

# **KOREAN WAR PROJECT**

**OPERATION FAREWELL, REPORT ON;  
PILOT BRIEFING FORM AND FLIGHT  
SCHEDULE [19 DEC 51]; PILOT BRIEFING  
FORM AND FLIGHT SCHEDULE [20 DEC 51];  
OPERATION FAREWELL STATISTICS**

DEPARTMENT OF THE NAVY  
HEADQUARTERS UNITED STATES MARINE CORPS  
WASHINGTON 25, D. C.

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3030-898  
03E7952

14 APR 1952

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From: Commandant of the Marine Corps  
To: Distribution List

Subj: Operation Farewell; Report of

Encl: (1) CO HMR-161 ltr OMA of 5 Jan 1952 to CG 1st MARDIV same sub

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*W. K. Jones*  
W. K. Jones  
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MARINE HELICOPTER TRANSPORT SQUADRON 161  
1STMAW, C/O FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

JRG/ewe  
A4-5  
Ser  
5 Jan 1952

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**UNCLASSIFIED**

From: Commanding Officer, Marine Helicopter Transport Squadron 161  
To: Commanding General, First Marine Division

Subj: OPERATION FAREWELL, report on

Ref: (a) Map: AMS L-751 Korea, 1:50,000

Encl: (1) Pilot Briefing Form and Flight Schedule (19 Dec 51)  
(2) Pilot Briefing Form and Flight Schedule (20 Dec 51)  
(3) OPERATION FAREWELL Statistics

1. MISSION:

a. To move by helicopter the 1st Battalion, 5th Marines (953) troops from DT 304-400 to Hill 884, and to move the 2nd Battalion, 5th Marines (939) troops from the vicinity of Hill 884 to 304-400 as set forth below:

(1) On 19 December 1951 to move Able Company, 1st Battalion, 5th Marines (228) troops from DT 304-400 to DT 374-515, and to return Fox Company, 2nd Battalion, 5th Marines (260) troops, from DT 374-515 to DT 304-400.

(2) On 20 December 1951 to move by helicopter Baker and Charlie Companies, 1st Battalion, 5th Marines (725) troops from DT 304-400 to DT 364-494 and DT 361-493, and to return Dog and Easy Companies (670) troops, 2nd Battalion, 5th Marines from DT 360-496 to DT 304-400.

2. PLANNING PHASE:

Upon receipt of orders from the Commanding General, First Marine Division, to conduct OPERATION FAREWELL, HMR-161 established liaison with the 1st Battalion, 5th Marines; 2nd Battalion, 5th Marines; and Shore Party Battalion.

a. Liaison with the 1st Battalion, 5th Marines and the 2nd Battalion, 5th Marines, established the following points:

(1) That the first phase of the operation would commence on 19 December 1951 at 0700, and that the second phase would commence on 20 December 1951 at 0700.

(2) That each aircraft would carry a payload of 1200 pounds. The payload would consist of five (5) combat equipped troops weighing an average of 240 pounds each or four (4) combat equipped troops plus organic equipment such as a heavy machine gun, mortar tubes, or heavy radio equipment.

(3) That for the operation on 19 December 1951:

(a) Able Company, 1st Battalion, 5th Marines would utilize two (2) helicopter landing sites at DT 304-400 for embarking and two (2) helicopter landing sites at Hill 884 (DT 374-515) for disembarking.

(b) Fox Company, 2nd Battalion, 5th Marines would utilize the two (2) forward helicopter landing sites at DT 374-515 for embarking and the two (2) helicopter landing sites at DT 304-400 for disembarking.

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ENCLOSURE (1)

(4) That for the operation on 20 December 1951:

(a) Baker and Charlies Companies, 1st Battalion, 5th Marines would utilize the same two (2) helicopter landing sites at DT 304-400 for embarking. In order to conform with the tactical employment of the battalion, helicopter landing sites at DT 364-194 and DT 364-493 on Hill 884 were selected for disembarking troops of Baker and Charlie Companies.

(b) Dog and Easy Companies, 2nd Battalion, 5th Marines would utilize one (1) landing site at DT 360-496 and would disembark at the two (2) helicopter landing sites at DT 304-400.

(5) That on the return flights on 19 December 1951, troops of Fox Company, 2nd Battalion, 5th Marines, would be flown from Hill 884 to DT 304-400, and on 20 December 1951, returning flights would carry troops of Dog and Easy Companies, from Hill 884 to DT 304-400.

(6) That on 19 December 1951, it would require three (3) hours for eight (8) HRS-1 helicopters, making eight (8) trips each to move both companies, and on 20 December 1951, it would require six (6) hours for ten (10) HRS-1 helicopters, making fifteen (15) trips each, to move the remainder of both battalions.

(7) That troops of the 1st Battalion, 5th Marines, would be deployed at the two landing sites at DT 304-400.

(8) That the lines held by the 2nd Battalion, 5th Marines, would be thinned as much as possible, consistent with safety, so that aircraft could return with full loads of troops.

(9) That in the event troops of the 2nd Battalion, 5th Marines, did not reach the forward loading zones on schedule, helicopters would return empty to the loading zone at DT 304-400 and continue transporting troops of the 1st Battalion, 5th Marines.

(10) That radio communications would be maintained at the helicopter landing sites at DT 304-400 by means of a radio jeep; and at Hill 884 by means of one MAW operated by the Forward Air Controller.

b. Liaison with the Shore Party Battalion confirmed the foregoing plan and established the following points:

(1) That the helicopter landing sites at Hill 884 were in satisfactory condition but a new site would have to be prepared at DT 374-515.

(2) That during the operation two (2) Shore Party men would be at each loading and unloading site. (See enclosures (1) and (2), para. 4).

c. Air support was requested for the operation.

### 3. PREPARATION PHASE:

a. Officers and men of the 1st Battalion, 5th Marines, were indoctrinated in helicopter embarkation, seating arrangements, and debarkation.

b. Shore Party men were flown to the vicinity of Hill 884 (DT 374-515) and prepared a new helicopter landing site.

c. Three (3) refueling points were established at X-83. Aircraft were to be serviced by three (3) 800 gallon refueling trucks.

d. Pilots and plane captains were briefed on OPERATION FAREWELL. (See enclosures (1) and (2) for details.)

4. EXECUTION PHASE:

a. For the operation on 19 December 1951:

(1) The first two aircraft took off from X-83 at 0700. One aircraft proceeded to Hill 884 with members of the Shore Party and the Squadron Doctor; the second aircraft proceeded to the landing zone at DT 304-400 with four members of the Shore Party and the Operations Duty Officer. The remaining six (6) helicopters committed to the operation followed in pairs at three (3) minute intervals.

(2) Aircraft performance was excellent with only one aircraft withdrawing from the problem due to mechanical difficulty. High winds (30 to 40 knots), gusts, and sharp up and down drafts made flying difficult.

(3) Early in the operation the pool of troops at the forward loading sites was exhausted and aircraft had to return with less than 5 troops or empty. Movement of Able Company, 1st Battalion, 5th Marines, continued, however, until it was completed at 1100. At this time, all aircraft returned to X-83 for a period of one (1) hour and thirty (30) minutes to give the remainder of Fox Company, 2nd Battalion, 5th Marines sufficient time to reach their assigned loading sites.

(4) At 1230, aircraft took off from X-83 and continued the operation until the movement of Fox Company, 2nd Battalion, 5th Marines was completed at 1400.

b. For the operation on 20 December 1951:

(1) It was decided to postpone H-Hour until 0730 because of darkness hampering visibility in the valleys prior to that time.

(2) The first four (4) aircraft took off from X-83 at 0720. Two aircraft proceeded to Hill 884 with members of the Shore Party and the Squadron Doctor. The other two aircraft proceeded to the helicopter landing zone at DT 304-400 with members of the Shore Party and the Operations Duty Officer. The remaining six (6) helicopters followed at two (2) minute intervals.

(3) One aircraft was forced to return to X-83 shortly after take off because of mechanical trouble and was grounded for the remainder of the day.

(4) High winds and very strong gusts again forced aircraft to return for refueling after completing only two (2) trips. There were several times when aircraft returned without troops from Hill 884, either because the loading site was occupied by another aircraft or because troops being relieved had not arrived at the loading site.

(5) The operation was completed at 1650.

c. One (1) L-19 was on station during the operation on both days to observe and spot enemy fire for friendly artillery. No enemy fire was observed or received throughout the entire operation.

5. CONCLUSIONS AND RECOMMENDATIONS:

a. Upon completion of the operation on the 20th, word was received that 35 men from a mortar platoon were still on Hill 884 and would be unable to reach the loading

[REDACTED]

site for another 45 minutes. Since darkness would fall before the men could be picked up, a phone call was made to S-3, 2nd Battalion, 5th Marines, and a decision reached to fly those men out the next morning. It is recommended that in future operations of this type, a helicopter landing site be constructed as near as practicable to the forward positions on the line.

b. When troops are to be picked up at a point forward of the helicopter base and airlifted still further forward, then it is recommended that a refueling point be established either at the loading zone or at a point between the loading zone and unloading zone.

6. PROBLEMS ENCOUNTERED:

a. In turbulent weather, such as experienced in this operation, rotor blade tip stall and subsequent momentary loss of positive control of the aircraft is apt to be encountered at indicated air speeds in excess of 60 knots.

b. It was found that wind velocity and turbulence was greater in the center of the valleys at lower levels. By flying at higher altitudes, and near the ridge lines, aircraft were able to maintain better ground speed and turbulence was less severe.

c. The air 400 to 500 feet above the ridge lines was fairly smooth and the velocity of the wind was not as great as it was in the valleys. However, due to the fact that aircraft were visible to enemy positions when operating above ridge lines, this plan of approach and retirement from the landing sites was not utilized.

d. The approach to the landing site called for skillful and alert flying. Many times pilots had to break-off their approach and go around again because of a violent down-draft which the aircraft could not over power. After an aircraft was committed into an approach and got within 1000 yards of the ridge line, it would invariably encounter a down-draft. Immediately, the pilot was forced to apply full power until he was within 100 to 300 yards of the ridge line. At this point up-drafts would be encountered which forced the pilot to immediately reduce manifold pressure to around 15 inches to prevent ballooning over the landing site. Pilots soon were able to anticipate where the up-draft and down-draft would occur and to plan their approach accordingly.

e. Due to these unfavorable wind conditions, aircraft were forced to return for refueling after making only two (2) trips instead of three (3) as anticipated, thereby lengthening the time required to complete the operation.

K. B. MC CUTCHEON

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FLIGHT SCHEDULE

1. MISSION:

To transport "A" Company, 1st Battalion, 5th Marines, from DT 304-400 to DT 374515 and to return "F" Company, 2nd Battalion, 5th Marines, to DT 304400.

2. H-HOUR:

0700 19 December 1951

a. Warm-up: 0600, top gas tanks.

b. Take-off: 0650 for first RED and YELLOW aircraft. Succeeding planes take-off at three (3) minute intervals. (See attached Flight Schedule).

3. LANDING SITES:

At DT 304400 there will be two (2) landing sites--one to be designated YELLOW and the other RED.

At DT 374515 there will be two (2) landing sites--one to be designated YELLOW and the other RED.

During the operation, aircraft will be designated YELLOW or RED. Aircraft designated YELLOW will work only the YELLOW landing sites, and aircraft designated RED will work only the RED landing sites. RED and YELLOW sites will be marked by corresponding color panels.

4. SHORE PARTY:

Two (2) Shore Party men will be assigned to each landing site. Their duties will be to assist in the loading and unloading of aircraft and to personally open and close the cabin doors. They will also direct aircraft into the landing sites and keep the sites clear of personnel.

5. OPERATIONS' DUTY OFFICERS:

One (1) ODO at Pigeon base and one (1) at the landing zone at DT 304400. The ODO at the landing zone will act as liaison with the infantry units and will maintain positive control of aircraft via radio.

Pigeon Base ODO-Captain BLACK. Landing Zone ODO-Captain SAMIS.

6. PILOTS:

There will be two (2) pilots assigned to each aircraft. When aircraft return to Pigeon Base for fuel a new pilot and dual pilot will be assigned.

7. COMMUNICATIONS:

Primary Frequency: CHANNEL RED (142 .02), Secondary 3515 MHF.

Pigeon Base: Radio Jeep

Loading Zone DT 304400: FAC Call Sign TUMBLE WEED 14

Loading Zone DT 374515: FAC Call Sign CHOICE 14

8. REFUELING:

All servicing of aircraft will be done at Pigeon Base. Refueling will be done at three (3) designated refueling sites.

Site No. 1 - - - HR-4 Parking Spot

Site No. 2 - - - HR-11 Parking Spot

Site No. 3 - - - Shore Party Loading Site

With exception of the first refueling, all aircraft will return after completing three (3) round trips or sooner if necessary in order to land with a minimum of 75 pounds of fuel. (See attached Flight Schedule for initial refueling assignments.)

Enclosure (1)

9. ROUTE TO BE FLOWN BETWEEN LANDING ZONES DT 304400 AND DT 374515:

a. Aircraft will fly assigned valley route, staying in defilade at all time possible. Enroute between landing zones pilots will adjust power settings as necessary in order to maintain interval between aircraft.

b. PATTERN FOR A SOUTH WIND: Aircraft approaching landing zone DT 374515 will fly on the East side of the valley and upon passing the last pass at DT 367427 will immediately start a let-down to a maximum of 100 feet above the ground. Aircraft departing site DT 374515 will start an immediate climb and will fly to the extreme West side of the valley in order to stay clear of incoming aircraft. (Left-hand traffic pattern.)

c. PATTERN FOR A NORTH WIND: Same approach system, except approaching aircraft will fly on the West side of the valley and departing aircraft will fly on the East side of the valley. (Right-hand traffic pattern.)

10. SPECIAL INFORMATION:

First RED aircraft departing X-83 will proceed to landing site RED at DT 374515 with four (4) Shore Party men and the Squadron Doctor. The first YELLOW aircraft departing X-83 will proceed to landing site YELLOW at DT 304400 with four (4) Shore Party men and the ODO. The second RED aircraft will carry two (2) Operations clerks to landing site RED at DT 304400.

11. GENERAL INFORMATION:

- a. Number of men to be moved from:
- DT 304400 to DT 374515 - 228
  - DT 374515 to DT 304400 - 260
- b. Total number of trips: 60 (Eight -8- round trips per aircraft.)
- c. Estimated time to complete operation: Three (3) hours.
- d. Number of helicopter spaces per aircraft: Five. (Five -5- fully equipped combat troops, or four -4- fully equipped combat troops plus organic weapons or other heavy equipment.)
- e. Maximum aircraft gross weight: 6,850 pounds.
- f. It has been requested that artillery fire at landing zone DT 304400 be NEGATID during the operation and also that fighter aircraft be on station.
- g. Possible enemy fire that may be encountered: 122mm artillery, 76mm artillery, and mortar fire.

JAMES R. DYER  
Operations Officer

Enclosure (1)

**SECRET**



HR. NO.	TRAFFIC CIRCLE	INITIAL TO TIME	TRIPS BEFORE 1ST REF	INITIAL TAKE-OFF		FIRST REFUEL		SECOND REFUEL		THIRD REFUEL	
				PILOT	DUAL PILOT	PILOT	DUAL PILOT	PILOT	DUAL PILOT	PILOT	DUAL PILOT
	RED	0650	2	HERRING	MITCHELL	HURST	IRWIN	WARREN	WILSON		
	RED	0653	2	ADAMS	ALSTON	KELLY	McDANIEL	MITCHELL	HERRING	HOLMES	HERRING
	RED	0656	3	BASS	BAUR	McIVER	McROBERT	ALSTON	ADAMS	IRWIN	HURST
	RED	0659	3	COON	COSTELLO	MYERS	QUICK	BAUR	BASS	McDANIEL	KELLY
	YELLOW	0650	2	COTTON	CRAPO	QUINN	RAWLINGS	COSTELLO	COON	McROBERT	McIVER
	YELLOW	0653	2	DYER	GARROTTO	SHIFFLETT	STRAIN	CRAPO	COTTON	QUICK	MYERS
	YELLOW	0656	3	GREEN	GUTKNECHT	STREET	TEBOW	GARROTTO	DYER	RAWLINGS	QUINN
**	YELLOW	0653	3	HERRING	HOLMES	THERIAULT	TITTERUD	GUTKNECHT	GREEN	STRAIN	SHIFFLETT

Enclosure (1)

MARINE HELICOPTER TRANSPORT SQUADRON 161  
1ST MARINE AIR WING, FLEET MARINE FORCE  
c/o FPO, SAN FRANCISCO, CALIFORNIA

JRD:lfm

**BRIEFING FORM**

**SECRETARY INFORMATION**

**1. MISSION:**

To transport "E" Company and "C" Company, 1st Battalion, 5th Marines, from DT 304400 to DT 364494 and 364493, and to return "D" Company and "E" Company 2nd Battalion, 5th Marines from DT 360496 to DT 304400.

**2. H-HOUR:**

0730 20 December 1951

a. Warm-up: 0630, top gas tanks

b. Take-off: 0720 for first RED and YELLOW aircraft. Proceed to RED and YELLOW unloading sites at Will 884 with Shore Party and Squadron Doctor. In addition one of those aircraft will also land two (2) Shore Party men at loading site DT 360496. At the same time the second RED and YELLOW aircraft will take-off and proceed to RED and YELLOW sites at DT 304400 with the Shore Party and ODO in the RED aircraft and two (2) Operations clerks in the YELLOW aircraft. Remaining aircraft will depart with an interval of two (2) minutes between each aircraft. YELLOW and RED, alternating as per Flight Schedule.

**3. LANDING SITES:**

At DT 304400 there will be two (2) landing sites - one to be designated RED and the other YELLOW.

At DT 364494 and DT 364493 are located unloading sites RED and YELLOW, respectively.

During the operation, aircraft will be designated RED or YELLOW. Aircraft designated RED will work only the RED sites, and aircraft designated YELLOW will work only the YELLOW sites. Both RED and YELLOW aircraft will work the loading site at DT 360495.

**4. SHORE PARTY:**

Two (2) Shore Party men will be assigned to each landing site and each loading and unloading site. Their duties will be to assist in the loading and unloading of aircraft to personally open and close the cabin doors. They will also direct aircraft into the landing, loading and unloading sites. They will also be responsible to keep the sites clear of personnel.

**5. OPERATIONS DUTY OFFICERS:**

One (1) at Pigeon Base and one (1) at Landing Zone DT 304400. The ODO at the landing zone will act as liaison with the infantry units and will maintain positive control of aircraft via radio.

Pigeon Base - - - Captain HOLMES

Landing Zone - - 0730-1030 Captain MYERS  
1030-1330 Captain THERIAULT

**6. PILOTS:**

There will be two (2) pilots assigned to each aircraft. When aircraft return to base for fuel a new pilot and dual pilot will be assigned.

**7. COMMUNICATIONS:**

Primary Frequency CHANNEL RED (142.02), Secondary 3515 MFF

Pigeon Base: Radio Jeep

Loading Zone DT 304400: FAC Call Sign TUMBLE WEED 14

Loading Zone DT 364494: FAC Call Sign CHOICE 14

ENCLOSURE (2)

**DECLASSIFIED**



FLIGHT SCHEDULE

HR. NO.	INITIAL to TIME	# TRIPS BEFORE 1ST REF	INITIAL TAKE-OFF		TRIPS # 3&4 *		TRIPS # 5&6 *		COLOR CODE
			PILOT	DUAL PILOT	PILOT	DUAL PILOT	PILOT	DUAL PILOT	
1	0720	2	HERRING	McCUTCHEON	KELLY	McCUTCHEON	HERRING	KELLY	RED
12	0720	2	SAMIS	SHIFFLETT	McDANIEL	SHIFFLETT	SAMIS	McDANIEL	RED
3	0722	3	MITCHELL	WILSON	McROBERT	WILSON	MITCHELL	McROBERT	RED
4	0726	3	STRAIN	THERIAULT	STRAIN	MYERS	STRAIN	MYERS	RED
5	0730	3	TITTERUD	WARREN	QUINN	WARREN	TITTERUD	QUINN	RED
14	0720	2	ALSTON	BASS	GREEN	BASS	ALSTON	GREEN	YELLOW
8	0720	2	BAUR	COON	GUTHNECHT	COON	BAUR	GUTHNECHT	YELLOW
2	0724	3	COSTELLO	COTTON	STREET	COTTON	COSTELLO	STREET	YELLOW
11	0728	3	GRAPO	GARROTTO	TEBOW	GARROTTO	GRAPO	TEBOW	YELLOW
13	0732	3	DYER	HERRING	BLACK	HERRING	DYER	BLACK	YELLOW

\* PILOT AND DUAL PILOT CHANGE FOR SECOND, FOURTH, AND SIXTH TRIPS.

Enclosure (2)

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OPERATION FAREWELL STATISTICS

19 December 1951

1. Number of flights (round trip)	79
2. Number of troops carried	500
3. First aircraft landed	0700
4. Last aircraft landed	1358 (stopped from 1105 to 1232)
5. Total time for operations	5 hours 39 minutes
6. Total flight time	36.3
7. Total fuel consumed	1650 gallons
8. Average refueling time	8
9. Number of aircraft participating	8 for 3 hours 34 minutes 7 for 2 hours 5 minutes

20 December 1951

1. Number of flights (round trip)	152
2. Number of troops carried	1359
3. First aircraft took off	0720
4. Last aircraft landed	1650
5. Total time for operation	9 hours 30 minutes
6. Total flight time	73.7
7. Total fuel consumed	3150 gallons
8. Average refueling time	7 minutes
9. Number of aircraft participating	9 for 6 hours 40 minutes 8 for 2 hours 50 minutes

Enclosure (3)

[REDACTED]

[REDACTED]