standby on the USS Valley Forge. Keeping UH-1E aircraft on Condition III aboard the Valley Forge at night became a standard routine there after during Phase I.

1. 7 February 1966. At 070830H four UH-34D's escorted by two Army UH-1B's lifted 28 recon troops from the BSA into two unsecure LZ's at BS 765277 and BS 787274. A second lift was made with 28 additional recon troops into an LZ at BS 798274. At 071025H fifty UH-34D's escorted by four UH-1B's, lifted 653 troops of 2/9(-) from a marginally secure zone at BS 715429 to an unsecure zone at BS 726175. Sniper fire was encountered in the vicinity of the pick up zone and six aircraft were hit, none seriously. H-Hour was 071100H. LZ prep was provided by A-4 and F-4 aircraft controlled by VMO-6 TAC(A). On completion of this lift 56 troops and 22 external lifts of Mortar Battery 3/12 were lifted from BS 715429 to BS 726175. Both lifts were completed without incident. Aircraft for resupply missions were assigned to Shore Party Group for direct support to the deployed units. VMO-6 provided TAC(A) and T.O. missions throughout the day and came to assist an Army O-1 which was fired upon by VC in a trench line. The trench line was plastered with rockets and machine gun fire, but no damage assessment could be made. At 071800H four UH-34D's escorted by two Army UH-1B's retracted the 56 man recon team previously inserted this date. The pick up was made in two lifts and on each pick up heavy sniper fire was received, and returned by all aircraft on the flight.

m. 8 February 1966. At 081100H 26 UH-34D's escorted by two Army UH-1B's lifted 301 troops of Lima 3/1 plus a Battalion Command Group from BS 834424 to an unsecure zone at BS 744207. The flight then returned to the BSA and lifted 205 troops of India 3/1 into the same zone. Four UH-1E's of VMO-6 acted as TAG(A) throughout the lift controlling A-4 and F-4 aircraft prepping and capping the LZ. During the lift one UH-34D was forced down by mechanical troubles in an unsecure zone at BS 756235. The crew was immediately retracted without injury and five UH-34D were diverted from the scheduled lift with their troops to secure the downed aircraft. A reaction force from the BSA was subsequently lifted into the zone to relieve this force. The relieved troops were lifted to their originally intended zone. The downed aircraft was lifted out of the zone by an Army CH-47 and the reaction force was returned to the BSA. At 081745H two UH-34D's escorted by two Army UH-1B's lifted a four man recon team from the BSA and attempted to insert them at BS 727327. The mission was aborted when VG and punji stakes were observed in the LZ. A second four man recon team was retracted from BS 780320 back to the BSA.

n. 9 February 1966. At 090725H four UH-34D's escorted by two armed UH-1E's aircraft lifted 56 recon troops from the BSA into three unsecure zones at BS 748305, BS 765340, and BS 791340. On approach to the zone at BS 748305 one UH-34D received a broken strut and lifted back out of the zone with the troops aboard, returned to the BSA, discharged the troops

and departed for KY HA where it was recovered without incident. Two UH-34D's immediately picked up the troops from the BSA and inserted them at BS 748305. All members of the recon team plus one VC prisoner were retracted at 091710H. At 090955H four UH-34D's escorted by two armed Army UH-1B's lifted a reinforced squad previously lifted into the area for a search and clear mission. Intense small arms fire was encountered from the vicinity of the zone and two aircraft were hit, one receiving five holes. The Army UH-1B's returned suppressive fire and also received one hit from vicinity BS 822399 in the horizontal stabilizer. Mission was aborted and all aircraft returned safely to the BSA. The stranded squad was then reinforced by a company size unit moving overland, while overhead VMO-6 TAC(A)'s controlled A-4 and F-4 aircraft strikes and performed artillery missions in the area for the balance of the day.

o. 10 February 1966. At 100900H ten UH-34D's lifted 200 troops of Mike 3/1 from BS 860145 to BS 747153. Mission completed without incident. At 101100H eight UH-34D's and three USAF CH-3A's lifted 56 troops, six howitzers and 16 other external lifts of Mortar Battery 3/12 from BS 733164 to BS 838424 without incident. UH-1E aircraft acting as TAC(A) controlled air strikes by A-4 and F-4 aircraft and adjusted artillery on a trench complex at BS 890330. Portions of the trench were destroyed by the combined strikes.

p. 11 February 1966. At 111030H twelve UH-34D's lifted 65 troops of 2/9 plus radio relay personnel from BS 733163 to an unsecure area at BS 618369. The landing was preceded by LZ prep A-4 aircraft controlled by VMO-6 TAC(A). At the completion of the LZ prep two UH-34D's landed a five man recon team to clear the zone of any remaining helo stakes. Mission accomplished without incident. At 111530H forty UH-34D's from MAG-36 and MAG-16 escorted by armed UH-1E's and UH-1B's lifted 615 troops of BLT 2/9 from BS 733163 to an unsecure LZ at BS 562383. LZ received 15 minute artillery prep from Ba To (BS 568338) followed by 45 minutes of air prep by A-4 and F-4 aircraft. Mission accomplished without incident. At 111730H two UH-34D's escorted by two Army armed UH-1B's retracted two four man recon teams from BS 588277 and BS 640250 and returned them to Ba To (BS 568338). At 111830H sixteen UH-34D's escorted by two UH-1E's lifted 186 troops of Mike 3/1 from BS 740145 to BS 799170. As the lift progressed cloud cover descended on the drop zone and the last 50 troops were dropped at a zone 300 meters west and 500 meters lower. Missions completed without incident.

q. 12 February 1966. At 120730H two UH-34D's escorted by two armed UH-1B's retracted a five man recon team from BS 780320 and returned them to the BSA. At 120900H eight UH-34D's lifted 150 troops of Hotel 2/4 from BS 856173 to BS 922188 without incident. At 121500H eight UH-34D's lifted 56 troops and 23 lifts, including 12 externals of Mortar Battery 3/12 from BS 839420 back to the USS Valley Forge. At 121730H two UH-34D's escorted by two armed UH-1E's, retracted two recon teams, one at BS 509415 and the second at BS 560430. A third team was retracted from BS 661312 and returned to the BSA. Shortly after the recon team was inserted at BS 560430 the team reported sighting 100 VC and a

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decision was made to retract the team. Two UH-34D's escorted by two armed UH-1E's launched immediately for the area and under conditions of reduced visibility successfully retracted the team without incident.

r. 13 February 1966. At 131500H thirty-seven UH-34D's of MAG-36 and MAG-16 escorted by four armed UH-1B'S lifted 285 troops of 2/3 from BS 930141 to Ba To (BS 567339). The aircraft then returned to the BSA and lifted 185 troops from Echo 2/3 into an unsecure zone at BS 564447. The flight then returned to Ba To and lifted the remaining elements of 2/3 into the same zone. LZ prep was provided by A-4 and F-4 aircraft controlled by VM0-6 TAC(A). Later the same day an emergency retraction of a compromised recon team was accomplished by VM0-6 aircraft from a steep mountain slope. One slick sneaked into the zone and with only one skid touching the ground lifted the four man team out, while three gunships provided suppressive fire against the VC.

s. 14 February 1966. At 141315H sixteen UH-34D's escorted by two armed UH-1E's retracted 290 troops of 2/4 from BS 822303 to the BSA. Near the end of the lift three V. C. snipers were sighted in a trench at BS 820310. The UH-1E's returned fire on the snipers killing two and wounding one. One UH-1E touched down and captured the wounded V. C. and the weapons, resulting in MAG-36'S first CBA (Captured by Air). At 141310H two UH-34D's escorted by two armed UH-1B'S retracted a four man recon team from a marginally secure zone at BS 619369 and returned them to the BSA without incident. Two additional recon teams were retracted from BS 524396 and BS 849391 and returned to the BSA.

t. 15 February 1966. At 150810H twenty-five UH-34D's accompanied by four UH-1E's providing helo escort and TAC(A) lifted 140 troops of Golf 2/3 from BS 540419 to the BSA. Moderate sniper fire was received from the vicinity of the pick up zone, but none of the aircraft were hit. One UH-34D went down with mechanical problems at BS 572353. A reaction platoon of 49 troops from Echo 2/4 was rapidly lifted into the area to provide security for the downed aircraft while an engine change was accomplished. Repairs were completed and the security force was retracted. At 150930 forty UH-34D's escorted by four armed UH-1E's and two UH-1B's lifted 500 troops of 2/9 from BS 540419 to Quang Ngai Airfield without incident. Commencing at 151115H these same aircraft lifted 470 troops of 2/3 from BS 540419 to the USS Valley Forge. At 151330H ten UH-34D's escorted by two UH-1E's lifted 60 troops and radio relay equipment of Golf 2/3(-) from Hill 508 (BS 618368) to the BSA. At 151400H twelve UH-34D'S escorted by two UH-1B's lifted 200 troops from Mike 3/1 from BS 9226 to the BSA. At 151430H ten UH-34D's lifted 60 troops from Quang Ngai Airfield to Hill 163 (BS 849391). At 151500H fourteen UH-34D's commenced lifts of 68,000 lbs. of artillery ammunition from Ba To to Thach Tru (BS 758469), and one USAF CH-3A commenced lifting four 105 MM howitzer from Ba To to Chu Lai. To complete the day at 151715H six UH-34D's escorted by two UH-1E'S lifted 130 ARVN troops and 1400 lbs. of cargo from Hill 163 (BS 849391) to Nui Dau (BS 872322). This was by far the busiest day for helicopter operations by MAG-36 in RVN to date.

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u. 16 February 1966. This was the final day of Phase I of DOUBLE EAGLE, and was spent retracting small elements of various units to the BSA for back loading. At the same time MAG-36's equipment, supplies and facilities were lifted back to KY HA and back loaded aboard ship with the last elements of MAG-36 departing the BSA at 161430H. The final statistics for Phase I are as follows:

Flight Hours	4529.8
Missions	1060
Sorties	12,919
Troops/Pax	15,788
Cargo Tons	895.8
Aircraft Hit	43
Aircraft Down/Recovered	3/3

Casualties	7 WIA's
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w. 17 and 18 February 1966. This period was spent planning and preparing for Phase II of Operation DOUBLE EAGLE. Supplies and equipment were loaded aboard trucks for lifts to Quang Tin via convoy. Final details of the initial lifts for Phase II were worked out with Task Force Delta staff and supported units.

w. 19 February 1966. Phase II commenced with forty-eight IH-34D's of MAG-36 and MAG-36 escorted by nine UH-1E's of VM0-6 and four UH-1B's of Co. A 501st Aviation Battalion lifting 548 troops of 2/7 from both KY HA and Quang Tin Province Headquarters (BT 308224) into two unsecure zones: LZ Swan (BT 160169) and LZ Duck (BT 170164). L-Hour was at 190930H and air prep was provided by A-4 and F-4 aircraft controlled by VM0-6 TAC(A). One UH-34D experienced engine malfunction in LZ Duck. A reaction company of 164 troops of Golf 2/7 was lifted into the zone in mid afternoon to provide security for the helo, after the battalion moved out. At 191900H a USAF CH-34 lifted the hull back to Quang Tin, after a CH-37 had lifted the engine, blades, tail pylon etc. back to the LSA. At 191115H 65 UH-34D's from MAG-36 and MAG-16, and HMM-362 of the SLF lifted 470 troops of BLT 2/3 from the USS Valley Forge to two unsecure zones at BT 191119 and BT 198145. UH-1E and UH-1B aircraft escorted the mission and VM0-6 controlled A-4 and F-4 aircraft on LZ prep. Seven UH-34D's received small arms hits during the lift, none serious. On completion of the tactical lift 450 additional troops of BLT 2/3 were lifted administratively from the USS Valley Forge to Quang Tin Province Headquarters without incident. At 191230H 480 troops of 2/9 were lifted from Hill 29 (ET 2330) into two LZ's at BT 262125 and BT 235122. Again A-4 and F-4 aircraft provided the LZ prep controlled by VM0-6 TAC(A). As these major

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lifts were in progress, MAG-36's command and control facilities, maintenance, TAFDS, and airfield control facilities arrived at Quang Tin Province Headquarters and were rapidly set up and operating by 191800H.

x. 20 February 1966. At 201000H thirty-seven UH-34D's escorted by four armed UH-1E's and four armed Army UH-1B's lifted 1235 troops of the 1st and 4th Battalions of the 1st RVN Marine Brigade into two LZ's at BT 103087 and BT 098104 without incident. At 201500H ten UH-34D's escorted by two armed UH-1E's and two armed UH-1B's lifted 670 troops of Echo 2/3 into an unsecure zone at BT 132206 to reinforce a beleaguered recon team. Mission accomplished without incident. At 202120H four UH-34D's on Med Evac standby at Quang Tin were launched and lifted 27 WIA's from 3/1 to Delta Med. The mission was accomplished despite heavy small arms and mortar fire in the pick up zones. Additional aircraft were recalled from KY HA and lifted the WIA's from Delta Med in the LSA, to C Med in DaNang, USS Repose, and Bravo Med.

y. 21 February 1966. At 211030H thirty-four UH-34D's escorted by four UH-1B's lifted 193 troops of Golf 2/3 from Quang Tin into an unsecure zone at BT 051250. L-Hour was 211000H and LZ prep was provided by A-4 and F-8 aircraft controlled by VMO-6 TAC(A). One Army UH-1B was shot down in the LZ with holes in the engine and fuel cell. The aircraft was lifted out the following day by an Air Force CH-34. On completion of the Golf 2/3 lift, 56 troops, ten internal loads and 20 externals of Mortar Battery 3/12 were lifted from Quang Tin into the same zone. One UH-34D, from HMM-362 experiencing engine failure on take-off after dropping an external load in the zone and crashed and burned. The crew was retracted by the wingman and returned to Delta Med in the LSA. At 211100H thirty-one UH-34D's escorted by two UH-1E's and two Army UH-1B's lifted 600 troops of 2/7 from BT 193193 into an unsecure zone at BT 000230. Small arms fire was received in the pickup zone and one UH-34D received a hit in the center fuel cell but returned to Quang Tin safely. Again A-4 and F-8 aircraft provided the LZ prep controlled by VMO-6 TAC(A). At 211600H thirty one UH-34D's escorted by four Army UH-1B's lifted 461 troops of 2/3 from BT 218168 to an unsecure zone at BT 039262. Small arms fire was received in the pickup zone, but none of the aircraft were hit.

z. 22 February 1966. No major tactical lifts were accomplished this date, however two aircraft on direct support received enemy small arms fire while on a resupply mission at BT 160255. Both crew chief and gunner were wounded and rapidly evacuated to Delta Med in the LSA. Another UH-34D on a resupply mission was hit by small arms and mortar fire. Shell fragments ruptured the right front strut draining the hydraulic fluid. The aircraft was flown back to the LSA and recovered without incident. VMO-6 TAC(A) subsequently directed strikes by F-8 aircraft on the suspected enemy positions.

aa. 23 February 1966. Marginal weather kept operations this date to a minimum, however two UH-1E from VMO-6 launched to provide observation for a company size search and clear operation by Foxtrot 2/7 in the vicinity of BT 2425. As the company commenced its sweep, VC attempted to flee the

area. Armed UH-1E's under positive control of the ground unit fired rockets and machine guns at the fleeing V. C.. Four Army UH-1B gunbirds were also scrambled to assist. Relieving on station throughout the day the UH-1E and UH-1B accounted for 19 KBA plus six possible KBA. At 231530H two UH-34D launched on a Med Evac mission of one critical USMC WIA at BT 028211. Weather at the time was 600 feet altitude and one half mile visibility. Enroute one aircraft was hit by small arms fire which started an electrical fire which was quickly extinguished. The co-pilot and both crew members were slightly wounded in the action and the aircraft returned to Quang Tin. Two UH-1E's were launched at 231610H on the same mission. Weather had deteriorated to a 400 foot ceiling, but despite the marginal weather they managed to get into the zone and lift the WIA to Delta Med. The accompanying armed UH-1E received two hits, one in the cockpit and one in the tail rotor, but no injuries were incurred.

bb. 24 February 1966. Twenty UH-34D's escorted by four Army UH-1B's lifted 1186 ARVN Marines from Tam Ky Airfield to an unsecure zone at BT 143305 without incident.

cc. 25 February 1966. At 250730H eight UH-34D's escorted by two Armed UH-1E's inserted 104 recon troops of Recon Group Bravo into six unsecure zones. The insertion was completed in two lifts without incident and the troops were retracted at 251800H from two zones. At 250800H ten UH-34D's lifted 82 VN refugees from BT 055251 to the LSA at Quang Tin. 35,000 lbs of 105 MM Howitzer ammunition was lifted from Quang Tin to Tien Phouc (BT 115137) by ten UH-34D's at 251030H. Seven UH-34D escorted by two UH-1E shuttled 120 troops of Golf 2/3 from BT 055250 to the LSA. Two aircraft were hit enroute and one co-pilot was wounded in the leg. At 251400H two UH-1E's launched on a recon with a VC POW and interpreter to locate a suspected VC hospital and to select a LZ for a possible lift into the area. The hospital was located in the AT 9722 area and a LZ was selected at AT 977225. At 251515H twenty-four UH-34D's escorted by two UH-1E's and two UH-1B's commenced lifting Golf 2/3 from the LSA to the LZ at AT 977225. VMO-6 and Army gunbirds damaged and destroyed several permanent type buildings in the vicinity of AT 9623, observing several secondary explosions. One UH-34D made a precautionary landing in the zone, a mine exploded close by and the aircraft lifted back out of the zone and returned to the LSA safely. The remainder of the flight launched to BT 003-261 where they picked up 97 refugees and lifted them to the LSA. At 251800H Golf 2/3 was lifted back out of the zone at AT 977225 and returned to the LSA. 471 troops of 2/3 were lifted from the LSA to the USS Valley Forge.

dd. 26 February 1966. At 261515H eighteen UH-34D's retracted 153 troops, 4.2 mortars and ammunition from BT 055250 to the LSA and USS Valley Forge. The flight encountered light small arms fire from BT 060-252. One UH-34D experienced engine failure in the pick-up zone and an engine change was made during the hours of darkness and the aircraft was flown out at 270800H. The engines were lifted in and out by USAF CH-3A. At 261700H a Provisional Defense Company of 2/7 was lifted in to provide security for the downed aircraft and the remaining elements of 2/3 were lifted to the USS Valley Forge. This Provisional Company was retracted by 12 UH-34D's at 270930H.

ee. 27 February 1966. At 270730H six UH-34D's lifted 100 ARVN troops from BT 021289 to BT 232315 without incident. At 270900H a USAF CH-3A escorted by Army UH-1B lifted 32 troops, two 105MM howitzers and 17,000 pounds of ammunition from BT 300235 to BT 107142. Two Army UH-1B gunships provided fire suppression in support of elements of 3/1 and 2/7 in a search and clear operation in vicinity BT 2421. The flight was relieved on station throughout the day. Two UH-1E's on a command ship flight with BGen PLATT aboard flushed several VC in the open. Elements of 3/1 were directed to the area where contact was made with good results. The UH-1E's killed three VC and made the second CBA (Captured by Mr. [redacted] for MAG-36 lifting a VC POW to the LSA for interrogation.

ff. 28 February 1966. This was wrap-up day for Phase II of Operation DOUBLE EAGLE. Armed UH-1E's provided convoy escort for convoys moving from Quang Tin to Chu Lai throughout the day. The UH-34D's lifted elements of the task force back to Chu Lai. MAG-36 closed out its advanced CP and returned to KY HA. Final statistics for Phase II are as follows:

Flight hours	1974.3
Missions	559
Sorties	5978
Troop/Pax	10,407
Cargo tons	327.4
Aircraft hit	50
Aircraft down/Recovered	4/3
Casualties	20 WIA's

SECRET

STATISTICAL SUMMARY

OPERATION DOUBLE EAGLE

28 January - 28 February 1966

(B3)

Total Flight Hours.....	6504.1
Total Missions.....	1619
Total Sorties.....	18,897
Total Troops and Passengers.....	26,195
Total Cargo Tons.....	1023.2
Total Aircraft Hit.....	93
Aircraft Down/Recovered.....	7/6
Casualties.....	27 WIA's
Company Size Lifts.....	13
4.2 Mortar Battery Lifts.....	5
Battalion Size Lifts.....	20

No Jabs - Single or (H/ldc)  
all left justify