

MARINE MEDIUM HELICOPTER SQUADRON 362
Marine Aircraft Group 15
9th Marine Amphibious Brigade
FPO, San Francisco, California 96602

3:TEF:hmc
003A24467
31 August 1967

SECRET NOFORN

From: Commanding Officer
To: Commander, Task Group Seventy Nine Point Four

Subj: Command Chronology; Submission of

Ref: (a) MCO 5750.2
(b) CTG 79.4 Ltr 3:PJM:dln over 5750 dtd 5 April 1967

Encl: ✓(1) Command Chronology for the period 1-14 August & 29-31 August 1967.

(2) After Action Reports, Operation Beacon Gate/Cochise

1. In accordance with references (a) and (b), enclosure (1) is submitted.
2. This letter is down graded to unclassified upon removal of enclosure (1).

N. J. Kapetan
N. J. KAPETAN

HM-362

CMD CHRON

1-14 + 29-31 AUG 1967

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COMMAND CHRONOLOGY
MARINE MEDIUM HELICOPTER SQUADRON 362
1-14 & 29-31 AUGUST 1967

ENCLOSURE (1)
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PART I

ORGANIZATIONAL DATA

(C) 1. Organizational Data:

(a) Reporting Unit	HMM-362
(b) Location	SLF, USS Okinawa
(c) Reporting	1-14 & 29-31 August 1967
(d) Commanding Officer	N. J. Kapetan, LtCol, USMC
(e) Executive Officer	L. J. Flanagan, Maj, USMC
(f) Operations Officer	T. E. Fish, Maj, USMC
(g) Administrative Officer	D. J. Moore, Maj, USMC
(h) Intelligence Officer	D. K. Kawalek, 1stLt, USMC
(i) Logistics Officer	W. T. Hewes, Maj, USMC
(j) A/C Maintenance Officer	E. H. Modzelewski, Maj, USMC
(k) Aviation Safety Officer	H. A. Makeever, Maj, USMC
(l) Flight Surgeon	W. F. Devoe, Lt, USN

2. Task Organization and Unit Location:

MAG-15 (Rein), 9th MAB, SLF, USS Okinawa
1-14 & 29-31 August 1967

3. Average Monthly Strength

	USMC	USN	TOTAL
Officers:	48	1	49
Enlisted	194	3	197

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During this period, HMM-362, located aboard the USS Okinawa, was under operational control of the Third Marine Amphibious Force. The primary activities during this period were administrative and logistic flights in support of Task Group 79.4 and direct support of operations "Beacon Gate" and "Cochise". The squadron was located at Ky Ha RVN from 15 August - 29 August 1967.

Part IIISIGNIFICANT EVENTS

- 1 August 1967 - (S) Flight Time 7.5
Sorties 30
Fire Incidents 0
Comments: Administrative support of TG 79.4, YL 34 was lost in DaNang Harbor following an engine failure on a maintenance test hop. No injuries to personnel.
- 2 August 1967 - (S) Flight Time 11.9
Sorties 55
Fire Incidents 0
Comments: Administrative support of TG 79.4 from DaNang Harbor.
- 3 August 1967 - (S) Flight Time 12.2
Sorties 31
Fire Incidents 0
Comments: Administrative Support of TG 79.4.
- 4 August 1967 - (S) Flight Time 10.0
Sorties 39
Fire Incidents 0
Comments: Administrative and Maintenance flights in DaNang area.
- 5 August 1967 - (S) Flight Time 20.2
Sorties 81
Fire Incidents 0
Comments: Continued administrative support TG 79.4.
- 6 August 1967 - (S) Flight Time 27.5
Sorties 64
Fire Incidents 0
Comments: Continued support of TG 79.4 in DaNang Harbor.

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7 August 1967 - (S) Flight Time 42.8
Sorties 203
Fire Incidents 4
Hit Incidents 2
Injuries to personnel 0
Comments: Initial support of Operation Beacon Gate. YL-31
& YL-41 received hits during lift.

8 August 1967 - (S) Flight Time 61.9
Sorties 219
Fire Incidents 0
Comments: Continued support of Operation Beacon Gate.

9 August 1967 - (S) Flight Time 35.9
Sorties 115
Fire Incidents 2
Hit Incidents 1
Injuries to personnel 1
Comments: Continued support of Operation Beacon Gate. YL-30 received two hits on a resupply mission and was forced down into a secure area. Maintenance recovery was made later. One crewman received minor injuries.

10 August 1967 - (S) Flight Time 28.5
Sorties 104
Fire Incidents 0
Comments: Continued support of Operation Beacon Gate.

11 August 1967 - (S) Flight Time 88.5
Sorties 363
Fire Incidents 2
Hit Incidents 1
Injuries to personnel 0
Comments: Launched strike in support of Operation Cochise. YL-32 received small cal. hit from unknown location during lift.

12 August 1967 - (S) Flight Time 46.5
Sorties 152
Fire Incidents 0
Comments: Continued support of Operation Beacon Gate/Cochise

13 August 1967 - (S) Flight Time 27.8
Sorties 97
Fire Incidents 1
Hit Incidents 0
Comments: Continued support of Operation Beacon Gate/Cochise

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14 August 1967 - (S) Flight Time 38.2
 Sorties 97
 Fire Incidents 0
 Comments: Final support of Operation Beacon Gate/Cochise
 prior to offload.

29 August 1967 - (S) Flight Time 21.2
 Sorties 29
 Fire Incidents 0
 Comments; ~~HMM-362~~ backloaded to USS Okinawa from Ky Ha

30 August 1967 - (S) Flight Time 14.0
 Sorties 41
 Fire Incidents 0
 Comments: Administrative support of TG 79.4 in DaNang
 area.

31 August 1967 - (S) Flight Time 22.2
 Sorties 53
 Fire Incidents 0
 Comments: Administrative support of TG 79.4 in Phu Bai
 area.

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1. FLIGHT DATA

1-14 & 29-31 AUGUST 1967

Flight Hours-----	523.4
Sorties-----	1744
Pax/Troops-----	2898
Tons of Cargo-----	69.2
Casualties-----	1

2. AWARDS

(a) The following were awarded to squadron members during this period:

Distinguished Flying Cross	CAPT R. J. KISSLING
Navy Commendation Medal	1stLT R. F. O'NEIL 1stLT T. J. MCKNIGHT LCPL D. L. WESTLIN
Purple Hearts	1stLT E. P. SACHS LCPL N. J. RYAN

(b) The squadron also presented 122 Air Medals

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MARINE MEDIUM HELICOPTER SQUADRON-362
Marine Aircraft Group-15
9th Marine Amphibious Brigade
FPO, San Francisco, California 96602

3:TEF:1ct
003A24767
4 September 1967

SECRET - NOFORN

From: Commanding Officer
To: Commander, Task Group Seven Nine Point Four

Subj: After Action Report, Operation Beacon Gate/Cochise; submission of

Ref: Annex J to CTG 79.4 Operation Plan 120-67

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

1. In accordance with Ref (a), Enclosures (1), (2) and (3) are submitted.
2. This letter may be downgraded to unclassified upon removal of Enclosures (1), (2) and (3).

N. J. Kapetan
N. J. KAPETAN

AMM 362

a/a BEACON GATE/COCHISE

7-14 Aug 67

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At 0745H. Ten UH-34D helicopters commenced a lift of elements of BLT 1/3 into LZ Crow (BT 216557). Following a prior beach landing the initial lift was completed by 0945H with no hostile fire encountered in the LZ.

At approximately 1600H, six UH-34's began lifting "W" Battery into a position near LZ Crow. Sporadic sniper fire was encountered and two aircraft, YL-31 and YL-41 received hits with no injuries to personnel.

A detachment of 3 UH-1E's from VMO-6 logged 30.0 hours flying TAC(A) and armed escort for the lift.

8 August 1967

Squadron aircraft were utilized on resupply, Administrative and Med-evac missions. Two reports of sniper fire were recorded but no aircraft received hits.

9 August 1967

Resupply missions from the LSA at Hill 63 to units of BLT 1/3 accounted for most of the aircraft utilization. Two fire incidents were reported, one aircraft, YL-30, received two hits and made a precautionary landing in a secure area at BT 207575. The aircraft was returned after field maintenance. There were no injuries to personnel.

10 August 1967

Squadron aircraft flew the normal resupply, C&C, Med-Evac and administrative missions. No fire incidents were reported during this period.

11 August 1967

At 0700H, sixteen aircraft began a lift of BLT 1/3 from Red Beach to LZ Grouse (AT 234598). The lift ran smoothly with light sniper fire encountered in the LZ. The major part of the lift was completed by 1000H. One aircraft, YL-34 received a small caliber hit with no injuries.

12 August 1967

HMM-362 flew normal resupply, C&C and administrative missions in support of operation Beacon Gate/Cochise. No fire incidents were reported.

ENCLOSURE (1)
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13 August 1967

Squadron aircraft were utilized flying resupply, Med-Evac and administrative missions. One fire incident was reported by resupply aircraft but no hits were received.

14 August 1967

HMM-362 flew a normal day of resupply, Med-Evac and administrative missions. No fire incidents were reported.

ENCLOSURE (1)
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ANALYSIS OF HELICOPTER OPERATIONS1. General

Helicopter operations were conducted from the USS Okinawa (LPH-3) during Operation Beacon Gate/Cochise. Hill 63 was used as the LSA and refueling point, supplemented by Tam Ky for alternate refueling. Weather had no adverse effect on helicopter operations. Communications with helicopter's was adequate to good.

2. Analysis

a. No major problems were encountered. The scheduling of missions was adequate & utilized to the fullest extent.

b. Communications and Coordination

Utilizing two separate HST and tactical nets alleviated many communications difficulties. Landshark Yankee, established at Hill 29, during the Cochise phase of the operation provided ease in helicopter coordination. Landing zones marked primarily with smoke and supplemented by panels, were easily identifiable. Other than difficulties in making initial contact with a unit and occasional problems in obtaining accurate situation details from the ground, communications and coordination went smoothly.

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c. Operations of logistic support area.

The majority of all logistic missions were conducted from the LSA. Refueling trucks at the LSA enabled a more rapid and efficient resupply when fuel was available. Minor problems were encountered occasionally at the LSA, but these were chiefly attributable to communication difficulties between the LSA and ground units.

d. Resupply of companies
Weather had no adverse effect on helicopter operations. Communications with helicopter's was adequate to good.

2. Good weather and well selected landing zones alleviated some of the usual problems encountered in resupply. Communication and helicopter utilization problems accounted for a few difficulties in company resupply, but in general the resupply missions were accomplished efficiently.

3. Conclusions

The two major lifts were completed smoothly and efficiently. Problems encountered in helicopter utilization, though minor, only reemphasize the need for more stringent coordination between ground and helicopter units.

Utilizing two separate HST and tactical nets alleviated many communications difficulties. Landshark Yankee, established at Hill 29, during the Cochise phase of the operation provided ease in helicopter coordination. Landing zones marked primarily with smoke and supplemented by panels, were easily identifiable. Other than difficulties in making initial contact with a unit and occasional problems in obtaining accurate situation details from the ground, communications and coordination went smoothly.

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STATISTICAL SUMMARYOPERATION BEACON GATE/COCHISE

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO</u>	<u>MED-EVACS</u>	<u>HOURS</u>
7 August 67	203	370	4.2	0	42.8
8 August 67	219	186	21.7	17	61.9
9 August 67	115	120	7.0	12	35.9
10 August 67	104	141	9.2	11	28.5
11 August 67	363	858	2.5	11	88.5
12 August 67	152	302	6.5	5	46.5
13 August 67	97	193	4.8	8	27.8
14 August 67	97	88	11.7	19	38.2

TOTALS	1350	2258	67.6	83	370.1

No. Aircraft Hit by Enemy Fire	4
No. Fire Incidents	14
No. Aircraft Damaged or Destroyed Operationally	0
No. Personnel Wounded in Action	1
No. Personnel Killed in Action	0

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