

HEADQUARTERS
Marine Aircraft Group 16
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96601

MAG 16 (S) 59P
00449-65
1 of 7

3:CAH:mbb
003A25865
15 September 1965

UNCLASSIFIED

From: Commanding Officer
To: Commanding General, First Marine Aircraft Wing
Subj: Command Chronology

Ref: (a) MCO 5720.2
(b) WgO 5750.1A

- Encl: ✓(1) Extract of VMO-2 Command Diary
 ✓(2) Bronze Star Medal Recommendation
 ✓(3) Silver Star Medal Recommendation
 ✓(4) Operation "MIDNIGHT" Narrative
 ✓(5) Operation "MIDNIGHT" News Release
 ✓(6) Operation "STARLIGHT" News Release
 ✓(7) News Clipping on Operation "STARLIGHT"
 ✓(8) News Clipping on Civil Affairs
 ✓(9) MAG-16 (-) OPLAN 1-65
 ✓(10) MAG-16 (-) Movement Order 1-65
 ✓(11) MAG-16 Statistical Summary. Daily. *daily.*

1. Narrative.

A total of forty-one preplanned strikes were flown as the Group continued operations in support of the 1st MAF, III MAF, and ARVN I Corps.

Rear elements of VMO-2 were transferred from MCAF Futema to bring the Squadron to full strength.

On 2 July, a group helicopter experienced an engine failure while returning from the Nong Son area and was forced to land in the vicinity of AT 950-600. The crew and weapons were picked up and eight Vietnamese "Nungs" were left to secure the zone. The "Nungs" came under fire immediately by small arms, including an automatic weapon. UH-1E's and A-4C's were called for and UH-34D's circled the zone using machine gun fire to suppress the Viet Cong forces until their arrival. Four of the "Nungs" were wounded during their heroic defense of the zone in a fire fight that lasted nearly an hour. With aid of suppressive fire from UH-1E's, two UH-34D's landed in the zone to evacuate the

MAG-16

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"Nung" force. The evacuation was successfully completed despite the fact that the H-34's took fifteen hits in the zone. The downed helo was destroyed by the A-4C's due to the unfeasibility of recovery. One crewman received minor wounds. He was treated and returned to duty.

On 6 July, elements of Marine Infantry, Air and Army Air coordinated in covering the dismantling and lifting of a downed UH-1E from coordinates BT 159-528 while under hostile fire. (see enclosure 1)

On 12 July, Group aircraft participated in the emergency withdrawal of a Marine patrol that had been ambushed and surrounded at night. The landing zone was under heavy automatic weapons fire. The evacuation was successful. As a result of the action and because of its heroic conduct, Hospital Corpsman-3 Daniel J. BENNETT was recommended for the Bronze Star. (enclosure 2) The pilots of the three aircraft were recommended for the Distinguished Flying Cross.

On 17 July, while assisting in the removal of casualties from landing zone AT 952-678 under mortar and small arms fire. Hospital Corpsman-3 Daniel J. BENNETT was fatally wounded by Viet Cong fire. Corpsman BENNETT was recommended for the Silver Star. (enclosure 3)

Aircraft of the Group transported Secretary of Defense MC NAMARA and his party on a tour of the Danang enclave. Other notables flown during the month included: Assistant Secretary of the Treasury REID, Under Secretary of Defense SHERIDAN; Chairman of the JCS, General WHEELER; COMUSMACV, General WESTMORELAND and other senior officers of all five branches of the armed services; CINCPACFLT, Vadm BLACKBURN; LtGen CONWAY, USA; LtGen DOLAND, USA; LtGen GOODPASTER, USA; LtGen MOORE, USAF; CG III MAF, MGen WALT; MGen OSMANSKI, USA; CG FMAW BGen MC MUTCHEON; BGen KARCH and BGen CARL.

During August Marine Aircraft Group 16 continued operations in support of the III MAF, 1st MAF, and ARVN I Corps units. A total of 44 pre-planned strikes were flown in the I Corps area.

On 7 August, MAG-16 helicopter, fixed wing elements and Infantry ARVN I Corps units participated in Operation "THUNDERBOLT", a joint Marine ARVN strike at suspected Viet Cong concentrations south of Chu Lai.

On 2 August, HMM-263 relieved HMM-365. HMM-365 had a total of seven months in Vietnam, and was subsequently awarded the CNO Safety Award, and recommended for the Commandant's Efficiency Trophy.

On the night of 12 - 13 August, twenty-four Group aircraft participated in Operation "MIDNIGHT", the first night helicopter assault in Vietnam. Artillery was used to prepare the landing zone as well as mask the sound of the assault wave. The helicopters landed with the aid of parachute flares, debarked the infantry and returned to Danang without encountering resistance. (see enclosures 4 and 5)

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On 18 August, aircraft of the Group took part in a major battle employing the vertical envelopment concept. Operation "STARLIGHT" also involved Marine Infantry, fixed wing elements and ARVN units. Following the initial assault, resistance stiffened, as an estimated Viet Cong regiment was encountered. UH-34D's and UH-1E's received numerous hits while evacuating wounded and resupplying troops during the operation. One UH-34D was completely disabled by enemy fire and was landed just prior to becoming totally uncontrollable. The pilot, administered first-aid to a badly wounded crewman until the crew was evacuated by other UH-34D's. The aircraft was destroyed intentionally due to the irreparable damage. A UH-1E was forced to land as a result of ground fire damage, but was repaired in the field and flown to safety. The pilot, Major Donald REILLY had two additional UH-1E's disabled by hostile fire. He was prevented from returning to the battle a fourth time by lack of available UH-1E's. He was recommended for the Distinguished Flying Cross. Group aircraft continued med-evac and resupply missions on a twenty-four hour basis until completion of the operation when Marine infantry units were withdrawn by helicopter to the Chu Lai area. The operation resulted in over five hundred Viet Cong killed and approximately one hundred confirmed or suspected Viet Cong prisoners. (enclosures 6 and 7)

During the month of August the Group Commander issued instructions to prepare for a movement to Marble Mountain, MCAF. Planning began immediately. On 14 August, MABS-16 installed a water purification system at the Monkey Mountain Water Point (a natural spring with approximately a 400 GPM flow). The 15th of August equipment was staged and certain items of heavy construction were relocated in the Marble Mountain Airfield area. The 16th of August the first echelon of MABS-16 moved to the Marble Mountain Airfield. Construction began immediately upon arrival and by nightfall the galley and carpenter shop, (both permanent construction), plus mess hall and first strongback tent for living area were 80% completed. During the week that followed, the MABS-16 working and living spaces were constructed and all was made ready for the arrival of the lumber for the construction of the Marble Mountain Airfield, cantonment. On the afternoon of 22 August the See Bees (Company "D") arrived with the first load of lumber, and construction began. By 31 August, the first block of 60 strongback tents were completed. In addition, shower units, heads, reefers, galley extensions, ice house and electrical systems were built and installed. The See Bee Construction Company laid one service road into the area. HMM-261 moved into Marble Mountain Airfield and began operations on 25 August 1965.

The Group Chaplain was instrumented in a local goodwill program whereby three hundred bags of wheat were delivered to Vietnamese residents of a village near Tra Kieu in Quang Ngai Province. The village includes an Orphanage, Home for the Aged and a Refugee Camp, housing over eleven hundred who have fled the Viet Cong.

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Distinguished visitors transported during the month of August included:
Gen WESTMORELAND, USA, COMUSMACV; BGen THI, ARVN CG I Corps; Adm
SANANG NISALAK, RTN; LtGen KRULAK, CG FMFPAC; VAdm JOHNSON, USN; LtGen
THROCKMORTON, USA; MGen WALT, CG III MAF; MGen FIELDS, CG 1st MARDIV;
BGen MC CUTCHEON, CG FMAW; BGen KARCH ASS'T CG, 3rd MARDIV and RAdm's
BROWN, HOOPER, HULL and WELHAM, USN.



O. A. HOUSE
By direction

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PART I
ORGANIZATIONAL DATA

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Part I - Organizational Data

MAG-16 (-), Danang, Republic of South Vietnam

Period Covered - 1 July 1965 thru 31 August 1965

Task Organizations:

H&MS-16 (-), Danang Vietnam (1 July - 31 August)

MABS-16, Danang Vietnam (1 July - 31 August)

VMO-2 (-), Danang Vietnam (1 July - 31 August)

HMM-161, Hue Phu Bai Vietnam (1 July - 31 August)
Detachment # 1, Qui Nhon Vietnam (8 July - 31 August)

HMM-163, SLF (1 July - 31 August)

HMM-261, Danang Vietnam (1 July - 31 August)

HMM-361, Danang Vietnam (1 - 31 August)

HMM-365, Danang Vietnam (1 - 30 July)

Command Rank Composure:

<u>Billet</u>	<u>Name/Rank</u>
CO, MAG-16 (-)	J. H. KING, JR. (1 July - 7 August) Colonel
CO, MAG-16 (-)	T. J. O'CONNOR (8 - 31 August) Colonel
XO, MAG-16 (-)	L. R. TUCKER, LtCol
Adjutant	P. M. PULETZ, Capt
S-1 Officer	A. M. PATSKO, CWO-4
S-2 Officer	C. K. BRESLAUER (1 July - 8 August) Capt
S-2 Officer	L. D. GLENN (9 - 31 August) 1stLt
S-3 Officer	J. L. DAVIS (1 - 30 July) LtCol
S-3 Officer	R. D. FOSTER (1 - 7 August) Major
S-3 Officer	C. A. HOUSE (8 - 31 August) LtCol
S-4 Officer	R. J. EITEL, Major
CO, H&MS-16 (-)	J. J. MC MASTERS, Major
CO, MABS-16	T. E. VERNON, LtCol

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CO, VMO-2 (-) G. F. BAUMAN, LtCol
 CO, HMM-161 G. W. MORRISON, LtCol
 CO, HMM-163 N. G. EWERS, LtCol
 CO, HMM-261 M. B. PORTER, LtCol
 CO, HMM-361 L. F. CHILDRESS, LtCol
 CO, HMM-365 J. KOLER, JR. LtCol

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Average Monthly Strengths (July and August)

<u>Squadron</u>	<u>July</u>				<u>August</u>			
	<u>USMC</u>		<u>NAVY</u>		<u>USMC</u>		<u>NAVY</u>	
	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
H&MS-16(-)	25	168	0	0	25	168	0	0
MABS-16	9	228	3	7	9	247	3	5
VMO-2 (-)	29	115	0	0	32	123	0	0
HMM-161	46	166	1	3	47	171	1	3
HMM-163	-	-	-	-	54	172	1	2
HMM-261	56	181	1	2	56	181	1	3
HMM-361	10	19	1	1	57	179	1	3
HMM-365	54	168	1	3	-	-	-	-
MAG-16 (-)	229	1145	7	16	282	1282	7	16

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PART II
SIGNIFICANT EVENTS

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CIVIL AFFAIRS

Period 1 July - 31 August 1965

During the months of July and August MAG-16 (-) Chaplains, in cooperation with other FMAW Chaplains delivered clothing and other materials necessary for living comforts to the World Wide Evangelization Crusade Orphanage and the Christian Missionary Alliance Compound.

On two August transportation to the village of Hoi An in Quang Ngai Province was arranged by Chaplain LECKY through MAG-16 S-3 for Miss Nancy COSTILLO, Missionary, and her protege Montenand.

One hundred pounds of clothing were delivered on 3 August to the World Wide Evangelization Orphanage, Danang East. This clothing was donated by the enlisted men of the Utilities Section, MABS-16.

On 14 August Chaplain P. TOLAND was responsible for the delivery of 15 tons of food from the Catholic Relief Society to the village of Tra Kieu in Hoi An Province.

On 17 August 200 dolls were distributed to children of the Sacred Heart Roman Catholic Orphanage, Danang, and World Wide Evangelization Crusade Orphanage, Danang East. This distribution was made in conjunction with other FMAW Chaplains.

Close contact and liaison between MAG-16 Chaplains and Roman Catholic, Protestant and Buddhist leaders in Danang was established during this reporting period.

On 25 August, Lt RAULSTON, USN(MC) of HMM-161, treated 25 people for scalp infections in the town of Dong Da, and an artificial leg was made by HMM-161's Metal Shop for a woman in Duc Anh Kim Orphanage. 250 Mattel dolls and various clothing collected by the wives of the SNCO's in 161 were given to the children of Duc Anh Kim Orphanage in Hue.

On 29 August Chaplain TOLAND celebrated Mass at St. Joseph's Catholic Church, Danang for 1,400 worshippers. Rosaries and medals were given to the congregation. 15,000 ~~piasters~~ were distributed to 30 recently bereaved families. 150 dollars were presented to children of these families.

Vietnamese language classes were begun by Chaplain TOLAND with registration being held 10 August 1965. Classes are held on Tuesdays and Thursdays at 1900 in the MAG-16 (-) Chapel. Average attendance has been about 30 personnel.

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MORALE AND WELFARE PROGRAMS

Period 1 July - 31 August 1965

Instruction and informal classes are continuing to be stressed by this command on the vital topics of current events, particularly the United States position in South East Asia and the progress of our own commitment to the people of South Vietnam.

Moral and Religious programs conducted by MAG-16 (-) Chaplains are as follows:

Roman Catholic. Daily Mass is held at 1700 in the Chapel with confessions immediately preceding. Two Masses are held each Sunday in the Chapel at 0800 and 1100. Due to the fact that a portion of MAG-16 (-) personnel are now located at Marble Mountain Air Field, a Sunday Mass is also being said there. Personal counseling and religious instructions are held by appointment.

Protestant Worship is held on Sunday in the MAG-16 (-) Chapel at 0930. An 0815 service has been established for the personnel at Marble Mountain Air Field. A discussion group meeting is held in the Chapel at 1830 on Wednesday, and a Choir rehearsal is held at 1900 on Friday. Personal counseling and instruction is by appointment.

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PUBLIC INFORMATION

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Period 1 July - 31 August 1965.

Aircraft of this command have carried journalists and reporters to various areas of operations during this reporting period.

A feature story on VMO-2 was planned by "LEATHERNECK" Magazine, whose representatives accompanied a UH-1E aircraft on a typical combat mission, photographing them in the attack for possible use as a cover picture.

UPI Reported Bob MILLER visited the Hue Phu Bai area from 23 - 25 August, covering various aspects of HMM-161's role as an Operating Helicopter Squadron in Vietnam.

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CASUALTIES

Period 1 July - 31 August 1965.

Killed in Action

<u>Name</u>	<u>Rank/SerNo</u>	<u>Date of Incident</u>
BENNET, D. J.	HM-3/5943086	17 July 1965

Wounded in Action

REESE, C. E.	Major/063327	12 July 1965 (*)
MYATT, R. D.	1stLt/088389	18 August 1965 (*)
SANDERS, W. L.	1stLt/085068	18 August 1965 (*)
KENDALL, S. O.	1stLt/085049	18 August 1965 (*)
SLOWEY, K. L.	1stLt/087648	18 August 1965
MIELKE, D. D.	SSgt/1064874	18 August 1965 (*)
HOWARD, R. G.	Cpl/1952617	2 July 1965
ELY, R. E.	LCpl/2029522	18 August 1965 (*)
CLOUSE, J. R.	LCpl/2060906	18 August 1965 (*)
WORRELL, J. D.	PFC/2006383	12 July 1965

(*) Casualties evacuated to Clark AFB Hospital, Phillipines. Others treated locally and returned to duty.

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~~SECRET~~INTELLIGENCE

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Period 1 July - 31 August 1965.

The Intelligence Section(s) of this command participated in the daily dissemination of intelligence matters relating to helicopter operations in support of the assigned mission of MAG-16 (-) which included :

- a. Landing Zone Analysis
 - (1) Enemy ground defenses
 - (2) AA weapons reported of fire encountered
 - (3) AA, Automatic and small arms fire previously encountered.
- b. Hostile fire or limiting factors on approach and retirement routes.
- c. Daily enemy Order of Battle dissemination.

Collection, evaluation and dissemination of intelligence matters used in Operations "STARLIGHT" and "MIDNIGHT" gave all units a complete and understanding of the enemy situation.

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AIR OPERATIONS STATISTICS

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Period 1 July - 31 August 1965.

July Totals

<u>VMO-2</u>	<u>O-1B</u>	<u>UH-1E</u>	<u>HMM-161</u>	<u>UH-34D</u>
Pax	1	43	Pax	10,735
Sorties	256	86	Sorties	3,664
Cargo	0	0	Cargo	509,965 lbs
Hours	115.9	457.9	Hours	922.8
Med Evacs	0	0	Med Evacs	31
Hits	3	1	Hits	1
<u>HMM-261</u>	<u>UH-34D</u>		<u>HMM-365</u>	<u>UH-34D</u>
Pax	14,034		Pax	16,233
Sorties	4,676		Sorties	7,537
Cargo	1,208,669 lbs		Cargo	747,852 lbs
Hours	1,841.1		Hours	1,218.9
Med Evacs	156		Med Evacs	405
Hits	23		Hits	2

-July-Total (All Squadrons)-July-

Pax	41,047
Sorties	16,219
Cargo	2,466,486 lbs
Hours	4,556.6
Med Evacs	592
Hits	30

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August Totals

<u>VMO-2</u>	<u>O-1B</u>	<u>UH-1E</u>	<u>HMM-161</u>	<u>UH-34D</u>
Pax	0	7	Pax	6,582
Sorties	102	403	Sorties	3,330
Cargo	0	0	Cargo	782,375 lbs
Hours	217.2	510.3	Hours	982.5
Med Evacs	0	0	Med Evacs	24
Hits	0	7	Hits	3
<u>HMM-261</u>	<u>UH-34D</u>		<u>HMM-361</u>	<u>UH-34D</u>
Pax	12,058		Pax	11,815
Sorties	4,644		Sorties	8,330
Cargo	1,173,247 lbs		Cargo	614,164 lbs
Hours	1,816.2		Hours	2,069.3
Med Evacs	78		Med Evacs	187
Hits	9		Hits	156

<u>-August-Total (All Squadrons)-August-</u>	<u>Total July and August</u>		
Pax	30,462	Pax	71,508
Sorties	16,809	Sorties	33,025
Cargo	2,569,786 lbs	Cargo	5,036,272 lbs
Hours	5,595.5	Hours	10,152.1
Med Evacs	289	Med Evacs	881
Hits	175	Hits	205

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GROUND DEFENSE

Period 1 July - 31 August.

In the defense of the 1st MAW Compound, H&MS-16 (-) has the mission of defending the West Wall. In various alerts during the months of July and August H&MS-16 (-) demonstrated their ability to man the wall quickly and effectively.

HMM-161 at Hue Phu Bai continued a squadron perimeter guard in the immediate area of the airfield. Limited incidents occurred during the reporting period which included attempted probes by person(s) unknown.

The MABS-16 (-) Security Section, comprising of 20 men from various sections of MABS-16 provided security during the hours of darkness at Marble Mountain Airfield. HMM-261 augmented the security group with 30 men upon arrival at Marble Mountain Airfield. During the reporting period small probes were attempted by what appeared to be groups of one, to four person (unknown) in various places around the perimeter of the cantonment. No casualties reported.

All other squadrons provided both Flight Line and Interior Guards for their own respective units.

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COMMAND AND CONTROL

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Period 1 July - 31 August 1965.

1 August 1965 - HMM-365 previously based in Danang RVN, changed location to MCAF Futema, Okinawa and HMM-361 based at Futema changed location to Danang RVN.

Command and Control were established at the Marble Mountain Airfield on 16 August 1965. (See enclosure 6 (Movement Order 1-65))

The psywar public address system was used on 29 August 1965 by a Marine Company commander being utilized from a UH-1E of VMO-2. Broadcasting from a position above them, he repositioned the entire unit in an area 1500 meters from where they had been, putting them in a better location to participate in a sweep of a village.

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NBC WARFARE

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Period 1 July - 31 August 1965.

All NBC work has consisted of chemical defoliation around the perimeter of Danang Air Base. The entire perimeter of the Air Base has been cleared with the assistance of personnel of 2/9.

All NBC equipment currently held by H&MS-16 (-) has been inspected and found to be in sufficient quantity and in serviceable condition.

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LOGISTICS/SUPPLY

Period 1 July - 31 August 1965.

Logistic support of all organic units continues. Sources of supply remain the same. MABS-16 displaced Command Post from Danang Air Base to the newly constructed Air Facility at Danang East (Marble Mountain). The facility is in the early stages of construction. Mobile Construction Battalion 9 with the assistance of MABS-16 are constructing a cantonment area and working spaces. Units of MAG-16 are phasing to Danang East as facilities become available. HMM-261 has displaced Command Post to Marble Mountain Air Base and is currently operational. A detachment of six (6) CH-37's from HMM-462 joined MAG-16 permanently. The advance echelon of Marine Tactical Control Unit 68 reported aboard. The complete unit is expected in the near future.

The Marine Corps Supply formal account which was in Futema, Okinawa shifted to Danang during the month of August.

MAG-16 (Rear) loaded aboard LST 1168 WEXFORD COUNTY on 30 August 1965 at Naha, Okinawa. They are expected to arrive in Danang on or about 12 September 1965. They will be phased into Danang upon their arrival.

COMMUNICATIONS

Period 1 July - 31 August 1965.

The primary task of MAG-16 Communications Section was to incorporate the newly arriving squadrons into the existing communications system.

During the reporting period MAG-16 has experienced the transplacement of various squadrons and the relocation of some of these squadrons to Marble Mountain Air Base.

Establishing communications with the transplacing squadrons posed little difficulty. To maintain communications with those units located at Marble Mountain Airfield, namely HMM-261, MABS-16 and DET of 462, a TRC-27 radio relay system was established. To insure 24 hour communications with these seperated units a "back up" system in the form of a phone patch was established. The TRC-27 provided approximately 70-80% reliability. During thid 20-30% down time the "back up" phone patch system was employed.

Repair and maintenance has been operating at a ratio to the influx of requested parts.

The Comm Center of MAG-16 has been maintained by a three man unit. The additional personnel have been utilized in allievating the burden of the under-manned Wing Comm Center.

Overall communications during this period has been good considering the over-loading of requirements to the wire, radio and message center sections. All sections are working with maximum effort and efficiency although undermanned and in many instances ill-equipped.

EXTRACT OF VMO-2 COMMAND DIARY (JULY)

On 6 July, a UH-1E returning from an armed escort mission experienced engine trouble and was forced to make an autorotation landing south of Hoi An. The pilot was able to set the aircraft down on an island on the river, and all personnel were safely evacuated. A rescue team flown in by UH-1E to repair the aircraft came under fire from the bank of the river, but managed to provide its own security until it could strip the aircraft of removable gear. Marine infantry units were then flown in by UH-34D, and squadron aircraft acted as TAC(A) for Army UH-1B's and A-4C's suppressing Viet Cong fire from the area south of the river, providing protection while maintenance personnel partially dismantled the downed aircraft which was lifted back to danang by an Army H-37.

Enclosure (1)

7:EMP:efb
1650

FIRST ENDORSEMENT on CO HQ-365 ltr JK:sh over 1650 of 14p.

From: Commanding Officer, Marine Aircraft Group 16 (-)
To: Commanding General, Fleet Marine Force, Pacific
Via: Commanding General, First Marine Aircraft Wing

Subj: Bronze Star Medal; recommendation for, case of Hospital 114
Daniel J. BENNETT 5943056/0106 United States Navy
1. Forwarded recommending approval.

J. H. KING JR.

enc (2)

ENCLOSURE (2)

MARINE MEDIUM HELICOPTER SQUADRON 365
 Marine Aircraft Group 16 (-)
 1st Marine Aircraft Wing, MAF, Vietnam
 -APO, San Francisco, 94031

1000
 2072
 16 July 1969

From: Commanding Officer
 To: Commanding General, West Marine Force, Pacific
 Via: (1) Commanding Officer, Marine Aircraft Group 16 (-)
 (2) Commanding General, West Marine Aircraft Wing
 Subj: Bronze Star Medal; recommendation for, case of Hospital Man 3
 Daniel J. DENWART 5943006/8406 United States Navy
 Ref: (a) SecNavInst P1650.10 (Navy and Marine Corps Awards and Medals)
 (b) MAFPasO 1650.2

Encls: (1) Proposed Citation

1. In accordance with the provisions of references (a) and (b), it is recommended that Hospital Man 3 Daniel J. DENWART, 5943006, United States Navy, attached to Marine Medium Helicopter Squadron 365, be awarded the Bronze Star Medal for heroic achievement.

2. On 12 July 1969, Hospital Man 3 DENWART, while serving as a Corporal of Marine Medium Helicopter Squadron 365, in the Republic of Vietnam, participated in an emergency medical evacuation and troop withdrawal of an isolated United States Marine patrol that had been ambushed and surrounded at night. The patrol initially requested medical evacuation for three wounded and one dead. Due to heavy enemy fire and the superior numerical strength of the enemy the request was denied. The patrol, the land of care, augmented by the West Wing, was then crossfire from three automatic weapons and virtually neutralized by heavy enemy ground fire, intense conditions in that area, and lack of visibility due to darkness. Corporal DENWART remained at his post, tending the wounded and the aircraft, tending their wounds and providing for their comfort. The high degree of professionalism and courage of Corporal DENWART played a vital role in the accomplishment of this mission.

3. The facts as contained in the proposed citation are given in detail to me.

4. DENWART has been recommended for an Air Medal (2nd time) and 69 MAFPasO 1650.2072 cited over 14.9 and 14.9/69 and 14.9/69 for the Bronze Star Medal.

ENCLOSURE (2)

JH:rh
1650
14 July 1965

5. The estimated date of detachment from present assignment is August 1965.

6. Additional recommendations for the Distinguished Flying Cross are being submitted on Major Simon J. KITTLEH USMC, Captain John R. WILKINSON USMC, First Lieutenant Harold T. BARRACLOUGH USMC, First Lieutenant Robert B. McBRATH USMC, First Lieutenant RICHARD H. LUTHER, and Chief Sergeant Office. #2 William W. BAKER USMC; for the Green Star Medal on Staff Sergeant Richard E. DAVIS USMC, Sergeant Paul G. [unclear] USMC and Corporal Edward M. CHRISTENSEN USMC; for the Army Commendation Medal on Lance Corporal Kenneth L. BALZER USMC, Private First Class Bernard D. ABBOTT USMC and Private First Class Richard M. CHRISTENSEN USMC.

J. KOEHL JR.

ENCLOSURE (2)

DECLASSIFIED



ENCLOSURE 20-101

DECLASSIFIED

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OFFICIAL
U. S. MARINE CORPS
PHOTOGRAPH

INFORMATIONAL SERVICES OFFICE
1st MARINE AIRCRAFT WING/
MARINE JUT VIET NAM
FPO, SAN FRANCISCO, CALIF. 96601

NUMBER

M. W. V. N. 2-253-65

DATE

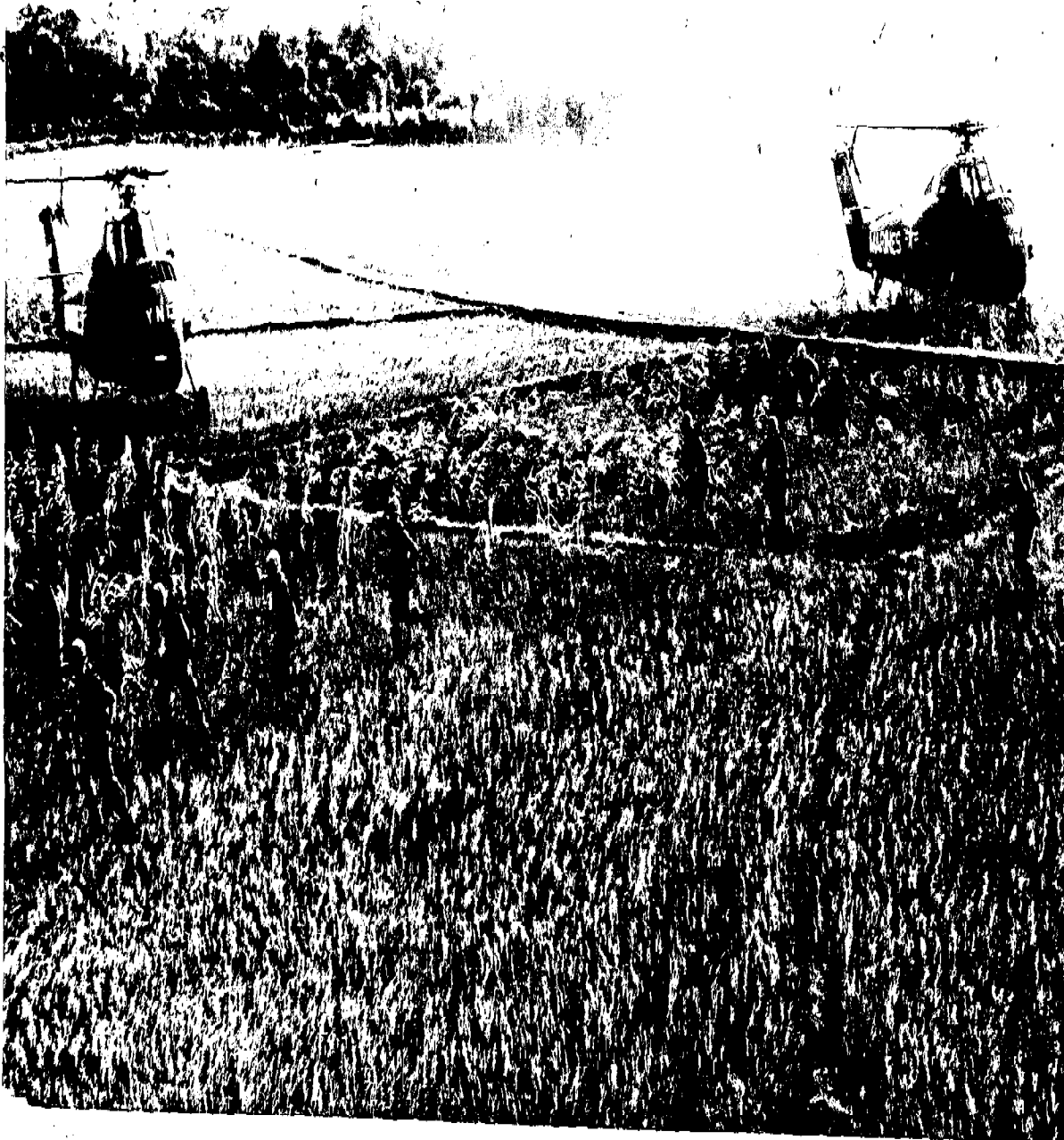
18 AUG 1965

PHOTOGRAPH BY

Sgt. R. W. Savell, Jr.

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ENCLOSURE (2)

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U. S. MARINE CORPS
PHOTOGRAPH

INFORMATIONAL SERVICES OFFICE
1st MARINE AIRCRAFT WING/
MARINE UNIT VIET NAM
APO, SAN FRANCISCO, CALIF. 96601

NUMBER MAW VN 4-253-65
18 AUG 1965

DATE _____

PHOTOGRAPH BY SSgt. R. W. Savatt, Jr.

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PHOTOGRAPH

INFORMATIONAL SERVICES OFFICE
1st MARINE AIRCRAFT WING/
MARINE UNIT VIET NAM
FPO, SAN FRANCISCO, CALIF. 96601

NUMBER MAW VN 1-249-65

DATE 13 AUG 1965

PHOTOG SSgt. R. W. Savall, Jr.

DECLASSIFIED

PROPOSED SITUATION

The President of the United States takes pleasure in presenting
the **BRONZE STAR MEDAL** to

Hospital Man 3 Daniel J. BENNETT, United States Navy

for services as set forth in the following

PROPOSED SITUATION:

On or 13 July 1968, Hospital Man 3 BENNETT, while serving as a
Corporal of Marine Helicopter Squadron 366, in the Republic of
Vietnam, participated in an emergency medical evacuation and troop
withdrawal of an isolated United States Marine patrol that had been
ambushed and surrounded at night. The patrol initially requested medical
evacuation for three wounded and one dead. Due to heavy automatic weapons
fire and superior numerical strength of the enemy the request was changed
to withdraw the patrol. The landing zone, surrounded by the Viet Cong, was
under a crossfire from three automatic weapons and virtually impassable. In
spite of heavy enemy ground fire, unknown conditions in the landing zone
and lack of visibility due to darkness, Corporal BENNETT remained at his
post assisting the wounded into the aircraft, tending their wounds and
providing for their comfort. The high degree of professional and
courage displayed by Corporal BENNETT played a vital role in the accomplishment
of this action.

For the President

Secretary of the Navy

ENCLOSURE (2)

71AMP/cfb
1650
26 July 1965

FINAL ENDORSEMENT on CO HQM-365 ltr JKirsch over 1650 of 21 Jul 1965

From: Commanding Officer, Marine Aircraft Group 16 (-)
To: Commanding General, Fleet Marine Force, Pacific
Via: Commanding General, First Marine Aircraft Wing (Mar)

Subj: Silver Star Medal Posthumously, recommendation for; case of
Hospitalman Third Daniel J. BENNETT 5943086/8404 U. S. Navy

1. Forwarded recommending approval.

J. H. KING JR.

ENCLOSURE (3)

enc (3)

Marine Aircraft Group 16 (a)
1st Marine Aircraft Wing, MAFW
770 San Francisco 96601

JKirsh
1690
21 July 1969

From: Commanding Officer
To: Commanding General, Fleet Marine Force, Pacific
Via: (1) Commanding Officer, Marine Aircraft Group 16 (a)
(2) Commanding General, 1st Marine Aircraft Wing

Subj: Silver Star Medal Posthumously, recommendation for; case of
Hospitalman Third Daniel J. BENNETT 5043006 USN

Ref: (a) Section 11650.1C (Navy and Marine Corps Awards Manual)
(b) RIFSec 1650.1

Encl: (1) Proposed Citation

1. In accordance with the provisions of references (a) and (b), it is recommended that Hospitalman Third Daniel J. BENNETT 5043006 U. S. Navy, attached to Marine Medium Helicopter Squadron 365, be awarded the Silver Star Medal Posthumously for heroic achievement.

2. On the afternoon of 17 July 1967 Navy Hospital Corpsman 3rd Class BENNETT while serving with Marine Medium Helicopter Squadron 365, in the Republic of Vietnam participated in a medical evacuation flight of wounded United States Marine personnel. The landing zone was under fire from the insurgent communist guerrillas and in spite of the danger Corpsman BENNETT voluntarily left his aircraft to assist in aiding and loading of the wounded. After seeing the wounded safely aboard the aircraft, Corpsman BENNETT climbed aboard himself. While loading the wounded and preparing for the take-off he was hit and fatally wounded. His degree of courage, motivation and professional skill set an example for all of his contemporaries.

3. The facts as contained in the proposed citation are personally known to me.

4. Hospitalman Third BENNETT has been recommended for an Air Medal (1st Award) by CO 1204345 Itr JKirsh over 1690 dtd 14Jun69, an Air Medal Posthumously (2nd Award) by CO 1204345 Itr JKirsh over 1690 dtd 21Jul69, the Navy Expedition Medal Posthumously by CO 1204345 Itr JKirsh over 1690 dtd 10Jul69, the Bronze Star Medal by CO 1204345 Itr JKirsh over 1690 dtd 11Jul69 and has received the Armed Forces Expeditionary Medal.

ENCLOSURE (3)

JK:mb
1480
21 July 1968

3. Medalist Earl BENNETT died from a wound received in action on 17 July 1968. His next of kin, Harry H. BENNETT (Father) resides at 202 S. Spalding Dr., Beverly Hills, California.

4. The Silver Star Medal is being submitted on Staff Sergeant Jack Bruce Floyd WILLIAMS 119379 U. S. Marine Corps.

J. KOLB JR.

ENCLOSURE (3)

The President of the United States takes pride in presenting
 the Medal of Honor posthumously to Hospitalman Third Daniel J.
 Bennett, U. S. Navy

for services as set forth in the following

PROPOSED CITATION:

"For extraordinary heroism as medical corpsman while serving with Marine Medium Helicopter Squadron 365 in the Republic of Vietnam. On 17 July 1965, Corpsman BENNETT was assigned as part of the aircraft crew for a medical evacuation mission of wounded United States Marine and Navy personnel. The landing zone was under heavy fire from the insurgent communist guerrilla forces. The danger was so great that the forces in the zone remained in cover as the aircraft landed. In spite of the danger and at the risk of his own life Corpsman BENNETT departed the aircraft and assisted the wounded into the aircraft. After loading the wounded safely, Corpsman BENNETT climbed aboard. As he tended the wounded, the aircraft took-off and he was hit and fatally wounded. Corpsman BENNETT's high degree of courage, intense motivation and professional skill set an example for all of his comrades to follow. He sacrificed his life that others might live. Corpsman BENNETT's selfless devotion to duty was in keeping with the highest traditions and reflect the utmost credit upon the United States Naval Service."

For the President

Secretary of the Navy

ENCLOSURE (3)

UNCLASSIFIED

OPERATION MIDNIGHT

1. Operation Midnight was a night helicopter lift of 245 troops from Danang, RVN, to two landing zones located in the Ca De Song River Valley (Elephant Valley) on the night of 12-13 August 1965.
2. Participating Ground Units:
 Foxtrot Co., 2nd Bn, 3d Marines
 Platoon, Hotel Co., 2nd Bn, 3d Marines
 HQ Elements, 2nd Bn, 3d Marines
3. Participating Aviation Units:
 HMM-361 14 UH-34D
 HMM-261 6 UH-34D
 VMO-2 4 UH-1E (armed)
 311th Commando Squadron, USAF 1 C-123 Flare Plane
4. Purpose.
 To block and cut-off VC who reportedly enter the village about 1900 and depart about 0500 daily.
5. Concept.
 To utilize the element of surprise of an unexpected night heliborne landing; to mask the sound of approaching helicopters by an artillery preparation; to use air dropped flares to permit safe helicopter operations in a mountain valley.
6. Statistics.

Troops lifted:	245
Aircraft involved:	25
North LZ Coordinates:	850-860
South LZ Coordinates:	857-848
L-Hour:	2400
TAC(A):	Deadlock 1-0
No. of flares used:	136
Type of flare:	Mark 26, Mod. 24
Loading zone:	Grass area, Danang Airfield
7. Enemy Situation.
 It was believed that not more than 50 VC operate in and out of the villages concerned.
8. Planning Phase.
 - a. The S-3 of 2nd Bn, 3d Marines presented the problem to the Commanding Officer, HMM-361, approximately one week prior to the desired date of execution. It was determined that a night helicopter operation as proposed was feasible under favorable conditions of weather and moonlight. It was also decided that, in order to operate helicopters in the mountain valley, it should be conducted under flare light. Based on the estimated number of troops and equipment involved, and the desired load

ENCLOSURE ⁴(4)

UNCLASSIFIED

per aircraft of seven troops or the equivalent, the number of transport helicopters required was determined to be 20. Another consideration was that, in case resistance should be encountered, the number of round trips per aircraft should not exceed two.

b. In addition to the first meeting between the battalion S-3 and C.O. of the helicopter squadron, there were two planning conferences of representatives of participating units. The final planning conference was conducted the day prior to the date of execution.

c. The aviation planning consisted of the following:

(1) Flight formation: The UH-34D helicopters were organized into two flights of 10 aircraft each. The pattern of the formation within each flight was a staggered column of two-plane sections in an attempt to reduce the hazards of night formation flying.

(2) An aircraft spotting diagram was prepared providing for specific location of each aircraft; one light was placed in a position to mark the right wheel spot for each section lead aircraft. The light also served to organize the troops into heli-teams and to facilitate loading of troops. A meeting of squadron loadmasters and troop commanders was conducted prior to forming the troops in the loading zones.

(3) A detailed time schedule was prepared from the time of arrival of troops in the loading area to the time of return of the last aircraft at the completion of the lift.

(4) A helicopter route diagram was prepared using three intermediate terrain features as check points. The terrain features were designated by Tacan radial and distance and one terrain feature (Dong Den) was marked by a flashing light provided by the 3d Marines outpost located thereon. The flashing light was rigged to the directional.

9. Execution.

a. The preliminaries proceeded exactly as scheduled. At the completion of the pilots' briefing, about 2300, the weather was observed to have deteriorated. The local weather office reported the existing weather as 8/10 to 9/10 cloud coverage, strato-cumulus, with base of clouds at 1900 feet and thin spots in the overcast. This caused some concern because a ceiling of at least 3000 feet was required for the helicopters and a ceiling of 5000 feet was required for the flare plane.

b. The first and second waves of UH-34D's were airborne on schedule at 2347 and 2350, receiving a time check and weather report from the flare plane immediately thereafter. The flight encountered clouds at 1500 feet and was forced to make a 360 degree climbing turn to the south of course in order to get on top of the cloud layer at 3000 feet. As prearranged, the flight leader notified the flare plane of the four minute delay. The flight reported over the first fix using the Tacan

radial and distance. Approaching the second fix, the flight leader saw the flashing red light at Dong Den and provided the flare plane warnings at 3 minutes, 1 minute, and 30 seconds. When the first wave was abeam Dong Den, the flare plane commenced the flare drops. Prior to the ignition of the first flare, the hills and the river were vaguely visible below. The first string of flares appeared to be ragged in alignment; some ignited well below 2000 feet; and the drops were directly over the valley and the landing zones rather than along the northern edge of the valley as planned. The brilliance of the flares was good, although not as bright as expected. There was no blinding effect from looking directly at the flares. The flight leader had picked a paddy as intended landing point; however, at about 1000 feet altitude in the approach, one flare appeared directly ahead and above, seemed to be drifting left to right instead of right to left as predicted. Therefore, a turn to the left side of the LZ was made during the final approach to avoid the flare. The first wave landed in the north LZ because of the ample flare light. However, the predetermined departure heading of 135 degrees was valuable to ensure avoidance of a 750 foot hill.

c. The third wave (10 A/C) loaded troops in exactly two minutes as predicted and was airborne on schedule (the lost three minutes were made up on the return trip). The fourth wave was also on schedule. The second trip into the area was not hampered by the clouds. The flare plane asked for time estimates again which were provided and the string of flares was dropped just a mile or more ahead of the lead helicopter. This flare drop was over the northern edge of the valley as originally planned. The light was excellent and there were no flares dropping into the LZ. Just prior to take-off from the LZ, the flight leader observed a 20 to 30 foot defoliated tree directly ahead which had not been seen during landing. The last aircraft of the fourth wave was clear of the zone at 0032. The time lapse between the first wave of troops and the last wave was 28 minutes. All aircraft were backed at home field by 0040. No aircraft were damaged and there was no instances of difficulty reported.

COMBAT INFORMATION BUREAU
 ALL ARMS AMBUSHING FORCE AND NAVAL COMPONENT COMMAND
 MILITARY ASSISTANCE COMMAND, VIETNAM
 C/O PPO, SAN FRANCISCO
 CALIFORNIA 94601

Release No. 429-65 Photo No. 1-249-65
 By: MSgt. Mel Jones
 (PMAW Release No. X-193-65)

Da Nang Press Center
 Da Nang, Vietnam
 Tel: Falcon 6259

historic heli-lift

FOR IMMEDIATE RELEASE

DA NANG, Vietnam, Aug. 15 — America's first night helicopter assault took place on Friday the 13th beneath the zenith of a full moon at the witching hour. But right there ends any similarity between superstition and Operation Midnight.

To the 96 helicopter crewmen who flew the historic mission and the staff officers who planned it, the lift which hit two landing zones (LZs) at three minutes past midnight, Aug. 13, was a calculated set of statistics. A deviation from the datum could have stamped the first night assault heli-lift into history as a fiasco.

It wasn't. It was, instead, many other nouns.

~~It was necessary because combat helicopter operations have come to~~
 that point in evolution.

It was dangerous because, although the pilots had flown night exercises back in the States and two-plane medical evacuations here, there were the elements of massed flight and enemy opposition. Who could forecast whether or not — or how much — stepped up adrenalin would affect a steady hand at the controls? Or, worse, if one coordinating microphone should go dead, throwing the whole lift off kilter?

-more-

ENCLOSURE (5)

historic heli-lift 2-2-2-2-2-2-2

It was eerie because the light of a full moon mantled everything in pale cream which was speckled with bright red and green and harsh white. The red glowed up from night-light instrument panels and seemed to soak into the features of pilots and co-pilots. Outside their planes, red and green running lights winked to give other pilots interval bearings in flight. And the continuous rain of million-plus candlepower flares around the LZs suffused trees, bushes, houses and people into white-reflected images.

The lift was many things, but most of all, it was successful.

The idea came from Maj. Marc A. Moore, of Carlsbad, Calif., and Dallas, Tex., who is assigned to the 2nd Bn.'s operations section. There had been recurring reports of 50 or more Viet Cong moving into two villages 10 miles northwest of Da Nang. The VC spent the nights in the hamlets, leaving before dawn.

A heli-borne assault late at night should trap them.

Thus Operation Midnight was conceived.

This is the way it unfolded:

"H" Co. of the Third Marines, augmented by a platoon from "F" Co., was tapped to carry out the three-day operation. Faces blackened, the men were trucked to Da Nang's 'copter flight line and, prior to 11:30 p.m., were divided into seven-man chopper "sticks" and lined up with the birds, sitting black and squat in the moon-cream.

Inside a tent 100 yards away, LtCol. Lloyd Childers (Santa Ana, Calif.) briefed the flight crews. "You have the dubious distinction," he said quietly, "of being the first men to fly a nighttime combat helicopter strike."

-more-

ENCLOSURE (5)

historic heli-lift -3-3-3-3-3-3-3-3-3

It was dubious because, at that time and in that tent, the making of history was far from reality. What was real was the execution — the precision required to make the lift successful. The exhilaration, the impact of being first, came later, with shouts and back-pounding and the knowledge that none had died in potential mid-air collisions and that the ground troops had been set down exactly on target.

LtCol. Childers is skipper of Marine Medium Helicopter Squadron (HMM)-361. Sixteen of his UH34D troop-toters were used for the lift, with six others from HMM-261. So, it was the colonel's show. He had done most of the coordinating. He would call the signals... in person while on the ground and through a tactical air controller once airborne.

"Airborne" came 15 minutes before midnight. In waves of 10, the 'copters lifted off and formed into a staggered column of twos. The Landing Hour (L-Hour) was set for midnight, but clouds had moved in at 1500 feet over the field, and three minutes were lost while LtCol. Childers and his pilots behind him maneuvered to get above them. The time was made up by the second wave.

while the birds were enroute, Marine artillery pounded the terrain surrounding the LZs. Artillery in that area was not unusual, and the impacts masked the engine sounds of the approaching choppers.

Four minutes before touchdown, the arty was called off, and four armed "Huey" 'copters from Marine Observation Squadron (VMO)-2 roved over the landing zones. In one of them was Col. L. E. "Les" Brown, from Kailua, Hawaii. He is the 1st Marine Aircraft Wing operations officer and he was to say later, "We've still got to study night lifts, but now we have a springboard to concentrate on the full potential of night assaults."

-more-

ENCLOSURE (5)

historic helic-lift ~~-----~~

The Hueys were bait. They were to draw fire, if there was any, and squelch it with rockets and machine guns. But it was quiet because the VC were sleeping, so the tactical air controller radioed that the LZs were "sweet."

The first wave of troop-carriers was returning through a 2700-foot pass, only a minute from touchdown, when the call went to an Air Force transport to begin dropping flares. The plane had been tightly circling the LZ valley, and when the nod came, a pattern of parachute flares was dropped from 5000 feet and illuminated at 3000.

Elephant Valley, with the Ga Be River blossoming it, suddenly became an arena of unnatural white light, just as the first wave beamed out of the mountain pass and eased down into the milky artificial daylight.

The flares lit the 1,000-2,000-yard-wide valley like the nightlight in a bathroom. But it was difficult to judge precise altitude and some pilots had their crew chiefs leaning out of the planes, reading off Sivo's estimates. But all pilots set down so perfectly it was the operation's only anti-climax to the planning. None of the ground troops in either zone, which bracketed the river 1000 yards apart, were mislocated and the company-plus was able to link up almost immediately.

Within 40 minutes, every ground Marine was in place and beginning three days which netted two Viet Cong killed and 30 suspects detained, plus the capture of a VC rocket launcher, with two rounds, grenades and other items.

And every helicopter was parked back at Di Nang.

-MORE-

ENCLOSURE (5)

historic heli-lift -5-5-5-5-5-5

Then, men like Maj. Robert P. Guay, of New York City and Jacksonville, N. C., felt relieved enough to recount. The major was piloting the only bird which refused to start, so he, his crew and the seven Marine passengers practically broke Olympic records sprinting to a stand-by 'copter 50 yards away. They made it without upsetting the airborne departure and, once he was up, Maj. Guay radioed his co-pilot on the intercom: "Haven't run this test since high school. But I'll be damned if I was going to miss this one."

Which was exactly the feelings of every man involved in another night assault helicopter lift.

-USMC-

ENCLOSURE (5)

COMBAT INFORMATION BUREAU
 MARINE AMPHIBIOUS FORCE AND NAVAL COMPONENT COMMAND
 MILITARY ASSISTANCE COMMAND, VIETNAM
 c/o FPO, SAN FRANCISCO,
 CALIFORNIA, 96601

473-65 Photo No: 1,2,3-253-65
 MSgt. Mel Jones and LCpl. Bruce J. Barclay
 (FMAW Release #X-206-65)

Da Nang Press Center
 Da Nang, Vietnam
 Tel: Falcon 6259

starlight helicopters

FOR IMMEDIATE RELEASE

DA NANG, Vietnam, Aug. 23 -- Operation Starlight, which this week broke the spine of a Viet Cong regiment 12 miles south of Chu Lai, was the largest operation to date employing the Marine Corps doctrine of vertical envelopment.

Starlight showed how devastating a major vertical assault can be. The 1st Viet Cong Regiment, considered by the VC as one of its best, was decimated. There are 600 confirmed VC dead and, undoubtedly, many more will be uncovered from collapsed bunkers and caves when mop-up operations which began today are finished.

The entire flying strength of five helicopter squadrons was exerted in the battle. As the fighting raged, 'copters were diverted from other missions and radiced into assault landing points. From off shore, the birds of Marine Medium Helicopter Squadron (HMM)-163, rotoring from the USS Iwo Jima, sat down into lead-streaked fields beside their landlubber counterparts from Da Nang and Hue/Phu Bai.

Three squadrons were initially written into the assault: a 24-chopper task force from HMM-361 and 261 to carry the ground elements into position, and armed Huey 'copters and fixed-wing observation planes from Marine Observation Squadron (VMO)-2. The Hueys provided gun-escort service for the troop-carriers while the light fixed-wingers coordinated the air support.

That was the original plan. It was augmented.

-more-

ENCLOSURE (6)

starlight helicopter -2-2-2-2-2-2-2-2-2-2

The 500-plus Marines were lifted into three zones, each about a mile apart. The VC regiment was bottled between the heli-borne Marines and another battalion which had landed amphibiously on the opposite flank of the peninsula. There was only the South China Sea to escape into. One group of VC tried that, and naval gunfire and Marine jets massacred them.

The troop off-loads were practically unopposed. Then, the VC began to react. From hedgerows, from reinforced bunkers, from holes in the ground...the VC poured every ounce of lead they had at the Marines. Fourteen of HMM-361's 16 choppers were peppered almost immediately. The 'copters came down on request, with the VC often only 50 yards away and Marines firing point blank at the Viet Cong while wounded were hoisted aboard.

The next day, more help came...all the way from HMM-161, at that time more than 100 miles to the north. And every type of heli-borne support was made. Howtars, a cross between a mortar and cannon, were lifted externally to firing areas. Wounded were evacuated, food, ammunition and replacements brought in. Prisoners of war were ferried out by the choppers which had just dropped off Marine radio teams.

All up and down the four-mile front and throughout the perimeter of the battlefield, helicopters buzzed in and out like bees over a honeycomb. For the entire five days and four nights, the choppers gave ground forces instantaneous air service.

The choppers were bloodied, but no 'copter Marine died. Overall casualties were extremely light.

ENCLOSURE (6)

U.S. Marine Operation

'Starlite' Costs VC Losses Of 672

By MSgt. Mel Jones and

LCpl Bruce Barclay

DA NANG, Vietnam — "Operation Starlite," which broke the spine of a Viet Cong regiment 12 miles south of Chu Lai last month, was the first major battle employing the Marine Corps doctrine of vertical envelopment.

Starlite showed how devastating a major vertical assault can be. The 1st Viet Cong Regiment, considered by the VC as one of its best, was vanquished. There are 564 dead VC and undoubtedly many more will be uncovered from collapsed bunkers and caves when mop-up operations are finished.

Also, 108 confirmed or suspected Viet Cong were captured, as were scores of weapons.

The entire flying strength of five helicopter squadrons was flexed for the battle, and as the fighting raged, 'copters were diverted from their missions and radioed into assault landing points. From the USS Iwo Jima, HMM-163 flew ashore to aid their counterparts from Da Nang and Hue/Phu Bai.

Three squadrons were initially written into the assault: a 24-chopper task force from HMM-361 and 261 to carry the ground elements into position, armed Huey 'copters and observation planes from VMO-2.

The VMO craft provided gun-escort service for the troop carriers while the light fixed-wingers coordinated the air support.

Although that was the original plan, it was later added, too.

The 500-plus Marines were lifted into three landing zones, called appropriately enough, Red, White and Blue. Each of the zones were about a mile apart and all were picked to throttle the throat of the four-mile, Van Tuong Peninsula.

The VC regiment was bottled between the heliborne Marines and another battalion which had landed amphibiously on the southern flank of the triangular-shaped peninsula.

The only route of escape was the South China Sea.

One company of VC tried to take the route, but were destroyed by Naval gunfire and Marine jets.

The troop off-loading was practically unopposed. Two birds were holed by sporadic fire, but there were no injuries and the 'copters weren't crippled.

So, HMM-261 took off for Da Nang, as planned, leaving 16 'copters of '361 to provide re-supply runs, medical evacuations, and other missions.

Then the Viet Viet Cong reacted. From hedgerows, re-enforced bunkers, and holes in the ground the VC opened fire, scoring hits on 14 of HMM-361's 16 choppers almost immediately.

Most of them were ferrying in ammo or taking out wounded when they came under fire from 300 feet to ground level. Still, the helos came down on request, firing point blank at the Viet Cong while wounded were loaded aboard.

Only one helicopter was totally lost. It received more than 100 bullet punctures. But it managed to get airborne long enough to escape the landing zone. Then it lost power and had to set down beside a VC stronghold.

With the plane's machine guns dismantled and emplaced outside, the flight crew held off the enemy until another 'copter dropped down and took them

aboard. The pilot, Capt. Paul Bronson, worked on his badly wounded crew chief all the way to Chu Lai's field hospital. His first aid saved the Marine's life.

By 1300, HMM-361 had only seven flyable choppers. But nine more had been diverted from a re-supply run to the west. During the afternoon, eight more flew in vital "drop-ins" throughout the combat zone were hardly interrupted.

The next day more help came from HMM-161, dispatched from Hue/Phu Bai, more than 100 miles to the north.

Every type of heli-lift imaginable was made. Wounded were evacuated and food, ammunition and replacements were brought in.

Prisoners were ferried out by helicopters which had just unloaded Marine radio teams. For the five days and four nights, the birds gave the ground forces instantaneous air transport service.

The choppers were stained with blood, but no airborne Marines died and overall casualties were extremely light. Courage rather than blood, flowed during Starlite

It takes courage if a concept which has been practiced for 15 years is to succeed the first time it's used in a major battle.



MARINES DISEMBARK—U.S. Marines disembark Marine helicopters at the beginning of "Operation Starlight." Five hundred and sixty-four Viet Cong were killed and 108 captured.

EAC-4

ENCLOSURE (1)

U. S. MARINES MAG-16(-)

DATE 20 11 1960

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	0	0	0	0
SAR/TAE	17	0	0	17
ALR	10	0	0	10
C&L	7	0	0	7
VR/PR	0	0	0	0
EH	0	0	0	0
TAC(A)	0	0	0	0
ART	0	0	0	0
TAR	0	0	0	0
CSL	10	0	0	10
T	0	0	0	0
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
TOTAL MISSIONS:	46	0	0	46
TOT. SORTIES:	670	10	10	700
TRPS/PAX:	1000	0	0	1000
FLT. HRS.:	1000	100	100	1200
CARGO TONS:	0	0	0	0
ROCKETS:	0	0	0	0
ROUNDS:	0	0	0	0

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1 (UH-34)

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

		01	02	03	04	05	06
HMM-161	UH-34D	01	01	01	01	01	01
HMM-261	UH-34D	01	01	01	01	01	01
HMM-365	UH-34D	01	01	01	01	01	01
VMC-2	O-1B	01	01	01	01	01	01
VMC-2	UH-1E	01	01	01	01	01	01
HGMS-16	C-117D	01	01	01	01	01	01

U. S. MARINES MAG-16(-)

DATE 3 JULY 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	<u>4</u>	<u> </u>	<u> </u>	<u>4</u>
SAR/TAE	<u>6</u>	<u> </u>	<u> </u>	<u>6</u>
ALR	<u>24</u>	<u> </u>	<u> </u>	<u>24</u>
C&L	<u>13</u>	<u> </u>	<u> </u>	<u>13</u>
VR/PR	<u>4</u>	<u> </u>	<u>3</u>	<u>7</u>
EH	<u> </u>	<u>1</u>	<u> </u>	<u>1</u>
TAC(A)	<u> </u>	<u> </u>	<u> </u>	<u> </u>
ART	<u> </u>	<u> </u>	<u> </u>	<u> </u>
TAR	<u> </u>	<u> </u>	<u> </u>	<u> </u>
CSL	<u>2</u>	<u> </u>	<u> </u>	<u>2</u>
T	<u> </u>	<u> </u>	<u> </u>	<u> </u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>
TOTAL MISSIONS:	<u>51</u>	<u>1</u>	<u>3</u>	<u>55</u>
TOT. SORTIES:	<u>746</u>	<u>10</u>	<u>5</u>	<u>761</u>
TRPS/PAX:	<u>2008</u>	<u> </u>	<u> </u>	<u>2008</u>
FLT. HRS.:	<u>154.5</u>	<u>12.8</u>	<u>14.2</u>	<u>181.5</u>
CARGO TONS:	<u>34</u>	<u> </u>	<u> </u>	<u>34</u>
ROCKETS:	<u> </u>	<u> </u>	<u> </u>	<u> </u>
ROUNDS:	<u>237</u>	<u> </u>	<u> </u>	<u>237</u>

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: NONE

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

UNIT	TYPE ACFT	ASSIGNED	OPCON	FLYABLE	MISSION READY	NOT COMMITTED	PILOTS ASSIGNED	COMBAT READY
HMM-161	UH-34D	<u>25</u>	<u>25</u>	<u>23</u>	<u>19</u>	<u>0</u>	<u>48</u>	<u>48</u>
HMM-261	UH-34D	<u>24</u>	<u>22</u>	<u>17</u>	<u>17</u>	<u>0</u>	<u>53</u>	<u>53</u>
HMM-365	UH-34D	<u>24</u>	<u>24</u>	<u>16</u>	<u>16</u>	<u>0</u>	<u>51</u>	<u>51</u>
VHJ-2	O-1B	<u>7</u>	<u>7</u>	<u>6</u>	<u>6</u>	<u>0</u>	<u>13</u>	<u>13</u>
VHC-2	UH-1E	<u>6</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u> </u>	<u> </u>
HGMS-16	C-117D	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>14</u>	<u>14</u>

U. S. MARINES MAG-16(-)

DATE 4 July 1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALL	<u>2</u>	<u> </u>	<u> </u>	<u>2</u>
SAR/TAE	<u>9</u>	<u> </u>	<u> </u>	<u>9</u>
ALR	<u>20</u>	<u> </u>	<u> </u>	<u>20</u>
C&L	<u>16</u>	<u>1</u>	<u> </u>	<u>17</u>
VR/PR	<u>10</u>	<u> </u>	<u>2</u>	<u>12</u>
EH	<u>0</u>	<u>1</u>	<u> </u>	<u>1</u>
TAC(A)	<u>0</u>	<u> </u>	<u> </u>	<u> </u>
ART	<u>0</u>	<u> </u>	<u>1</u>	<u>1</u>
TAR	<u>1</u>	<u> </u>	<u> </u>	<u>1</u>
CSL	<u>1</u>	<u> </u>	<u> </u>	<u>1</u>
T	<u>0</u>	<u> </u>	<u> </u>	<u> </u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>

TOTAL MISSIONS:	<u>59</u>	<u>2</u>	<u>3</u>	<u>64</u>
TOT. SORTIES:	<u>719</u>	<u>2</u>	<u>6</u>	<u>727</u>
TRPS/PAX:	<u>1106</u>	<u>0</u>	<u>0</u>	<u>1106</u>
FLT. HRS.:	<u>170.2</u>	<u>2.3</u>	<u>11.8</u>	<u>184.3</u>
CARGO TONS:	<u>52.5</u>	<u>0</u>	<u>0</u>	<u>52.5</u>
ROCKETS:	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
ROUNDS:	<u>650</u>	<u>-</u>	<u>-</u>	<u>650</u>

C. SUMMARY OF CLAIMS AND CASUALTIES:

NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT//ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	<u>25</u>	<u>25</u>	<u>18</u>	<u>18</u>	<u>0</u>
HMM-261	UH-34D	<u>24</u>	<u>24</u>	<u>15</u>	<u>15</u>	<u>0</u>
HMM-365	UH-34D	<u>26</u>	<u>26</u>	<u>17</u>	<u>17</u>	<u>0</u>
VM)-2	O-1B	<u>7</u>	<u>7</u>	<u>6</u>	<u>6</u>	<u>0</u>
VMO-2	UH-1E	<u>6</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>0</u>
HMS-16	C-117D	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>

U. S. MARINES MAG-16(-)

DATE 5 July 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	16			16
ALR	14			14
C&L	3	1		4
VR/PR	7		4	11
EH		1		1
TAC(A)				
ART				
TAR				
CSL	3			3
T				
TOTAL MISSIONS:	45	2	4	51
TOT. SORTIES:	537	4	8	549
TRPS/PAX:	1144			1144
FLT. HRS.:	113.5	91.4	12.6	217.5
CARGO TONS:	17			17
ROCKETS:	0	69		69
ROUNDS:	1	2400		2401

127
67
11
510
59
1144
427
412
520
113.5

C. SUMMARY OF CLAIMS AND CASUALTIES:

NOAC

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1

411

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS. UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	25	25	22	21	0
HMM-261	UH-34D	24	24	3	2	0
HMM-365	UH-34D	26	26	17	17	0
TD-2	O-1B	7	7	5	0	0
VMC-2	UH-1E	6	6	3	0	0
HGMS-16	C-117D	1	1	1	1	0

U. S. MARINES MAG-16(-) 6 JULY 1965

DATE _____

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	7	1		8
SAR/TAE*	10			10
ALR	11	1		12
C&L	0		4	4
VR/PR		2		2
EH				
TAC(A)			3	3
ART				
TAR				
CSL				
T				
	44	4	7	55
TOTAL MISSIONS	321	5	9	335
TOT. SORTIES	1077			1077
TRPS/PAX:	155.0	10.1	22.2	187.3
FLT. HRS.:	50			50
CARGO TONS:		25		25
ROCKETS:	80	1004		1,084
ROUNDS:				

DONE

C. SUMMARY OF CLAIMS AND CASUALTIES:

DONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
 UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

UNIT	TYPE ACFT	ASSIGNED	OPCON	FLYABLE	MISSION READY	NOT COMMITTED
HMM-161	UH-34D	25	25	17	17	0
HMM-261	UH-34D	24	24	17	17	0
HMM-365	UH-34D	20	20	17	17	0
VMU-2	O-1B	7	7	5	5	0
VMO-2	O-1B	5	6	3	3	0
VMO-2	UH-1E	1	1	1	1	0
H&MS-16	C-117D					

U. S. MARINES MAG-16(-)

DATE 7 July 67

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	4			4
SAR/TAE	7			7
ALR	17			17
C&L	5	1		6
VR/PR	2		4	6
EH				
TAC(A)				
ART				
TAR	1			1
CSL				
T				

TOTAL MISSIONS:	42	1	4	47
TOT. SORTIES:	216	2	7	225
TRPS/PAX:	2000			2000
FLT. HRS.:	200	20	20	240
CARGO TONS:				
ROCKETS:				
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES:

None

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT//ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	20	20	40	20	0
HMM-261	UH-34D	20	20	40	20	0
HMM-365	UH-34D	20	20	40	20	0
VMJ-2	O-1B	2	2	4	2	0
VMC-2	UH-1E	2	2	4	2	0
HGMS-16	C-117D	2	2	4	2	0

U. S. MARINES MAG-16(-)

DATE 8 JULY 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	<u>2</u>	<u> </u>	<u> </u>	<u>2</u>
SAR/TAE	<u>12</u>	<u> </u>	<u> </u>	<u>12</u>
ALR	<u>20</u>	<u> </u>	<u> </u>	<u>20</u>
C&L	<u>6</u>	<u>2</u>	<u> </u>	<u>8</u>
VR/PR	<u>7</u>	<u> </u>	<u>4</u>	<u>11</u>
EH	<u> </u>	<u> </u>	<u> </u>	<u> </u>
TAC(A)	<u> </u>	<u> </u>	<u> </u>	<u> </u>
ART	<u> </u>	<u> </u>	<u>1</u>	<u>1</u>
TAR	<u> </u>	<u> </u>	<u> </u>	<u> </u>
CSL	<u>1</u>	<u> </u>	<u> </u>	<u>1</u>
T	<u> </u>	<u> </u>	<u> </u>	<u> </u>
_____	<u> </u>	<u> </u>	<u> </u>	<u> </u>
_____	<u> </u>	<u> </u>	<u> </u>	<u> </u>

TOTAL MISSIONS:	<u>48</u>	<u>2</u>	<u>5</u>	<u>55</u>
TOT. SORTIES:	<u>990</u>	<u>4</u>	<u>8</u>	<u>1002</u>
TRPS/PAX:	<u>2538</u>	<u>0</u>	<u>0</u>	<u>2538</u>
FLT. HRS.:	<u>241.9</u>	<u>3.6</u>	<u>16.6</u>	<u>261.1</u>
CARGO TONS:	<u>54</u>	<u>0</u>	<u>0</u>	<u>54</u>
ROCKETS:	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
ROUNDS:	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	<u>15</u>	<u>15</u>	<u>8</u>	<u>8</u>	<u>0</u>
HMM-261	UH-34D	<u>24</u>	<u>24</u>	<u>12</u>	<u>12</u>	<u>0</u>
HMM-365	UH-34D	<u>26</u>	<u>26</u>	<u>17</u>	<u>17</u>	<u>0</u>
VMJ-2	O-1B	<u>7</u>	<u>7</u>	<u>4</u>	<u>4</u>	<u>0</u>
VMO-2	UH-1E	<u>9</u>	<u>9</u>	<u>3</u>	<u>3</u>	<u>0</u>
HGMS-16	C-117D	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>

U. S. MARINES MAG-16(-)

DATE 9 Jul 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS		
ALA	1			1	158	
SAR/TAE	6			6	82	
ALR	9			9	214	
C&L	9	1		10	454	
VR/PR	4		4	8		71.1
EH					344	43.7
TAC(A)					107	22.9
ART			1	1	425	137.7
TAR	1			1	1176	
CSL	5			5		
T						
TOTAL MISSIONS:	35	1	5	41	22.8	
TOT. SORTIES:	454	12	10	476	8	
TRPS/PAX:	1176			1176	7.5	
FLT. HRS.:	137.7	6.2	17.0	160.9	38.3	137.7
CARGO TONS:	38			38		6.2
ROCKETS:	0			0		17.0
ROUNDS:	100			100		160.9

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 5 (HMM-261)

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
 UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	15	15	12	9	0
HMM-261	UH-34D	24	24	15	15	0
HMM-365	UH-34D	26	26	12	12	0
VM-2	O-1B	7	7	3	3	0
VHC-2	UH-1E	9	9	5	5	0
HMS-16	C-117D	1	1	1	1	0

U. S. MARINES MAG-16(-)

DATE 10 July 1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	9			9
ALR	23			23
C&L	4	1		5
VR/PR	2		2	4
EH				
TAC(A)				
ART				
TAR				
CSL	1			1
T				
TOTAL MISSIONS:	40	1	2	43
TOT. SORTIES:	371	4	4	379
TRPS/PAX:	1272			1272
FLT. HRS.:	125.8	3.0	0.5	129.3
CARGO TONS:	33			33
ROCKETS:				
ROUNDS:	45			45

C. SUMMARY OF CLAIMS AND CASUALTIES:

None

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT//ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	13	15	12	12	0
HMM-261	UH-34D	24	24	17	17	0
HMM-365	UH-34D	25	25	12	12	0
VMJ-2	O-1B	7	7	4	4	0
VMO-2	UH-1E	9	9	4	4	0
HMS-16	C-117D	1	1	1	1	0

Pilots assigned - 105

Combat ready - 103

U. S. MARINES MAG-16(-)

DATE 11 SEPT 1968

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA				0
SAR/TAE	4			4
ALR	19			19
C&L	0	1	8	10
VR/PR	2		4	6
EH		3		3
TAC(A)				
ART			1	1
TAR				
CSL	6			6
T				

TOTAL MISSIONS:	40	4	3	40
TOT. SORTIES:	545	9	10	564
TRPS/PAX:	1100			1100
FLT. HRS.:	105.1	6.0	10.4	121.5
CARGO TONS:	54			54
ROCKETS:				0
ROUNDS:				0

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	22	22	19	0	0
HMM-261	UH-34D	22	22	19	19	0
HMM-365	UH-34D	22	22	12	12	0
VM-2	O-1B	7	7	5	5	0
VMO-2	UH-1E	9	9	7	7	0
HGMS-16	C-117D	1	1	1	1	0

U. S. MARINES MAG-16(-)

12 JULY 1965

DATE

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	10	1		17
SAR/TAE	20			20
ALR	0	1		7
C&L	0	1		10
VR/PR		3		3
EH			1	1
TAC(A)				
ART				
TAR	3	1		4
CSL				
T				
	50	7	4	65
TOTAL MISSIONS:	674	9	0	691
TOT. SORTIES:	2050			1680
TRPS/PAX:	152.2	12.9	12.0	177.4
FLT. HRS.:	30			33
CARGO TONS:		60		60
ROCKETS:	200	2000		4200
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES: (CONT'D).
 154 WEC (12 09-67) WEA 123 WECND

2 JUL 262

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE:

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
 UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HEM-161	UH-34D	24	14	13	10	0
HEM-261	UH-34D	24	24	11	11	0
HEM-365	UH-34D	20	20	12	12	0
VM-2	O-1B	7	7	5	5	0
VMO-2	UH-1E	9	9	3	3	0
HGMS-16	C-117D	1	1	1	1	0

U. S. MARINES MAG-16(-)

DATE 14 JULY 68

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	0			0
SAR/TAE	7			7
ALR	23			23
CGL	7	1		10
VR/PR	0	2	3	11
EH		1		1
TAC(A)				
ART				
TAR				
CSL				
T				
TOTAL MISSIONS:	44	4	3	51
TOT. SORTIES:	507	12	0	519
TRPS/PAX:	1107			1107
FLT. HRS.:	102.0	12.8	0.0	114.8
CARGO TONS:	30			30
ROCKETS:				
ROUNDS:	40			40

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	24	24	20	20	0	9 213 HRS/9 007 TRPS
HMM-261	UH-34D	22	22	12	12	0	
HMM-365	UH-34D	26	26	21	21	0	
VMC-2	O-1B	7	7	1	1	0	
VMC-2	UH-1E	9	9	3	3	0	
HMS-16	C-117D	1	1	0	0	0	

X

U. S. MARINES MAG-16(-)

DATE 15 JULY 1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	1	1		2
ALR	12			12
C&L	16	1		17
VR/PR	7	1	2	10
EH		1		1
TAC(A)		1		1
ART		1		1
TAR				
CSL				
T				
GAS	1			1

TOTAL MISSIONS:	40	5	2	47
TOT. SORTIES:	772	9	4	785
TRPS/PAX:	2285			2285
FLT. HRS.:	291.0	1.0	6.2	298.2
CARGO TONS:	44.2			44.2
ROCKETS:		76		76
ROUNDS:		440		440

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: ~~NONE~~ ONE

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D						
HMM-261	UH-34D	24	24	18	10	4	
HMM-365	UH-34D	24	24	10	10	14	
VM)-2	O-1B	26	26	19	19	7	
VMO-2	UH-1E	7	7	2	2	5	
HGMC-16	C-117D	7	7	2	2	5	
		0	0	0	0	0	

U. S. MARINES MAG-16(-)

DATE 16 July 1969

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	4			4
SAR/TAE	10			10
ALR	11			11
C&L	5	1	3	9
VR/PR		1		1
EH				
TAC(A)				
ART				
TAR				
CSL				
T				
TOTAL MISSIONS:	42	2	3	47
TOT. SORTIES:	233	4	6	443
TRPS/PAX:	24.6	6.6	13.2	44.4
FLT. HRS.:	15			
CARGO TONS:	0			
ROCKETS:	0			
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.

UNIT	TYPE ACFT	ASSIGNED	OPCON	FLYABLE	MISSION READY	NOT COMMITTED
HMM-161	UH-34D	24	24	19*	16*	0
HMM-261	UH-34D	22	22	19	19	32 0
HMM-365	UH-34D	22	22	22	22	0
VM)-2	O-1B	2	2	2	2	0
VMO-2	UH-1E	2	2	2	2	0
HEMS-16	C-117D	1	1	0	0	0

U. S. MARINES MAG-16(-)

DATE 27 JULY 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	1			1
SAR/TAE	19			19
ALR	0			0
C&L	0	1		1
VR/PR	0			0
EH	10		0	10
TAC(A)		1		1
ART				
TAR				
CSL				
T	0			0

TOTAL MISSIONS:	20	1	0	21
TOT. SORTIES:	20	1	0	21
TRPS/PAX:	2200			2200
FLT. HRS.:	200.0	6.2	20.0	226.2
CARGO TONS:	0			0
ROCKETS:	0			0
ROUNDS:	0			0

C. SUMMARY OF CLAIMS AND CASUALTIES:

~~1 UH-34D (SERIAL 65-111) CRASHED WHILE ON MISSION~~

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	26	26	10	10	0	0	0	0	0
HMM-261	UH-34D	0	0	10	10	0	0	0	0	0
HMM-365	UH-34D	26	26	10	10	0	0	0	0	0
VM)-2	O-1B	2	2	0	0	0	0	0	0	0
VMO-2	UH-1E	0	0	0	0	0	0	0	0	0
HGMS-16	C-117D	0	0	0	0	0	0	0	0	0

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U. S. MARINES MAG-16(-)

DATE _____

SECTION III

10 JULY 1965

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	_____	_____	_____	_____
SAR/TAE	_____	_____	_____	_____
ALR	_____	_____	_____	_____
C&L	2	_____	_____	2
VR/PR	22	_____	_____	22
EH	10	_____	_____	10
TAC(A)	5	1	_____	6
ART	0	_____	2	2
TAR	2	1	_____	3
CSL	_____	_____	1	1
T	_____	_____	_____	_____
_____	2	_____	_____	2
_____	_____	_____	_____	_____

TOTAL MISSIONS:	_____	_____	_____	_____
TOT. SORTIES:	_____	_____	_____	_____
TRPS/PAX:	40	2	3	45
FLT. HRS.:	428	7	5	437
CARGO TONS:	763	0	_____	763
ROCKETS:	219.2	7.0	20.5	246.7
ROUNDS:	21	0	0	21

C. SUMMARY OF CLAIMS AND CASUALTIES: 0

 _____ NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 2

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
 UNIT/TYPE ACFT//ASSIGNED//OPCON//FLYABLE//MISSION READY//NOT COMMITTED.

HMM-161	UH-34D	_____	_____	_____	_____	_____
HMM-261	UH-34D	_____	_____	_____	_____	_____
HMM-365	UH-34D	14	14	14	0	0
VM-2	O-1B	23	23	12	12	0
VMC-2	UH-1E	26	26	10	10	0
HMS-16	C-117D	7	7	4	4	0
		9	9	5	5	0
		7	7	0	0	0

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19 JULY 1965

U. S. MARINES MAG-16(-)

DATE _____

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	8	1		9
SAR/TAE	3		4	7
ALR		1		1
C&L				
VR/PR			1	1
EH			1	1
TAC(A)				
ART	1			1
TAR				
CSL				
T				
	39	2	6	47
	539	4	10	553
	839			839
TOTAL MISSIONS:	107.2	6.4	17.7	131.3
TOT. SORTIES:	52.6			52.6
TRPS/PAX:		21		21
FLT. HRS.:	1000			1000
CARGO TONS:				
ROCKETS:				
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT: READ IN SEVEN COLUMNS.
 UNIT/TYPE ACFT/ASSIGNED/OPCON/AVAILABLE/MISSION READY/NOT COMMITTED.

UNIT	TYPE ACFT	ASSIGNED	OPCON	AVAILABLE	MISSION READY	NOT COMMITTED
HMM-161	UH-34D	7	7	3	3	0
HMM-261	UH-34D	9	9	5	4	0
HMM-365	UH-34D	1	1	0	0	0
VMJ-2	O-1B					
VMO-2	UH-1E					
HMS-16	C-117D					

U. S. MARINES MAG-16(-)

DATE 21 July 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	<u>1</u>			<u>1</u>
SAR/TAE	<u>7</u>			<u>7</u>
ALR	<u>18</u>			<u>18</u>
C&L	<u>7</u>	<u>1</u>		<u>8</u>
VR/PR	<u>6</u>		<u>2</u>	<u>8</u>
EH		<u>1</u>		<u>1</u>
TAC(A)				
ART				
TAR				
CSL	<u>2</u>			<u>2</u>
T				
TOTAL MISSIONS:	<u>41</u>	<u>2</u>	<u>2</u>	<u>45</u>
TOT. SORTIES:	<u>475</u>	<u>3</u>	<u>4</u>	<u>482</u>
TRPS/PAX:	<u>774</u>			<u>774</u>
FLT. HRS.:	<u>118.5</u>	<u>2.8</u>	<u>9.5</u>	<u>130.8</u>
CARGO TONS:	<u>52</u>			<u>52</u>
ROCKETS:				
ROUNDS:	<u>650</u>			<u>650</u>

109
240
126
475

186
316
272
774

18.4
44.0
56.1
118.5

18
34
52

C. SUMMARY OF CLAIMS AND CASUALTIES:

0

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	<u>23</u>	<u>13</u>	<u>10</u>	<u>10</u>	<u>0</u>
HMM-261	UH-34D	<u>23</u>	<u>23</u>	<u>6</u>	<u>6</u>	<u>0</u>
HMM-365	UH-34D	<u>26</u>	<u>26</u>	<u>19</u>	<u>19</u>	<u>0</u>
VM)-2	O-1B	<u>7</u>	<u>7</u>	<u>5</u>	<u>5</u>	<u>0</u>
VMO-2	UH-1E	<u>9</u>	<u>9</u>	<u>4</u>	<u>4</u>	<u>0</u>
HGMS-16	C-117D					

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U. S. MARINES MAG-16(-)

DATE 21 JULY 1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	2			2
SAR/TAE	0			0
ALR	21			21
C&L	11	1		12
VR/PR	3		4	7
EH		3		3
TAC(A)				
ART				
TAR				
CSL	3			3
T				
TOTAL MISSIONS:	40	4	4	48
TOT. SORTIES:	578	7	0	585
TRPS/PAX:	1282	0	0	1282
FLT. HRS.:	141.0	6.0	12.6	162.6
CARGO TONS:	31.0	0	0	31.0
ROCKETS:				0
ROUNDS:				0

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: NONE

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	13	13	9	9	0
HMM-261	UH-34D	22	22	9	9	0
HMM-365	UH-34D	26	26	21	21	0
VM)-2	O-1B	7	7	4	4	0
VMO-2	UH-1E	9	9	5	5	0
HGMS-16	C-117D	1	1	0	0	0

U. S. MARINES MAG-16(-)

DATE 22 July 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA				
SAR/TAE				6
ALR				21
C&L		3		11
VR/PR			2	7
EH				
TAC(A)				
ART			1	1
TAR				
CSL				
T				
TOTAL MISSIONS:		3	3	6
TOT. SORTIES:		6	6	12
TRPS/PAX:				
FLT. HRS.:		6.2	12.2	18.4
CARGO TONS:				
ROCKETS:				
ROUNDS:				

9
3.2
27.2
1
40.4

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D					
HMM-261	UH-34D					
HMM-365	UH-34D					
VM)-2	O-1B	7	7	2		

U. S. MARINES MAG-16(-)

10 NOV 68

DATE _____

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	12			12
SAR/TAE	17			17
ALR	2	2	2	6
C&L		2		2
VR/PR			2	2
EH			2	2
TAC(A)			2	2
ART	1			1
TAR	1			1
CSL		1		1
T				
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
TOTAL MISSIONS:	22	4	4	30
TOT. SORTIES:	22	4	4	30
TRPS/PAX:	22	4	4	30
FLT. HRS.:	22	4	4	30
CARGO TONS:	22	4	4	30
ROCKETS:	22	4	4	30
ROUNDS:	22	4	4	30

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
 UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	_____	_____	_____	_____	_____
HMM-261	UH-34D	_____	_____	_____	_____	_____
HMM-365	UH-34D	_____	_____	_____	_____	_____
VM)-2	O-1B	_____	_____	_____	_____	_____
VMO-2	UH-1E	_____	_____	_____	_____	_____
HGMS-16	C-117D	_____	_____	_____	_____	_____

U. S. MARINES MAG-16(-)

DATE 22 APR 67

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	3			3
SAR/TAE	3			3
ALR	27			27
C&L	6	3		9
VR/PR	2		5	7
EH		1		1
TAC(A)				
ART				
TAR				
CSL	6			6
T				

TOTAL MISSIONS:	47	4	5	56
TOT. SORTIES:	653	12	10	675
TRPS/PAX:	1468	0	0	1468
FLT. HRS.:	181.4	9.5	1.8	192.7
CARGO TONS:	39.2	0	0	39.2
ROCKETS:	0	0	0	0
ROUNDS:	850	0	0	850

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 1

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT//ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	20	13	11	8	0	(OPN) (HGT) 6/7
HMM-261	UH-34D	24	24	12	12	0	
HMM-365	UH-34D	26	26	21	21	0	
VM)-2	O-1B	7	7	5	5	0	
VMO-2	UH-1E	9	9	5	5	0	
HGMS-16	C-117D	1	1	1	1	0	

PILOTS: A SIGNED GROUND READY

HMM-161	27	47
HMM-261	52	52
HMM-365	51	51
VM)-2	19	19

U. S. MARINES MAG-16(-)

DATE 26 JUNE 1965

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA				
SAR/TAE	4			4
ALR	21			21
C&L	10	1		11
VR/PR	4		3	7
EH				
TAC(A)				
ART			1	1
TAR				
CSL	1			1
T				
TOTAL MISSIONS:	40	1	4	45
TOT. SORTIES:	508	2	8	518
TRPS/PAX:	933	0	0	933
FLT. HRS.:	116.3	1.6	16.2	134.1
CARGO TONS:	36.1	0	0	36.1
ROCKETS:	0	0	0	0
ROUNDS:	200	0	0	200

C. SUMMARY OF CLAIMS AND CASUALTIES: NONE

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: NONE

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT//ASSIGNED//OPCON//FLYABLE//MISSION READY//NOT COMMITTED.

HMM-161	UH-34D	22	13	11	9	0	ALL UNCS 8/c
HMM-261	UH-34D	24	24	16	16	0	
HMM-365	UH-34D	26	26	16	16	0	
VMJ-2	O-1B	7	7	5	5	0	
VMO-2	UH-1E	9	9	5	5	0	
HGMS-16	C-117D	1	1	1	1	0	

U. S. MARINES MAG-16(-)

DATE 13 JAN 1963

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

<u>MISSIONS</u>	<u>UH-34D</u>	<u>UH-1E</u>	<u>O-1B</u>	<u>TOTALS</u>
ALA				
SAR/TAE				
ALR				
C&L				
VR/PR				
EH				
TAC(A)				
ART				
TAR				
CSL				
T				
TOTAL MISSIONS:				
TOT. SORTIES:				
TRPS/PAX:				
FLT. HRS.:				
CARGO TONS:				
ROCKETS:				
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 3

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
 UNIT/TYPE ACFT//ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D					
HMM-261	UH-34D					
HMM-365	UH-34D					
VM)-2	O-1B					
VMO-2	UH-1E					
H&MS-16	C-117D					

U. S. MARINES MAG-16(-)

30 July 1963

DATE _____

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	6			6
SAR/TAE	13			13
ALR	12	3		15
C&L	5		34	9
VR/PR		1		1
EH				
TAC(A)			1	1
ART				
TAR	4			4
CSL				
T				
	43	4	5	52
TOTAL MISSIONS:	686	16	10	692
TOT. SORTIES:	1372			1372
TRPS/PAX:	169.0	12.0	12.0	200.0
FLT. HRS.:	16.0			16.0
CARGO TONS:				
ROCKETS:	1750			1750
ROUNDS:				

C. SUMMARY OF CLAIMS AND C. SQUADRIES:

1 (31-261)

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
 UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

		15	15	10	10	0
HMM-161	UH-34D	24	24	13	13	0
HMM-261	UH-34D	20	20	10	10	0
HMM-365	UH-34D	9	9	3	3	0
VMJ-2	O-1B	7	7	5	5	0
VMO-2	UH-1E	1	1	1	1	0
HMS-16	C-117D					

See 7-2012-1, 7-201, 7-200 with 150500 rec'd one (1) hit in bottom port side of fuselage, wounding gunner during T/O in LZ (YC 331-923) at 200' at 60 kts. A/C continued to fly; no mechanical damage.

U. S. MARINES MAG-16(-)

DATE 30 July 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA				
SAR/TAE	2			2
ALR	17			17
C&L	0	2		2
VR/PR	7		0	7
EH		1		1
TAC(A)				
ART			2	2
TAR				
CSL				
T				
TOTAL MISSIONS:	26	3	2	31
TOT. SORTIES:	42	0	0	42
TRPS/PAX:	550			550
FLT. HRS.:	120.0	5.5	15.0	140.5
CARGO TONS:	52			52
ROCKETS:	0			0
ROUNDS:	0			0

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	23	15	11	11	0
HMM-261	UH-34D	24	24	10	14	0
HMM-365	UH-34D	25	25	15	15	0
VMJ-2	O-1B	7	7	3	3	0
VMO-2	UH-1E	0	0	5	5	0
HMS-16	C-117D					

U. S. MARINES MAG-16(-)

DATE 31 July 65

SECTION III

B. STATISTICS: READ IN FIVE COLUMNS.

MISSIONS	UH-34D	UH-1E	O-1B	TOTALS
ALA	1			1
SAR/TAE	5			5
ALR	18			18
CGL	3	1		4
VR/PR	10	1		11
EH	0	1	4	5
TAC(A)				
ART				
TAR				
CSL	0	1		1
T				
TOTAL MISSIONS:	42	4	4	50
TOT. SORTIES:	714	6	6	726
TRPS/PAX:	1750	-	-	1750
FLT. HRS.:	133.8	9.7	14.0	157.5
CARGO TONS:	40.0	-	-	40.0
ROCKETS:				
ROUNDS:	16	-	-	16

C. SUMMARY OF CLAIMS AND CASUALTIES:

None

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: 0

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HMM-161	UH-34D	15	15	10	10	0
HMM-261	UH-34D	24	24	15	15	0
HMM-365	UH-34D	24	24	15	15	0
VMJ-2	O-1B	4	4	4	4	0
VMO-2	UH-1E	4	4	5	5	0
HMS-16	C-117D	1	1	1	1	0

Handwritten calculations and notes:

36.4
51.6
53.5
143.5
8.4
151.9

478
227
1045
1750

173
254
327
18

35.5
11.5
24.0