

MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 15
Ninth Marine Amphibious Brigade
FPO San Francisco, California 96601

3:DJW:djw
Ser: 00313867

18 MAY 1967

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From: Commanding Officer
To: Commander, Task Group 79.5

Subj: Command Chronology; 1 April 1967 thru 12 May 1967

Ref: (a) BdeO 5750.1B

Encl: ✓ (1) Marine Medium Helicopter Squadron 164 Command Chronology
for 1 April thru 12 May 1967.

1. In accordance with reference (a), the subject report is submitted as enclosure (1)
2. Upon removal of enclosure (1), downgrade to Unclassified.

R. D. McKittrick
R. D. MCKITTRICK

HMM-164 S & G Files

007B-67
Copy 1 of 15

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

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HMM-164

CMD CHRON

Apr - 12 May 67

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MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 15
Ninth Marine Amphibious Brigade
FPO San Francisco, California 96601

1 April 1967.- 12 May 1967

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PART I - ORGANIZATIONAL DATA

- | | | | |
|----|-------|-----------------------|-------------------|
| 1. | CO | LtCol R. D. McKITRICK | 14 February 1967 |
| | XO | Maj J. R. PLUMMER | 16 September 1966 |
| | S-1 | Maj E. T. LANGLEY | 11 February 1967 |
| | S-2 | Capt J. MAXWELL | 17 February 1967 |
| | S-3 | Maj C. H. O'BRIEN | 16 January 1967 |
| | S-4 | Maj J. D. WATSON | 11 February 1967 |
| | MAINT | Maj A. B. COLBERT | 16 January 1967 |
2. (c) HMM-164, USS Princeton, (LPH-5)
3. (c) Average monthly strength:
- Officer 49
Enlisted 188
4. (c) Important visitors to the command: Maj Gen L. B. ROBERTSHAW

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Enclosure (1)

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PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD
3 April 1967 to 12 May 1967

3 April 1967

HMM-164 loaded aboard the USS Princeton on this date. Eight CH-46's shuttled cargo and personnel between Marble Mountain and the Princeton until the onload of HMM-164, and the offload of HMM-263 was completed. Following the completion of this lift the remaining thirteen CH-46's of HMM-164 were flown aboard.

4 April 1967

Day carrier qualifications were conducted aboard the USS Princeton.

5 April 1967

Day carrier qualifications were conducted aboard the USS Princeton. Two administrative flights were launched from the Princeton.

6 April 1967

Day carrier qualifications were conducted aboard the USS Princeton.

Two aircraft launched from the Princeton to the Monticello on a medical evacuation. The patient was brought back to the Princeton.

One administrative flight to Da Nang was launched.

7 - 8 April 1967

Day and Night carrier qualifications, and gunnery training flights were conducted on these dates.

9 April 1967

No flights were scheduled on this date.

10 April 1967

Day carrier qualifications were conducted aboard the USS Princeton.

11 - 14 April 1967

During this period HMM-164 flew numerous administrative flights in the Okinawa area.

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15 April 1967

A rehearsal troop lift in preparation for Exercise Hilltop VII was conducted on this date. One CH-46 launched as SAR, one as TAC(A), and ten as troop carriers. Marines of 2/3 were landed in the Northern Training Area of Okinawa. After establishing their positions ashore the troops were back loaded aboard the ships, with a total of 461 Marines being heli-lifted.

16 April 1967

Exercise Hilltop VII commenced on this date. At 0630 one CH-46 launched as SAR, and one launched as TAC(A). At 0640 ten CH-46's launched with troops of 2/3 aboard. The landing was executed in the Northern Training Area of Okinawa.

Following the completion of the troop lift three CH-46's lifted the Command Group from the Princeton to landing zone WREN.

At 1650 three CH-46's launched on a heavy lift of two 105 MM howitzers and 44 troops from Blue Beach to landing zone WREN.

Two CH-46's launched on a medical evacuation from CE967311, carrying one medical evacuation back to the Princeton.

Several routine resupply and administrative flights were flown throughout the remainder of the day.

17 April 1967

Exercise Hilltop VII ended on this date. Eight CH-46's backloaded troops of 2/3, two CH-46's backloaded the artillery pieces to the LPD-5, and several administrative flights were conducted.

18 April 1967

Day and night carrier qualifications were conducted aboard the USS Princeton.

Several administrative flights were flown among the ships of the SLF.

19 - 21 April 1967

Numerous administrative flights were flown on these dates.

22 April 1967

D - Day - Operation BEACON STAR, Phase I commenced with an 0800 L-Hour, 1000 H-Hour. Twelve CH-46's launched from the USS Princeton at 0740 with troops of 2/3 aboard. The landing was executed in the coastal region, between Dong Ha and Phu Bai. A total of 513 U. S. troops were heli-lifted by the strike aircraft into landing zones JAY and WREN, no fire was received on the landing.

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At 1153 the four Sparrow Hawk aircraft were launched to lift 241 troops into YD560518. No fire was received.

Throughout the remainder of the day several administrative flights were flown from the ships of the SLF to the secured landing zones in the Strike Area.

23 April 1967

Several administrative and resupply flights were launched from the Princeton.

Six aircraft launched to RON at Phu Bai in support of III MAF.

24 April 1967

Four aircraft launched to Phu Bai in support of III MAF.

Several routine resupply and troop lifts were flown in support of BEACON STAR, Phase I.

At 1600 the SLF was chopped to the Third Marine Division.

25 April 1967

Four aircraft lifted "H" Company, 2/3 from YD545487 to a blocking position at YD600540. 157 U. S. Troops were lifted into position, no fire was received.

Several resupply and administrative flights were flown from the Princeton.

26 April 1967

Eight CH-46's launched on a strike mission involving "H", "G", and "E" Companies of 2/3. Prior to the completion of the lift HMM-164 was ordered to heli-lift troops of 2/3 to Phu Bai. From Phu Bai the troops were to be flown by C-130's to Khe Sanh. "H", "G" and "E" companies were then heli-lifted to Phu Bai, and "F" company was lifted back to the LPH-5. Seven CH-46's were then launched to Khe Sanh to await further developments. These aircraft were later released and returned to the Princeton.

A number of logistic support and administrative flights were also conducted on this date.

At 2400 BEACON STAR, Phase I terminated. Commencement of BEACON STAR, Phase II.

27 April 1967

Six aircraft lifted "F" Company, 2/3 from the LPH-5 to Dong Ha.

Several logistic support and administrative flights were flown.

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28 April 1967

Four aircraft flying from Khe Sanh in support of Operation BEACON STAR, Phase II flow medical evacuation and logistical support missions. No fire was received.

Two CH-46's launched on the command and control mission.

Two CH-46's launched to Phu Bai in support of the III MAF. The flight completed two reconnaissance team insertion/extraction missions.

Two CH-46's flying from the Princeton completed an extraction of a reconnaissance team in the Dong Ha area.

29 April 1967

Four aircraft launched to Phu Bai in support of III MAF. While in support of III MAF these aircraft flew logistic support, combat troop, and medical evacuation missions.

Four aircraft flying from Khe Sanh in support of BEACON STAR, Phase II flew a number of resupply and medical evacuation missions.

30 April 1967

Four aircraft flying out of Phu Bai in support of III MAF completed resupply and medical evacuation missions.

Four aircraft flying out of Khe Sanh completed resupply and medical evacuation missions.

One CH-46 flying medical evacuation missions out of Khe Sanh received small arms fire in the zone at XD778450 and XD783443. The aircraft, YT-22, took 4 hits at XD778450 with negative injury to personnel.

1-3 May 1967

Aircraft of HMM-164 flew logistic support, medical evacuation, and combat troop missions out of Khe Sanh in support of BEACON STAR, Phase II.

4 May 1967

Two CH-46's launched from Khe Sanh at 0600 on an emergency medical evacuation from the Lang Vei Special Forces Compound near Khe Sanh. Three U. S. and twenty seven ARVN battle evacuations were returned to Khe Sanh.

Aircraft of HMM-164 flying from Khe Sanh completed resupply and medical evacuation missions.

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5 May 1967

Aircraft of HMM-164 flying from Khe Sanh completed medical evacuation, troop lift, resupply, and reconnaissance team insertion/extraction missions.

One CH-46 flying from Khe Sanh on a combat troop mission struck trees in the landing zone at XD777455. The aircraft, YT-21, was able to return to Khe Sanh with damage requiring blade changes on the forward rotor head.

One CH-46, piloted by Major A. B. COLBERT, captured 1 NVA at XD784460. The prisoner was returned to Khe Sanh.

One CH-46 launched from the Princeton carrying a psychological warfare team to Khe Sanh.

6 - 8 May 1967

Aircraft of HMM-164 operating from Khe Sanh flew a number of troop, resupply, medical evacuation, and reconnaissance team insertion/extraction missions. On 7 May 1967 fire was received at XD846494, no hits were taken.

9 May 1967

Aircraft operating from Khe Sanh flew resupply, medical evacuation, and reconnaissance team insertion/extraction missions.

Three emergency resupply missions were flown between the hours of 1600-2000 from Khe Sanh to Hill 803, Hill 802, and XD746465. Fire was received from the vicinity of XD746465, no hits were taken.

10 May 1967

At 0130 a section of two CH-46's launched from Khe Sanh on an emergency extraction of an 8 man reconnaissance team from XD758534. On the initial attempt of this extraction the lead aircraft, YT-18, received heavy automatic weapons fire upon entering the landing zone, sustaining 48 hits. Pilot, co-pilot, crew chief, gunner, and corpsman were all WIA. The second aircraft, YT-1, received one hit with no injury to personnel. The flight was forced to return to Khe Sanh because of the critical battle damage sustained by YT-18; the reconnaissance team was still in the landing zone.

At 0235 a second section of two CH-46's launched from Khe Sanh to attempt the retraction of the reconnaissance team at XD758534. On the approach to the zone the lead aircraft, YT-5, received a heavy volume of automatic weapons fire sustaining 23 hits. The pilot, Captain, P. T. LOONEY, was fatally wounded and the crew chief and corpsman were wounded, though not seriously. The co-pilot of YT-5 was able to gain control of the aircraft and return to Khe Sanh. The status of the mission was still incomplete.

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Enclosure (1)

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Throughout the rest of the day aircraft of HMM-164 flew numerous resupply, medical evacuation and reconnaissance team insertion/extraction missions.

11 - 12 May 1967

Aircraft of HMM-164 operating from Khe Sanh flew resupply, troop lift, and medical evacuation missions, in support of BLT 2/3.

1800 - Termination of BEACON STAR, Phase II.

Intelligence/Counter-Intelligence

<u>A/C Fired on</u>	<u>Incidents</u>	<u>A/C Hit</u>	<u>Hit</u>	<u>Sorties</u>	<u>Hours</u>
47	24	6	93	3651	1250.3

Ratio of aircraft hits to aircraft fire on:	1:0.51
Ratio of aircraft hits to sorties flown:	1:608.5
Ratio of aircraft hit to hours flown:	1:208.4
Ratio of aircraft hit to aircraft fired on:	1:7.83

Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
13	4	0-499
3	0	500-999
2	0	1000-1499
4	0	1500+
2	2	UNKNOWN ALTITUDE

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PART III - MISCELLANEOUS

a. The following personnel received awards as indicated for the month of April 1967.

<u>NAME</u>	<u>RANK</u>	<u>SERNO</u>	<u>AWARD</u>
BLANCHARD, D. A.	CAPT	088326	AIR MEDAL
BORDELON, A. M.	CAPT	087735	"
BROSS, N. J.	CAPT	090796	"
CHAPMAN, A. G.	CAPT	085481	"
CONNOLLY, J. L.	1ST LT	068408	DISTINGUISHED FLYING CROSS
CORS, D. F.	2ND LT	095280	AIR MEDAL
FARRELL, L. J.	CAPT	085103	"
FOREMAN, L. C.	CAPT	088837	"
FREDERICK, D. A.	CAPT	089692	"
GODWIN, R. E.	1ST LT	092615	"
GROVES, R. R.	CAPT	090887	"
HODGSON, J. H.	CAPT	091124	"
KIRK, A.	CAPT	089986	"
LANGLEY, E. T.	MAJ	062403	"
LINDSAY, W. W.	1ST LT	092661	"
LOONEY, P. T.	CAPT	089775	"
MANZ, D. A.	CAPT	091126	"
MONROE, J. L.	2ND LT	092762	"
O'BRIEN, C. H.	MAJ	060478	"
PLUMMER, J. R.	MAJ	056747	"
PORTER, R. D.	CAPT	087348	"
ROBERTS, C. M.	1ST LT	091011	"
ANTHONY, D. G.	LCPL	2137200	"
BALLARD, L. C.	SGT	1926935	"
BEAMON, S. K.	LCPL	2136895	"
CLABAUGH, J. F.	CPL	2152356	"
COCHRAN, J. D.	CPL	2162220	"
DAVIS, J. C.	SGT	837117	"
ENGLEHART, L. E.	LCPL	2094090	"
GREGORY, G. L.	LCPL	2184250	"
HORTON, G. E.	LCPL	2163375	"
JELLISON, J. C.	LCPL	2160321	"
JONES, G. R.	CPL	2105395	"
KELLY, L. M.	CPL	2127403	"
LAGRAND, L. D.	LCPL	2144598	"
LINEBAUGH, S. M.	CPL	2121623	"
McDONALD, M. P.	CPL	2138786	"
SANDERS, R. W.	SGT	1880124	"
TAYLOR, D. C.	SGT	2072438	"

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b. Casualties

Circumstances surrounding the below listed crewmember's injuries are described in the Narrative portion of this report for 10 May 1967.

<u>NAME</u>	<u>RANK</u>	<u>SIRNO</u>	<u>WIA/KIA</u>	<u>DATE</u>
COLBERT, A. B.	MAJ	081266	WIA	10 MAY 67
LOONEY, P. T.	CAPT	089775	KIA	"
ROBERTS, C. M.	1ST LT	091011	WIA	"
REESE, B. C.	SGT	2065531	WIA	"
PONNER, D. C.	CPL	2132492	WIA	"
McDONALD, M. P.	CPL	2133786	WIA	"
BRIDGES, E. L.	HM-1	4952311 USN	WIA	"

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MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 15
Ninth Marine Amphibious Brigade
FPO, San Francisco 96601

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15 May 1967

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005B-67
Copy 2 of 51

From: Commanding Officer
To: Commander, Task Group 79.5

Subj: After Action Report, Operation BEACON STAR; submission of

Ref: CTG 79.5 Operation Plan 120A-67

Encl: (1) Chronology of Significant Events
(2) Analysis of Helicopter Operations
(3) Statistical Summary

1. In accordance with the instructions contained in reference (a), enclosures (1) through (3) are submitted.

2. This letter may be downgraded to UNCLASSIFIED upon the removal of enclosures (1), (2) and (3).

R. D. McKittrick
R. D. McKITTRICK

MMH-164
A/A BEACON STAR

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

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22 Apr - 12 May 67

appendix (4)

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CHRONOLOGY OF SIGNIFICANT EVENTS22 April 1967

D-Day - Operation BEACON STAR, Phase I commenced with an 0800 L-Hour, 1000 H-Hour. Twelve CH-46's launched from the USS Princeton at 0740 with troops of 2/3 aboard. The landing was executed in the coastal region, between Dong Ha and Phu Bai. A total of 513 U. S. troops were heli-lifted by the Strike aircraft into landing zones JAY and WREN, no fire was received on the landing.

At 1153 the four Sparrow Hawk aircraft were launched to lift 241 troops into YD560518. No fire was received.

Throughout the remainder of the day several Administrative flights were flown from the ships of the SLF to the secured landing zones in the Strike Area.

23 April 1967

Several Administrative and Resupply flights were launched from the Princeton.

Six aircraft launched to RON at Phu Bai in support of III MAF.

24 April 1967

Four aircraft launched to Phu Bai in support of III MAF.

Several routine Resupply and Troop lifts were flown in support of BEACON STAR, Phase I.

At 1600 the SLF was chopped to the Third Marine Division.

25 April 1967

Four aircraft lifted "H" Company, 2/3 from YD545487 to a blocking position at YD600540. 157 U. S. troops were lifted into position, no fire was received.

Several Resupply and Administrative flights were flown from the Princeton.

26 April 1967

Eight CH-46's launched on a strike mission involving "H", "G" and "E" Companies of 2/3. Prior to the completion of the lift HMM-164 was ordered to heli-lift troops of 2/3 to Phu Bai. From Phu Bai the troops were to be flown by C-130's to Khe Sanh.

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"H", "G" and "E" Companies were then heli-lifted to Phu Bai, and "F" company was lifted back to the LPH-5. Seven CH-46's were then launched to Khe Sanh to await further developments. These aircraft were later released and returned to the Princeton.

A number of Logistic Support and Administrative flights were also conducted on this date.

At 2400 BEACON STAR, Phase I terminated. Commencement of BEACON STAR, Phase II.

27 April 1967

Six aircraft lifted "F" Company, 2/3 from the LPH-5 to Dong Ha.

Several Logistic Support and Administrative flights were flown.

28 April 1967

Four aircraft flying from Khe Sanh in support of Operation BEACON STAR, Phase II flew Medical Evacuation and Logistical Support missions. No fire was received.

Two CH-46's launched on the Command and Control mission.

Two CH-46's launched to Phu Bai in support of III MAF. The flight completed two Reconnaissance Team Insertion/Extraction missions.

Two CH-46's flying from the Princeton completed an extraction of a reconnaissance team in the Dong Ha area.

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Four aircraft launched to Phu Bai in support of III MAF. While in support of III MAF these aircraft flew Logistic Support, Combat Troop, and Medical Evacuation missions.

Four aircraft flying from Khe Sanh in support of BEACON STAR, Phase II flew a number of Resupply and Medical Evacuation missions.

30 April 1967

Four aircraft flying out of Phu Bai in support of III MAF completed Resupply and Medical Evacuation missions.

Four aircraft flying out of Khe Sanh completed Resupply and Medical Evacuation missions.

One CH-46 flying Medical Evacuation missions out of Khe Sanh received small arms fire in the zone at XD778450 and XD783443. The aircraft, YT-22, took 4 hits at XD778450 with negative injury to personnel.

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Aircraft of HMM-164 flew Logistic Support, Medical Evacuation, and Combat Troop missions out of Khe Sanh in support of BEACON STAR, Phase II.

4 May 1967

Two CH-46's launched from Khe Sanh at 0600 on an emergency Medical Evacuation from the Lang Vei Special Forces Compound near Khe Sanh. Three U. S. and twenty seven ARVN battle evacuations were returned to Khe Sanh.

Aircraft of HMM-164 flying from Khe Sanh completed Resupply and Medical Evacuation missions.

5 May 1967

Aircraft of HMM-164 flying from Khe Sanh completed Medical Evacuation, Troop Lift, Resupply, and Reconnaissance Team Insertion/Extraction missions.

One CH-46 flying from Khe Sanh on a Combat Troop mission struck trees in the landing zone at XD777455. The aircraft, YT-21, was able to return to Khe Sanh with damage requiring blade changes on the forward rotor head.

One CH-46, piloted by Major A. B. COLBERT, captured 1 NVA at XD784460. The prisoner was returned to Khe Sanh.

6 - 8 May 1967

Aircraft of HMM-164 operating from Khe Sanh flew a number of Troop, Resupply, Medical Evacuation, and Reconnaissance Team Insertion/Extraction missions. On 7 May 1967 fire was received at XD846494, no hits were taken.

9 May 1967

Aircraft operating from Khe Sanh flew Resupply, Medical Evacuation, and Reconnaissance Team Insertion/Extraction missions.

Three emergency Resupply missions were flown between the hours of 1600-2000 from Khe Sanh to Hill 802, Hill 803, and XD746465. Fire was received from the vicinity of XD746465, no hits were taken.

10 May 1967

At 0130 a section of two CH-46's launched from Khe Sanh on an emergency extraction of an 8 man reconnaissance team from XD758534. On the initial attempt of this extraction the lead aircraft, YT-18, received heavy automatic weapons fire upon entering the landing zone, sustaining 48 hits. Pilot, co-pilot, crew chief, gunner, and corpsman were all WIA. The second aircraft, YT-1, received one hit with no injury to personnel. The flight was forced to return to Khe Sanh because of the critical battle damage sustained by YT-18; the reconnaissance team was still in the landing zone.

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Enclosure (1)

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At 0235 a second section of two CH-46's launched from Khe Sanh to attempt the retraction of the reconnaissance team at XD758534. On the approach to the zone the lead aircraft, XT-5, received a heavy volume of automatic weapons fire sustaining 23 hits. The pilot, Captain, P. LOONEY, was fatally wounded and the crew chief and corpsmen were wounded, though not seriously. The co-pilot of XT-5 was able to gain control of the aircraft and return to Khe Sanh. The status of the mission was still incomplete.

Throughout the rest of the day aircraft of HH-164 flew numerous Resupply, Medical Evacuation and Reconnaissance Team Insertion/Extraction Missions.

11 - 12 May 1967

Aircraft of HH-164 operating from Khe Sanh flew Resupply, Troop Lift, and Medical Evacuation missions, in support of BLT 2/3.

1800 - Termination of BEACON STAR, Phase II.

Casualties

NAME	RANK	SERNO	WIA/KIA	DATE
GOLBERT, A. C.	MAJ	081266	WIA	10 May 1967
LOONEY, P. T.	CAPT	009775	KIA	"
ROBERTS, G. M.	1ST LT	091011	WIA	"
REESE, B. C.	SGT	2065531	WIA	"
ROWNER, D. C.	CPL	2132492	WIA	"
MCDONALD, M. P.	CPL	2133786	WIA	"
BRIDGES, E. L.	HM-1	4952311	WIA	"

Intelligence/Counter-Intelligence

A/C Fired On	Incidents	/C hit	Hits	Sorties	Hours
47	20	6	92	3315	854.4

Ratio of aircraft hit to aircraft fired on:	1:7.33
Ratio of aircraft hits to sorties flown:	1:35.25
Ratio of aircraft hit to sorties flown:	1:546.3
Ratio of aircraft hit to hours flown:	1:147.53
Ratio of aircraft hits to aircraft fired on:	1:1.193

breakdown of fire incidents with respect to altitude:

Incidents	/C hit	Altitude
9	4	0-499
4	0	500-999
1	0	1000-1499
4	0	1500 +
2	2	UNKNOWN ALTITUDE

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- NCFORN

ANALYSIS OF HELICOPTER OPERATIONS1. General

This operation constituted the first employment of a CH-46 squadron operating with an SLF in actual combat amphibious operations, and is considered an adequate test of the CH-46 in amphibious warfare. Some significant problems were encountered and are discussed in the following paragraphs.

2. Analysisa. Phase I

(1) Ship-to-shore Movement. The CH-46 provides an excellent vehicle for the initial buildup of troops ashore. In three waves of twelve aircraft each, two companies were completely landed in two separate landing zones. This rapid landing of the helicopter assault troops provided the landing force with an early capability for resupply, medical evacuation and further troop mobility.

(2) Operations Ashore. Since enemy contact in the objective area was very light, full capability of the CH-46 to support operations ashore was not realized during the period D+1 to D+3. On D+4, a simultaneous lift of three companies into eight different landing zones was conducted. The successful accomplishment of the initial portion of this mission is indicative of the value of the CH-46 as a troop carrier. Further exploitation of the tactical advantage gained by this lift was precluded by emergency commitment of BLT 2/3 to the Khe Sanh area, and the BLT was disengaged prior to the completion of the search and destroy operation.

(3) Withdrawal. Due to the urgency of the commitment of the BLT to the Khe Sanh area, augmentation of the SLF squadron by aircraft from the First Marine Aircraft Wing was provided; therefore, an evaluation of the time factors involved in disengagement and withdrawal utilizing only the SLF squadron could not be accomplished.

b. Phase II

(1) Operations Ashore. The squadron utilized the LPH as its operational base to support the engagement of the battalion in the Khe Sanh area, which was approximately thirty-five miles from the Helicopter Transport Area. This situation is considered to be unusual in the amphibious concept and generated some significant problems in the support of forces ashore. On several occasions, aircraft were out of commission at the Khe Sanh airfield due to mechanical difficulties, which required the transportation of maintenance personnel, equipment and spare parts to the area to effect repairs. Communications difficulties over the excessive distance served to compound this problem area. During the first several days of this phase of operations, aircraft crews were sometimes committed to flight duty hours in excess of the normally accepted safety parameters, but this situation was relieved as the operation progressed.

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(2) Withdrawal. The withdrawal of the forces ashore was conducted as an administrative backload. The only significant problem from the squadron's standpoint was one aircraft remaining at Khe Sanh airfield due to severe battle damage. No heavy lift helicopters (CH-53 or equivalent) were available for aircraft retrieval.

c. Problems Encountered

(1) Non-availability of aircraft spare parts plagued the squadron throughout the operation. In many cases, aircraft were made available only by switching critical parts from one aircraft to another, at a considerable cost in maintenance man/hours and an increase in flight safety risk factor. The situation in this problem area had not improved by the conclusion of the operation.

(2) Utilization of aircraft for certain missions throughout the operation was considered poor due to assignment of only one model helicopter to the SLF. CH-46 aircraft had to be utilized for command and control missions and for medical evacuation missions involving a limited number of casualties. Better utilization could have been accomplished had the SLF been assigned a detachment of UH-1E helicopters to accomplish these missions. Armed UH-1E's were provided to support the initial ship-to-shore movement, but arrived the morning of D-Day, limiting their thorough integration into the air/ground team.

3. Conclusions

a. The concept of operations was sound, with the possible exception of employment of SLF forces at an excessive distance inland from the supporting ARG shipping. It is realized that the urgency of the situation which necessitated this phase of operations was overriding, and the successful accomplishment of the mission significantly emphasizes the flexibility and effectiveness of amphibious forces.

b. The lack of adequate supply support of the embarked helicopter squadron during this operation urgently demands attention at all levels to prevent further serious deterioration of the combat effectiveness of the landing forces.

c. Embarked helicopters of the landing force should include at least two armed UH-1E and one unarmed UH-1E aircraft. Addition of these aircraft would enhance the effectiveness of the landing force by providing armed escort of assault waves, tactical air control (airborne), improved command and control capability and evacuation of casualties without the adverse diversion of CH-46A aircraft from other missions. In the event of non-availability of UH-1E helicopters, consideration should be given to the attachment of at least two UH-340 helicopters, which could accomplish all of the above missions except armed escort.

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STATISTICAL SUMMARY

OPERATION BEACON STAR PHASES I AND II

22 APRIL - 12 MAY 1967

<u>DATE</u>	<u>SORTIES</u>	<u>PASSENGERS</u>	<u>CARGO *</u>	<u>MEDEVACS</u>	<u>FLIGHT HOURS</u>
22 APR	155	890	3.5	0	34.2
23 APR	211	606	19.3	5	64.0
24 APR	86	275	9.1	1	26.1
25 APR	143	529	15.8	12	36.9
26 APR	196	898	6.0	14	56.9
27 APR	74	243	2.7	1	22.2
28 APR	78	82	6.1	10	29.5
29 APR	219	522	18.5	37	53.2
30 APR	181	252	12.3	122	52.8
1 MAY	253	578	33.3	40	62.7
2 MAY	116	188	19.9	18	33.2
3 MAY	168	308	26.6	160	56.9
4 MAY	126	99	24.7	99	35.5
5 MAY	202	537	40.6	33	45.8
6 MAY	143	159	45.8	7	29.5
7 MAY	112	185	35.4	12	28.4
8 MAY	122	327	19.1	19	34.1
9 MAY	207	459	24.9	25	42.6
10 MAY	166	260	35.7	9	39.0
11 MAY	254	955	26.1	11	42.3
12 MAY	103	272	22.8	1	28.7
TOTALS:	3315	8624	445.2	636	854.4

* Short tons

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UNCLASSIFIED

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PART III - MISCELLANEOUS

Awards: NONE

Casualties: NONE

Intelligence/Counter-Intelligence

<u>A/C Fired On</u>	<u>Incidents</u>	<u>A/C Hit</u>	<u>Hits</u>	<u>Sorties</u>	<u>Hours</u>
14	8	3	3	868	398.1
Ratio of aircraft hits to aircraft fired on:					<u>1:4.67</u>
Ratio of aircraft hits to sorties flown:					<u>1:266.0</u>
Ratio of aircraft hit to sorties flown:					<u>1:266.0</u>
Ratio of aircraft hit to hours flown:					<u>1:95.90</u>
Ratio of aircraft hit to aircraft fired on:					<u>1:4.67</u>

Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
8	3	0-499
0	0	500-999
0	0	1000-1499
0	0	1500+

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 UNCLASSIFIED
 Enclosure (1)
 ██████████ - NOFORN

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PART IV - SUPPORTING DOCUMENTS

1. CTG 79.5 Operation Plan 120A-67

2. Maps: Series: L7014

Sheet No: 6342 I
6342 II
6342 III
6342 IV

3. All briefs or information for briefs was furnished by SLF Intelligence and Operation Section.