

DET. "A" MARINE HEAVY HELICOPTER SQUADRON 463
Headquarters and Maintenance Squadron 16
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMF Pacific
FPO San Francisco, Calif. 96602

OPS:HLM:gac
5750
3 May 1967
03A12367

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From: Officer in Charge
To: Commanding Officer, Marine Aircraft Group 16

Subj: Command Chronology for April 1967

Ref: (a) WgO 5750.1B
(b) GruO 5750.1B

Encl: ✓(1) Marine Heavy Helicopter Squadron 463 Detachment "A" Command
Chronology for April 1967

1. In accordance with reference (a) and (b), the subject report is
submitted as enclosure (1).

2. Upon removal of enclosure (1), downgrade to unclassified.



William R. BEELER
LtCol USMC

DET "A" - HMH-463

CMD CHRON

MAG-16
SAC # 0583-67
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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS:
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APPENDIX 10

APR 1967

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DETACHMENT "A" MARINE HEAVY HELICOPTER SQUADRON 463
MARBLE MOUNTAIN AIR FACILITY
REPUBLIC OF SOUTH VIET NAM
1 APRIL 1967 - 30 APRIL 1967

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PART I. Organizational Data

1. (C) OIC LtCol William R. BEELER 23 December 1966
 XO Maj Myrddyn E. EDWARDS 18 January 1967
 S-1 1stLt Benjamin F. COLLINS 30 January 1967
 S-2 2ndLt Samuel J. NICKELE 30 December 1966
 S-3 Capt Donald M. FERRIS 30 December 1966
 S-4 Capt Richard L. PHILLIPS 30 December 1966
 Maintenance Officer Maj James L. SHELTON 23 December 1966
2. (C) Detachment "A" Marine Heavy Helicopter Squadron 463, Marble Mountain Air Facility, Republic of South Viet Nam, 23 December 1966 - 30 April 1967.
3. (C) Average Monthly Strength:
 - Officer: 11 NA
 - Enlisted: 41
4. Important Visitors to Command: None.

PART II. Chronological Summary of Month's Major Activities

- 2 April 1967 - One (1) UH-34 recovered from QUANG TRI Stadium to PHU BAI.
- 6 April 1967 - One (1) UH-34 recovered from PHU BAI to MMAF.
- 8 April 1967 - One (1) UH-34 recovered from YD 685355 to PHU BAI. Transported two (2) 155 field guns from NUI DANG to QUANG NGAI.
- 10 April 1967 - Retrieved one (1) UH-1E from QUANG TRI Stadium to PHU BAI.
- 12 April 1967 - Recovered one (1) UH-34 from HUE Citadel to PHU BAI.
- 13 April 1967 - One hit taken in main rotor blade as aircraft executed GCA final approach to PHU BAI.
- 14 April 1967 - One (1) UH-34 recovered from ZDØ24Ø28 to MMAF. Coordination was excellent and total recovery time was forty (40) minutes.
- 16 April 1967 - Two aircraft recovered. One (1) VNAF UH-34 from BTØ65Ø45 to DANANG and one (1) UH-1E from AT945585 to MMAF.
- 17 April 1967 - One (1) UH-34 recovered from AT943682 to MMAF. SOG mission completed at KHE SANH.

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18 April 1967 - Supported SOG mission #37 by transporting 9,200lbs. of cargo and 87 passengers.

19 April 1967 - Retrieved one (1) UH-34 from LZ 22 to MMAF.

21 April 1967 - Two (2) aircraft moved a 105 battery from Hill 55 to QUE SON. Six (6) 105s with crews, ammo and a security platoon were moved. One aircraft was hit during departure from Hill 55. The lift was completed and the artillery began firing within three (3) hours.

22 April 1967 - Two aircraft recovered one (1) CH-46 from NUI LOC SON to MMAF and one (1) UH-34 from AN HOA to MMAF. Four 155 howitzers, their base plates, and ammo were carried from LZ COBRA to QUE SON.

24 April 1967 - Three (3) UH-34s retrieved. One from YD6329 to PHU BAI, one from QUE SON to MMAF, and one from BT019302 to MMAF. One UH-34 was so badly damaged it could not be carried faster than 40kts. This low airspeed combined with low ceilings which forced the CH-53 to fly at 1500 feet, left the aircraft vulnerable to small arms fire. The CH-53 was fired upon three times and took six hits before reaching the safety of the coast.

25 April 1967 - One (1) UH-34 recovered from AT790552 to MMAF.

26 April 1967 - One (1) UH-34 recovered from YD5625 to PHU BAI. The CH-53 encountered intense small arms fire while hovering in the zone and took three hits before hook-up and departure were completed.

27 April 1967 - One bulldozer was pick-up from the runway at CHU LAI and carried to CU LAD RE Island.

28 April 1967 - One aircraft hit by small arms fire while enroute to QUE SON. One (1) UH-34 recovered from YD140718 to DONG HA and one (1) UH-1E carried from DONG HA to MMAF.

29 April 1967 - One (1) UH-34 recovered from YD125702 DMZ to DONG HA using special sling due to extensive battle damage to the UH-34.

PART III. Significant Events.

1. (C) Personnel

- a. Transferred: 0 Officers 1 Enlisted
- b. Joined: 0 Officers 1 Enlisted
- c. Promoted: None

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2. (U) Administration
3. (U) Awards: None
4. (U) Casualties: None
5. (U) Civic Action: None
6. (U) Morale/Welfare Programs
7. (U) Informational Services
8. (C) Intelligence/Counter-Intelligence:

a. Four (4) detachment aircraft were hit in eight different incidents resulting in 14 hits. Only three hits were taken by aircraft carrying internal cargo while eleven hits were received by aircraft carrying external loads. One hit was taken on approach to a secure airfield, one hit was taken during departure from a secure zone, and seven hits were taken by aircraft while enroute. Only one aircraft has ever been hit while in a zone. This in-zone incident took place during a downed UH-34 recovery. The security force had made no contact until the CH-53A began to hover over the H-34. As the hook-up was being made the enemy opened up with intense small arms fire. Only three rounds hit the CH-53, none hitting vital areas so the recovery was completed without further incident.

b. Records indicate that due to the slow airspeeds and reduced maneuverability associated with carrying external loads, a CH-53 is three times more likely to be hit while carrying an external load than when carrying internal loads.

9. (C) Air Operations:
 - a. Hours Flown: 328.6
 - b. Sorties: 863
 - c. Passengers: 1,978
 - d. Cargo: TOTAL: 1,226.6T
 - (1) Internal: 603.8T
 - (2) External: 537.5T
 - (3) TAR: No. Recoveries 23 Total Weight 89.6T

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(A) Type Aircraft Recovered:

| | | | |
|--------|-----------|-------------|-------------|
| UH-34D | <u>19</u> | Ave. Weight | <u>4.3T</u> |
| UH-1E | <u>3</u> | Ave. Weight | <u>2.6T</u> |
| CH-46A | <u>1</u> | Ave. Weight | <u>5.3T</u> |

10. (C) Air Control:

- a. Detachment Aircraft Radar Controlled: 13
- b. Hours of GCA Operation: 3.3

11. (C) HMH-463 DET. "A" participated in operations Deck House VI, Shawnee, and Beaver Cage.

12. (U) Ground Defense: N/A

13. (U) NBC Warfare

14. (U) Command Relationships/Command and Control

15. (U) Training:

- a. Completed JEST School: 8
- b. Crew Chiefs in Training: \emptyset
- c. Aerial Gunners in Training: 7

16. (U) Logistics

17. (U) Supply

18. (U) Motor Transport

19. (U) Engineering

20. Maintenance:

- a. Four tail modifications by O & R Team.
- b. Two main rotor head changes.
- c. Two nose gear box changes.
- d. One engine mount change.

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- e. Two sets of rotor blades changed.
 - f. Two fuel cells changed due to battle damage.
 - g. Two sets of main servo changed.
 - h. One main gear shock strut changed.
 - i. Six dampers on main rotor head changed.
- 21. (U) Avionics
 - 22. (U) Base Development/Military Construction
 - 23. (U) Communications/Electronics

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Appendix A (Table of Operational Statistics) to HMH-463 DET. "A" Command
Chronology for April 1967

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| APR | TOTAL | | | | III MAF | | | | ARVN | | | | ROK | | | | CARGO | | TAR | | | |
|-------|-------|-----|--------|------|---------|-----|-------|-----|------|-----|-----|-----|-----|-----|------|-----|-------|------|------|----------------|----------------|------------|
| | DATE | HRS | SOR | CGO | PAX | HRS | SOR | CGO | PAX | HRS | SOR | CGO | PAX | HRS | SOR | CGO | PAX | INT | EXT | TYPE | WT | |
| 1 | 19.4 | 53 | 77.0 | 84 | 19.4 | 53 | 77.0 | 84 | | | | | | | | | | 305 | 4615 | | | |
| 662 | 6.2 | 15 | 16.8 | 2 | 4.2 | 6 | 9.3 | 2 | | | | | 2.0 | 9 | 7.5 | 0 | | 0.5 | 11.9 | UH-34 | 4.4 | |
| 3 | 13.8 | 40 | 53.8 | 106 | 13.8 | 40 | 53.8 | 106 | | | | | | | | | | 27.0 | 22.5 | UH-34 | 4.3 | |
| 4 | 7.8 | 20 | 23.5 | 15 | 7.8 | 20 | 23.5 | 15 | | | | | | | | | | 23.5 | | | | |
| 5 | 4.5 | 10 | 13.0 | 31 | 4.5 | 10 | 13.0 | 31 | | | | | | | | | | 13.0 | | | | |
| 6 | 10.8 | 26 | 35.3 | 58 | 10.8 | 26 | 35.3 | 58 | | | | | | | | | | 21.5 | 9.7 | UH-34 | 4.1 | |
| 7 | 10.3 | 37 | 33.0 | 40 | 7.8 | 31 | 14.7 | 40 | | | | | 2.5 | 6 | 18.3 | 0 | | 13.7 | 19.3 | | | |
| 8 | 12.7 | 24 | 49.3 | 71 | 12.7 | 24 | 49.3 | 71 | | | | | | | | | | 23.4 | 21.6 | UH-34 | 4.3 | |
| 9 | 25.0 | 56 | 47.3 | 597 | 25.0 | 56 | 47.3 | 597 | | | | | | | | | | 47.3 | | | | |
| 10 | 11.0 | 14 | 30.7 | 57 | 11.0 | 14 | 30.7 | 57 | | | | | | | | | | 20.2 | 8.0 | UH-1E | 2.5 | |
| 11 | 1.3 | 3 | 4.1 | 0 | 1.3 | 3 | 4.1 | 0 | | | | | | | | | | | | UH-34 | 4.1 | |
| 12 | 12.9 | 21 | 37.1 | 85 | 12.9 | 21 | 37.1 | 85 | | | | | | | | | | 5.0 | 27.8 | UH-34 | 4.3 | |
| 13 | 3.0 | 6 | 9.0 | 16 | 3.0 | 6 | 9.0 | 16 | | | | | | | | | | 9.0 | | | | |
| 14 | 6.6 | 11 | 21.1 | 20 | 6.6 | 11 | 21.1 | 20 | | | | | | | | | | 16.8 | | UH-34 | 4.3 | |
| 15 | 8.1 | 13 | 17.8 | 17 | 8.1 | 13 | 17.8 | 17 | | | | | | | | | | 6.7 | 11.1 | | | |
| 16 | 7.8 | 9 | 15.0 | 25 | 6.3 | 6 | 11.2 | 25 | 1.5 | 3 | 3.8 | 0 | | | | | | 4.0 | 5.2 | UH-34 UH-1E | 3.8 2.0 | |
| 17 | 6.6 | 12 | 18.2 | 34 | 6.6 | 12 | 18.2 | 34 | | | | | | | | | | 11.4 | 2.5 | UH-34 | 4.3 | |
| 18 | 12.1 | 30 | 27.2 | 100 | 7.9 | 16 | 22.6 | 22 | 4.2 | 14 | 4.6 | 7.8 | | | | | | 18.6 | 8.6 | | | |
| 19 | 9.2 | 30 | 32.8 | 71 | 9.2 | 30 | 32.8 | 71 | | | | | | | | | | 3.8 | 24.7 | UH-34 | 4.3 | |
| 20 | 9.2 | 6 | 10.0 | 29 | 3.2 | 6 | 10.0 | 29 | | | | | | | | | | 10.0 | | | | |
| 21 | 14.7 | 39 | 59.6 | 129 | 14.7 | 39 | 59.6 | 129 | | | | | | | | | | 44.3 | 15.3 | | | |
| 22 | 18.5 | 85 | 66.0 | 85 | 18.5 | 85 | 66.0 | 85 | | | | | | | | | | 22.2 | 34.4 | UH-34 UH-46 | 4.3 5.1 | |
| 23 | 10.3 | 33 | 58.0 | 12 | 10.3 | 33 | 58.0 | 12 | | | | | | | | | | 4.8 | 53.2 | UH-34 | 2.8 | |
| 24 | 18.1 | 60 | 114.3 | 18 | 18.1 | 60 | 114.3 | | | | | | | | | | | 25.9 | 75.6 | UH-34 | 12.8 | |
| 25 | 8.6 | 28 | 54.2 | 49 | 8.6 | 28 | 54.2 | | | | | | | | | | INT | 40.2 | 9.7 | UH-34 | 4.3 | |
| 26 | 13.4 | 37 | 64.3 | 56 | 13.4 | 37 | 64.3 | | | | | | | | | | 30.9 | 46.5 | 33.4 | UH-34 | 4.3 | |
| 27 | 8.2 | 27 | 38.3 | 14 | 8.2 | 27 | 38.2 | | | | | | | | | | | 16.5 | 59.9 | 21.8 | UH-34 | 4.3 |
| 28 | 19.9 | 52 | 78.6 | 44 | 19.9 | 52 | 53.6 | | | | | | | | | | | 59.9 | 18.5 | 10.9 | UH-34 UH-1E | 4.3 3.5 |
| 29 | 11.0 | 25 | 57.2 | 69 | 11.0 | 25 | 57.2 | | | | | | | | | | | 18.5 | 34.7 | 34.4 | UH-34 | 4.3 |
| 30 | 11.5 | 41 | 64.1 | 44 | 11.5 | 41 | 64.1 | | | | | | | | | | | 39.7 | | 29.4 | | |
| 31 | | | | | | | | | | | | | | | | | | | | | | |
| total | 328.6 | 863 | 1226.6 | 1978 | | 831 | | | | | | | | | | | | | | | | |

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Appendix B (Daily Narrative Summary) to HMH-463 DET. "A" Command Chronology
for April 1967.

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MISSION #42 WAS COMPLETED. EXTERNALED 105'S FROM LZ 112 TO TIEN PHOUC AND CONSTRUCTION EQUIPMENT FROM MINH LONG TO TIEN PHOUC.

MISSION #46 WAS INCOMPLETE. THE HOOK-UP CREWS WERE NOT TRAINED IN PROPER HOOK-UP OF FUEL BAGS RESULTING IN NEAR LOSS OF LOAD. MISSION WAS ABORTED DUE TO LOW VISIBILITY AT HUE/PHU BAI.

MISSION #50 WAS COMPLETED. LOGISTIC SUPPORT OF OPERATION BOONE.

TOTALS: CARGO: 77.0T
 INT: 30.5T
 EXT: 46.5T
 FLIGHT TIME: 18.1 HRS.

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MISSION #103 WAS COMPLETED. ONE (1) UH-34D AIRCRAFT WAS RECOVERED FROM CUANG TRI STADIUM TO PHU BAI. MISSION #43 WAS CANCELLED BY THE FLIGHT LEADER, BECAUSE THE CARGO WAS NOT PALLETIZED AND A LOADING CREW NOT AVAILABLE. THE AIRCRAFT WAS THEN ASSIGNED MISSION #66 AND MOVED THREE (3) 105s FROM THE ROK CP TO BS677860.

TOTALS: CARGO: 12.4 T
INT: 0.5 T
EXT: 11.9 T
PAX: 2
FLIGHT TIME: 6.2 HRS.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 3 APRIL 1967

MISSION #34 WAS COMPLETED. LOGISTIC SUPPORT FOR SOG.

MISSION #43 WAS COMPLETED. LIFTED TWO (2) FORK LIFTS INTERNALLY FROM KY HA TO NUI DANG. RESUPPLIED THIEN PHOUIC FROM LZ 112.

MISSION #48 WAS COMPLETED. EXTERNALLED FUEL FROM MMAF TO HUE/PHU BAI.

MISSION #101 WAS COMPLETED. SUPPORTED HMM-164 MOVE FROM SHORE TO SHIP.

TOTALS: CARGO: 53.8 T
INT: 27.0 T
EST: 22.5 T
TAR: 4.3 T
PAX: 106
FLIGHT TIME: 13.8 HRS.

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CONFIDENTIAL**CONFIDENTIAL****DET. "A" HMH-463 NARRATIVE SUMMARY FOR 4 APRIL 1967****ALL ASSIGNED MISSIONS INCOMPLETE DUE TO WEATHER.**

TOTALS: CARGO: 23.5 T
 INT: 23.5 T
 PAX: 15
FLIGHT TIME: 7.8 HRS.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 5 APRIL 1967

MISSION #42 WAS CANCELLED DUE TO WEATHER.

MISSION #48 WAS INCOMPLETE DUE TO WEATHER. TWO AIRCRAFT WERE ABLE TO MAKE ONE LOGISTICS RUN EACH BEFORE THE WEATHER CLOSED IN.

MISSION #50 WAS CANCELLED DUE TO WEATHER.

TOTALS: CARGO: 13.0 T
 INT: 13.0 T
 EXT: 0.0 T
 PAX: 31
FLIGHT TIME: 4.5 HRS.

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DET. "A" HHM-463 NARRATIVE SUMMARY FOR 6 APRIL 1967

MISSION 37 INCOMPLETE DUE TO BROKEN FORKLIFT. CARGO AT LZ 140 NOT PALLETIZED. MAILFILE ASSIGNED ADDITIONAL MISSIONS BUT PICK-UP POINTS WERE NOT AWARE OF FRAGS.

MISSION 48 WAS FRAGGED AS A PRIORITY BULD FUEL CARRY TO BE BRIEFED AT ROSEANN B UPON ARRIVAL. ROSEANN "B" KNEW NOTHING OF THE FRAG, AND HAD NO EMPTY FUEL BAGS OR SLINGS. THE PILOT MANAGED TO TRANSPORT 38,000 POUNDS OF CARGO BETWEEN MARBLE MOUNTAIN AND PHU BAI, INCLUDING ONE (1) UH-34 RECOVERY ALTHOUGH NONE OF THIS CARGO WAS ON THE ORIGINAL FRAG. DURING THE PAST WEEK THIS DETACHMENT HAS RECEIVED SEVERAL FRAGS THAT UPON EXECUTION WERE FOUND TO BE INACCURATE. COMPONENT TIME ON THE FEW CH-53A'S IN-COUNTRY SHOULD NOT BE ALLOWED TO BE UNPRODUCTIVE. FRAGS SHOULD BE EXAMINED FOR CORRECTNESS AND ACCURACY BEFORE THEY ARE ISSUED TO THE DETACHMENT.

TOTALS: CARGO 34.3T
 INT 21.5T
 EXT 13.8T
 PAX 58

FLIGHT TIME 10.8

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 7 APRIL 1967

LAUNCHED ONE AIRCRAFT ON MISSION 41 AND ONE AIRCRAFT ON MISSION 45.
BOTH MISSIONS COMPLETE.

TOTALS: CARGO: 33.0 T
 INT: 13.7 T
 EXT: 19.3 T
 PAX: 40
FLIGHT TIME: 10.3 HRS.

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MISSION #29 WAS COMPLETED. EXTERNALLY CARRIED 6,000 GALLONS OF FUEL FROM KY HA TO NUI DANG. EXTERNALLED ONE BULLDOZER FROM MINH LONG TO THIEN PHOUC.

MISSION #97 A, B, C, WERE COMPLETED. LIFTED TWO (2) 155 FIELD GUNS AND CREW FROM NUI DANG TO QUANG NGAI.

MISSION #43 WAS INCOMPLETE. LIFTED SOME PRIORITY GEAR AND PASSENGERS FROM MMAF TO HUE/PHU BAI. RECOVERED ONE UH-34 FROM FIELD TO HUE.

TOTALS: CARGO: 49.3 T
 INT: 23.4 T
 EXT: 25.9 T
 PAX: 71
 FLIGHT TIME: 12.6 HRS.

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MISSION #38 WAS INCOMPLETE. TROOPS AND CARGO LIFT FROM NUI DANG TO QUANG NGAI.

MISSION #40 WAS INCOMPLETE. LOGISTIC CARGO FROM MMAF AIR FREIGHT TO DONG HA.

MISSION #45 WAS COMPLETE. ACFT TOOK PARTS FOR DOWNED ACFT FROM MMAF TO QUANG NGAI.

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MISSION #37 WAS INCOMPLETE. TROOPS AND CARGO LIFTED FROM NUI DANG TO QUANG NGAI.

MISSION #47 WAS COMPLETE. RETRIEVED ONE (1) UH-1E FROM QUANG TRI STADIUM TO HUE/PHU BAI.

TOTALS: CARGO: 30.7 T
INT: 20.2 T
EXT: 10.5 T
PAX: 57
TAR: 2.5 T - One (1) UH-1E
FLIGHT TIME: 11.0 HRS.

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UNABLE TO LAUNCH ON MISSION #42 AND #103 DUE TO AIRCRAFT AVAILABILITY.

ONE (1) AIRCRAFT LAUNCHED ON MISSION #104. FIELD RECOVERY OF ONE (1) UH-34D AND RETURNED TO MMAF.

TOTALS: CARGO: 4.1T
INT: 0.0
EXT: 4.1T
PAX: 0
TAR: 4.1T
FLIGHT TIME: 1.3 HRS.

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ONE (1) AIRCRAFT LAUNCHED ON MISSION #28A. THE TACLOG PORTION WAS COMPLETED BUT THE AIRCRAFT WAS UNABLE TO CARRY THE UH-34 HULKS DUE TO SEVERE OSCILLATIONS. PRIOR TO ATTEMPTING TO EXTERNAL STRIPPED HULKS APPROXIMATELY 4000 LBS OF BALLAST WILL BE REQUIRED. THE SOG PORTION WAS CANCELLED DUE TO WEATHER. ONE (1) UH-34D WAS RECOVERED FROM HUE CITADEL TO HUE/PHU BAI.

MISSION #28B WAS COMPLETED, SHUTTLING 105s FROM NUI DANG TO KY HA.

TOTALS: CARGO: 37.1 T
INT: 5.0 T
EXT: 32.1 T
PAX: 85
FLIGHT TIME: 12.9 HRS.

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ONE (1) AIRCRAFT LAUNCHED TO PHU BAI ON MISSION #40. ON GCA FINAL, THE AIRCRAFT TOOK ONE SMALL ARMS HIT IN ONE MAIN ROTOR BLADE. MISSION #40 WAS ABORTED FOR WEATHER.

ONE (1) AIRCRAFT LAUNCHED ON TACLOG MISSION #49. TWO TRIPS WERE MADE TO PHU BAI AND MISSION WAS INCOMPLETE WITH ONE LOAD REMAINING.

TOTALS: CARGO: 9.0T
 INT: 9.0T
 PAX: 16
FLIGHT TIME: 3.0 HRS.

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MISSION #49 WAS COMPLETED. ONE (1) UH-34D WAS RECOVERED FROM ZDO24028 TO MMAF. COORDINATION WAS EXCELLENT AND TOTAL RECOVERY TIME WAS FORTY (40) MINUTES.

MISSION #26 WAS COMPLETED. THE AIRCRAFT SHUTTLED CARGO FROM MMAF AIR FREIGHT TO DONG HA.

TOTALS: CARGO: 21.1 T
INT: 16.8 T
EXT: 4.3 T
PAX: 20
FLIGHT TIME: 6.6 HRS.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 15 APRIL 1967

MISSION #43 LAUNCHED LATE DUE TO WEATHER AND NOT COMPLETED BECAUSE AIRCRAFT WENT TO A DOWNED STATUS ENROUTE.

MISSION #37 NOT COMPLETED AS FRAGGED BECAUSE MORE CARGO WAS WAITING AT THE PICKUP AREAS THAN THE FRAG CALLED FOR.

TOTALS: CARGO: 17.8 T
 INT: 6.7 T
 EXT: 11.1 T
 PAX: 17
FLIGHT TIME: 8.1 HRS.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 16 APRIL 1967

MISSION #36 WAS INCOMPLETE DUE TO WEATHER.

MISSION #37 WAS INCOMPLETE DUE TO WEATHER/ACFT AVAILABILITY. TWO (2) LIFTS WERE MADE FROM NUI DANG TO KY HA.

MISSION #38 WAS INCOMPLETE DUE TO WEATHER. RETRIEVED ONE (1) VNAF H-34 AND RETURNED IT TO DANANG.

MISSION #48 WAS COMPLETE. RETRIEVED ONE (1) UH-1E AND RETURNED IT TO MAF.

| | | |
|--------------|--------|----------|
| TOTALS: | CARGO: | 15.0T |
| | INT: | 4.0T |
| | EXT: | 11.0T |
| | PAX: | 25 |
| FLIGHT TIME: | | 7.8 HRS. |

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ALL MISSIONS WERE DELAYED DUE TO MECHANICAL DIFFICULTIES. MISSION #42 RECOVERED ONE (1) UH-34D FROM AT 943682 TO MMAF. MISSION #43 CARRIED PALLETIZED CARGO FROM MMAF TO PHU BAI AND THEN COMPLETED THE SOG MISSION AT KHE SANH. MISSION #37 WAS RUN IN CONJUNCTION WITH MISSION #38 AND COMPLETED. MISSION #38 WAS COMPLETED FROM NUI DANG TO TASK FORCE X-RAY PAD.

TOTALS: CARGO: 18.2 T
INT: 11.4 T
EXT: 6.8 T
PAX: 34
FLIGHT TIME: 6.6 HRS.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 18 APRIL 1967

ONE ACFT CARRIED 9,200LBS. CARGO AND 87 PASSENGERS IN SUPPORT OF SOG MISSION #37. THE ACFT RETURNED TO MMAF AND WAS LAUNCHED ON TACLOG MISSION #41 TO PHU BAI.

OTHER ACFT LAUNCHED ON MISSION #29. EXTERNAL LOAD AT TIEN PHOUC WAS NOT PREPARED FOR LIFT. PERSONNEL STATED NO SLING WAS AVAILABLE SO ACFT PROCEEDED TO NUI DANG UNTIL WEATHER PREVENTED FURTHER PROGRESS. ACFT RETURNED TO KY HA AND CARRIED COMBINATION INTERNAL - EXTERNAL LOAD TO LY SON. NO OTHER CARGO WAS AVAILABLE SO ACFT RETURNED TO MMAF. TO ASSIST IN MISSION 41.

DURING RETURN TO MMAF ORIGINAL MISSION 41 ACFT WAS ORDERED BY ROSE ANN "B" TO PROCEED TO NUI DANG TO ATTEMPT COMPLETION OF MISSION 29. TIME PERMITTED ONLY ONE TRIP BETWEEN NUI DANG AND KY HA. CONEX BOX WAS RETURNED TO LZ AFTER STRAP BROKE ON TAKE OFF.

TOTALS: CARGO: 27.2T
 INT: 18.6T
 EXT: 8.6T
 PAX: ~~100~~
 FLIGHT TIME: 12.1

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 19 APRIL 1967

MISSION #37 SHUTTLED MISCELLANEOUS GEAR TO LY SON. MISSION #49 RECOVERED
ONE (1) UH-34D FROM LZ 22 TO MMAF.

TOTALS: CARGO: 32.8T
 INT: 3.8T
 EXT: 29.0T
 PAX: 71
FLIGHT TIME: 9.2

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ONE AIRCRAFT SHUTTLED HMH-265's GEAR TO PHU BAI.

TOTALS: CARGO: INT: 10.0 T
PAX: 29
FLIGHT TIME : 3.2 HRS.**CONFIDENTIAL**Page 21 of 31 PagesCONFIDENTIALCopy 1 of 2 Copies

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TWO (2) AIRCRAFT SHUTTLED HMM-265 GEAR TO PHU BAI ON MISSION #41.
TOTAL CARGO MOVED WAS 26,600lbs.

MISSION #43 WAS COMPLETED. TWO(2) AIRCRAFT MOVED A 105 BATTERY FROM HILL 55 TO QUE SON. SIX (6) 105s WITH CREWS, AMMO AND A SECURITY PLATOON WERE MOVED. THE #1 AIRCRAFT WAS HIT ON DEPARTURE FROM HILL 55.

MISSION #46 IS STILL BEING RUN. TWO (2) AIRCRAFT MADE A NIGHT EMERGENCY RESUPPLY OF 105 AMMO FROM LZ 22 TO QUE SON. BOTH AIRCRAFT RECEIVED SMALL ARMS AND AUTOMATIC WEAPONS FIRE DEPARTING QUE SON.

TOTALS: CARGO: 59.6 T
INT: 44.3 T
EXT: 15.3 T
PAX: 129
FLIGHT TIME: 14.7 HRS

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 22 APRIL 1967

MISSION #29 NOT INCLUDED IN 22 APRIL 1967.

TWO AIRCRAFT WERE RECOVERED ON MISSION 47. ONE CH-46 FROM NUI LOC SON TO MMAF AND ONE UH-34 FROM AN HOA TO MMAF.

CARRIED 20 PAX FROM PHU BAI TO USS PRINCETON ON MISSION 22. ONE MISSION 41 FOUR 155 HOWITZERS, THE BASE PLATES, AND HEAVY EQUIPMENT WERE CARRIED FROM LZ COBRA TO QUE SAN.

| | | |
|---------|--------------|---------|
| TOTALS: | CARGO: | 44.1T |
| | INT: | 9.3T |
| | EXT: | 25.4T |
| | TAR: | 9.4T |
| | PAX: | 60 |
| | FLIGHT TIME: | 9.4HRS. |

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 23 APRIL 1967

MISSION #32 COMPLETED. LIFTED 115,800LBS. OF JP-4 AND TAFDS EQUIPMENT FROM CO CO BEACH TO LSA AT YD536321.

TOTALS: CARGO: 79.4
 INT: 22.2T
 EXT: 62.2T
 PAX: 37
FLIGHT TIME: 27.6HRS.

THIS NARRATIVE SUMMARY SHOWS TOTALS FROM MISSION #29 OF 22APR67 SITREP.

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DET. "A" HMM-463 NARRATIVE SUMMARY FOR 24 APRIL 1967

MISSION #49 WAS COMPLETED. TWO ACFT CARRIED FUEL FROM COCO BEACH TO THE TAFDS AT THE LSA. ONE ACFT WAS DIVERTED FOR AN ACFT RECOVERY AND RECOVERED ONE UH-34D FROM YD6329 TO PHU BAI. THE LEAD ACFT ABORTED FOR MECHANICAL REASONS.

MISSION #101 WAS COMPLETED. ONE UH-34D WAS RECOVERED FROM QUE SON AND ONE UH-34D WAS RECOVERED FROM BTØ193Ø2. BOTH UH-34D'S WERE RETURNED TO MIAF. THE SECOND H-34 WAS DAMAGED SO BADLY THAT THE MAXIMUM A/S WAS FORTY (40)KTS. LOWERING CEILINGS PREVENTED THE H-53 FROM CLIMBING AND DUE TO SAV-A-PLANES THE PILOT COULD NOT PROCEED TO THE COAST.

A PORTIONS OF MISSION #102 WAS COMPLETED IN CONJUNCTION WITH 101 BUT ACRT ABORTED DUE TO BATTLE DAMAGE. 102 WAS COMPLETED AS A NIGHT LAUNCH.

| | | |
|---------|--------------|----------|
| TOTALS: | CARGO: | 114.3T |
| | INT: | 25.9T |
| | EXT: | 88.4T |
| | TAR: | 12.8T |
| | PAX: | 18 |
| | FLIGHT TIME: | 18.1HRS. |

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 25 APRIL 1967

MISSION #30 WAS COMPLETED. AMMO RESUPPLY FROM LZ 22 TO QUE SON.

MISSION #31 WAS COMPLETED. FUEL RESUPPLY FROM COCOA BEACH TO ROSE ANN "B" LSA.

MISSION # 43 WAS COMPLETED. FIELD RETRIEVAL OF ONE UH-34 TO MMAF.

TOTALS: CARGO: 54.2 T
INT: 40.2 T
EXT: 14.0 T
PAX: 49
FLIGHT TIME: 8.6 HRS.

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MISSION #36 CARRIED FUEL FROM COCOA BEACH TO SHAWNEE TAFDS. THE MISSION WAS INTERRUPTED IN ORDER TO MAKE A FIELD RECOVERY OF A UH-34. THE CH-53 ENCOUNTERED INTENSE SMALL ARMS FIRE AND TOOK THREE HITS WHILE MAKING THE HOOK UP, BUT DID COMPLETE THE RECOVERY BY CARRYING THE H-34 TO PHU BAI. SUPPRESSIVE FIRE WAS PROVIDED BY THE MARINE SECURITY FORCE AND UH-1E ESCORT.

MISSION #30 WAS INCOMPLETE. THE CH-53 COULD NOT LIFT THE BULLDOZER FROM LZ DUE TO LACK OF STRAIGHT-AWAY FOR ACCELERATION. THE A/C THEN PROCEEDED TO LZ 22 TO BEGIN LIFT INTO QUE SON.

TOTALS: CARGO: 64.3 T
 INT: 30.9 T
 EXT: 33.4 T
 PAX: 56
 FLIGHT TIME: 13.4 HRS.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 27 APRIL 1967

MISSION #47 WAS COMPLETED. EXTERNALLED ONE BULLDOZER FROM CHU LAI TO CU LE RE.

MISSION #44 WAS INCOMPLETE DUE TO AIRCRAFT AVAILABILITY AND INADEQUATE NUMBER OF FUEL BAGS FOR FUEL RE SUPPLY. AFTER TWO RESUPPLY RUNS FROM LZ22 TO QUE SON. LANDSHARK SENT AIRCRAFT DIRECT TO PHU BAI FOR FUEL RESUPPLY. ONLY FIVE (5) FUEL BLADDERS AVAILABLE AT COCOA BEACH FOR THE FUEL RESUPPLY MISSION RESULTING IN EXCESSIVE GROUND TIME WAITING FOR FULL FUEL BLADDERS.

TOTALS: CARGO: 30.5 T
INT: 16.0 T
EXT: 14.5 T
PAX: 8
FLIGHT TIME: 8.2 HRS.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 28 APRIL 1967

TWO ACFT SHUTTLED AMMUNITION FROM LZ 22 TO QUE SON. NO. 1 ACFT RECEIVED ONE (1) SMALL ARMS HIT ENROUTE. MISSION #40 WAS COMPLETED BUT A 3000LBS. ROUGH TERRAIN FORKLIFT WOULD EXPEDITE LOADING AT LZ 22.

MISSION #45 WAS COMPLETED. TWO ACFT SHUTTLED CARGO FROM TAN KY AND LPD-31 TO HILL 35.

MISSION #47 WAS COMPLETED. ONE (1) UH-34D WAS RECOVERED FROM YD140718 TO DONG HA. THE FIRST UH-34D TO BE RECOVERED HAD THE TRANSMISSION MOUNTS BROKEN MAKING EXTERNAL LIFT IMPOSSIBLE. ONE (1) UH-1E WAS RECOVERED FROM DONG HA TO MMAF.

MISSION #49 WAS COMPLETED. ONE ACFT SHUTTLED CARGO TO PHU BAI AND COCO BEACH.

TOTALS: CARGO: 86.4T
 INT: 60.4T
 EXT: 26.0T
 PAX: 50
 FLIGHT TIME: 23.1HRS.

THIS NARRATIVE SUMMARY SHOWS TOTALS FOR LATE RETURNING MISSION #47 OF 27APR67.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 29 APRIL 1967

MISSION #41 AIRCRAFT CARRIED FUEL BAGS FROM COCOA BEACH TO OPERATION SHAWNEE LZ, SHUTTLED CARGO FROM MAAF TO PHU BAI AND RECOVERED ONE UH-34 FROM DMZ TO DONG HA.

MISSION #40 AIRCRAFT CARRIED FOUR LOADS, EACH CONSISTING OF AMMO, PASSENGERS, AND AN EXTERNALLY CARRIED 105 MM HOWITZER FROM HILL 34 TO VIET AN.

TOTALCARGO: 56.7 T
INT: 18.5 T
EXT: 38.2 T
PAX: 69
FLIGHT TIME: 11.0 HRS.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 30 APRIL 1967

ONE AIRCRAFT LAUNCHED ON MISSION 47, AMMO RESUPPLY TO NUI LAC SON AREA. AIRCRAFT DIVERTED TO MISSION 39, CARGO TRANSFER FROM LPH OKINAWA AND LPD POINT DEFIANCE TO HILL 29 AT MID MORNING. UPON COMPLETION OF MISSION 37 AIRCRAFT CARRIED AIR FREIGHT CARGO FROM MMAF TO PHU BAI AND THEN SHUTTLED FUEL BAGS FROM COCOA BEACH TO OPERATION SHAWNEE TAFDS.

A SECOND AIRCRAFT WAS LAUNCHED TO RESUME MISSION BUT WAS UNABLE TO COMPLETE DUE TO AN ENGINE OVERSPEED EXPERIENCED ENROUTE.

TOTALS: CARGO: 64.1 T
INT: 34.7 T
EXT: 29.4 T
PAX: 44
FLIGHT TIME: 11.5 HRS.

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