

# **KOREAN WAR PROJECT**

**OPERATION ROTATE, REPORT ON;  
BRIEFING FORM AND FLIGHT SCHEDULE;  
STATISTICS MARINE HELICOPTER  
TRANSPORT SQUADRON**

HEADQUARTERS  
MARINE HELICOPTER TRANSPORT SQUADRON 161  
1STMAW, C/O FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

JRD:lfm  
A4-3  
Ser. 0176  
3 Mar 1952

UNCLASSIFIED

From: Commanding Officer, Marine Helicopter Transport Squadron 161  
To: Commanding General, First Marine Division  
Subj: OPERATION ROTATE, report on

Ref: (a) HMR-161, OPERATION SWITCH  
(b) HMR-161, OPERATION FAREWELL  
(c) HMR-161, OPERATION CHANGIE-CHANGIE  
(d) HMR-161, OPERATION MOUSETRAP  
(e) Map, AMS L-751 Korea, 1:50,000

Encl: (1) Briefing Form and Flight Schedule  
(2) Statistics

RECEIVED  
DATE: MAR 17 1952  
TO: HILL 884

1. SUMMARY:

a. OPERATION ROTATE was the fifth operation of this nature during which troops were transported to and from Hill 884. It was planned and executed along the same lines as Operations SWITCH, FAREWELL, CHANGIE-CHANGIE, and MOUSETRAP. Because of these previous operations, very little tactical information was gained. However, the applicable recommendations made concerning references (a), (b), (c), and (d), were employed. The communications difficulties experienced by this squadron during the above mentioned operations were eliminated by employing the following communications plan:

(1) A direct telephone line was established between the helicopter base and the helicopter control point. This control point was located at the loading zone (DT 304400) for the 1st Battalion, 7th Marines.

(2) A direct telephone line was laid from the helicopter control point to a control point situated on Hill 884. This point was manned by the FAC of the 2nd Battalion, 7th Marines, and the Squadron Liaison Officer (CO, 1st Air Delivery Platoon).

(3) A direct telephone line was laid from the FAC's control point to each landing site on Hill 884 and a line was also established from the FAC's control point to the company command posts.

b. The operation proceeded as briefed, with the following exceptions:

(1) The 1st Battalion's, 7th Marines, troops were reduced in number from 945 to 790.

(2) The 2nd Battalion's, 7th Marines, troops were reduced in number from 950 to 720.

(3) The estimated time of completion for the operation was changed from eight (8) hours and 20 minutes to six (6) hours and 45 minutes.

(4) Nine (9) aircraft were employed at the beginning of the operation instead of ten (10) aircraft.

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2. CONCLUSIONS:

a. The communications system employed during this operation greatly increased its efficiency and made it relatively simple to effect changes in plans at any time.

b. The plan of attaching the Commanding Officer of the 1st Air Delivery Platoon to the unit being relieved one day before the lift, proved beneficial and allowed for closer liaison between the ground unit and the helicopter squadron.

c. The unit being relieved on the line experienced considerable difficulty in meeting the schedule, and was unable to maintain troops at the assigned pick-up sites during the latter phase of the operation.

3. RECOMMENDATIONS:

a. That the communications system employed during this operation be made standard whenever conditions permit.

b. That the Commanding Officer of the 1st Air Delivery Platoon be attached to the units being relieved three (3) days prior to an operation of this nature.

c. That the relieving troops required to man the outpost furthestmost from the landing sites be airlifted on D-1.

K. B. MC CUTCHEON

Copies to: w/encl

CMC  
CINCPACFLT  
COMNAVFE  
CG FMF PAC  
CG FMF LANT  
CG AIRFMFPAC  
CG AIRFMFLANT  
CG FMAW  
CMCS (5)  
PACFLT COMBAT EVALBD  
CO HMX-1  
CO HMR-261  
CO HMR-262  
CO HMR-162  
CO HMR-163

HEADQUARTERS  
MARINE HELICOPTER TRANSPORT SQUADRON 161  
1STMAW, C/O FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

JPD:14  
A4-3  
23 Feb 1962

[REDACTED]

BRIEFING FORM

1. MISSION:

a. To transport by helicopter the 1st Battalion, 7th Marines, from site #31 (DT 304400) to four (4) landing sites on Hill 884 (DT 364498) and to return the 2nd Battalion, 7th Marines, from Hill 884 to site #31.

2. H-HOUR:

- a. Reveille: 0500
- b. Breakfast: 0510
- c. Warm-Up: 0610
- d. Take-off X-83 (DT 307332): 0650 for first RED and first YELLOW aircraft to site #31.
- e. See FLIGHT SCHEDULE for departure of succeeding aircraft.

3. Traffic will be maintained in two (2) traffic patterns or circles. These circles to be designated RED and YELLOW.

4. LOADING AND UNLOADING SITES:

a. Inbound 1st Battalion, 7th Marines, will be loaded at two (2) sites in the immediate vicinity of site #31. These sites will be, depending on prevailing wind conditions, as follows:

- (1) NE wind, RED DT 303401, YELLOW DT 304400
- (2) SW wind, RED DT 302401, YELLOW DT 303399

b. Inbound 1st Battalion, 7th Marines, will be unloaded in the vicinity of Hill 884 as follows:

- (1) "C" Company, right flank, YELLOW circle DT 371514, site #52.
- (2) "A" Company, left flank, RED circle DT 355498, site #5.
- (3) "B" Company, plus H&S and Weapons companies, both traffic circles combined, DT 364498, site #1; DT 364495, site #2.

c. Outbound 2nd Battalion, 7th Marines, will be loaded at the unloading sites of the 1st Battalion, 7th Marines.

d. Outbound 2nd Battalion, 7th Marines, will be unloaded at the loading sites of the 1st Battalion, 7th Marines.

e. Landing site for emergency evacuations will be at DT 364503, site #6.

Enclosure (1)

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5. TRAFFIC PATTERN OPERATION:

a. During the first phase of the operation the RED circle and the YELLOW circle will rotate troops from the right and left flanks of the battalion front, respectively.

b. The second phase of the operation will consist of the rotation of the center sector troops of the battalion front. During this operation, due to the close proximity of the center sector landing sites on Hill 884, RED and YELLOW traffic patterns will be considered as one (1) pattern.

6. AIR DELIVERY PLATOON:

a. Three (3) members of the ADP will be assigned to each landing site in the vicinity of Hill 884. One (1) man on each site will be designated as "aircraft director." The other two (2) men will assist in the loading and unloading of troops when the aircraft land.

b. The Commanding Officer of the ADP will act as liaison officer between the landing sites on Hill 884 and battalion personnel to insure an even flow of troops to and from the landing sites. He will also assist and advise the FAC as to the location of the outbound troops so the FAC may dispatch the necessary aircraft.

c. Two (2) aircraft will depart X-83, 1630 on D-1 (D minus one) one (1) aircraft will take seven (7) members of the ADP to Hill 884. Four (4) men will be taken to site #2, and three (3) to site #5.

d. The other aircraft will take the Squadron Doctor, ADP Commanding Officer, and five (5) members of the ADP. The Squadron Doctor and ADP CO, and two (2) members of the ADP will be taken to site #1. Three (3) members of the ADP will be taken to site #52.

e. The first RED and first YELLOW aircraft to depart X-83 at 0650 will each take four (4) ADP members to the RED and YELLOW loading zones in the vicinity of site #31. They will also take elements of the Operations Section.

f. All other aircraft will be used to take Engineering personnel and/or materiel to the RED and YELLOW loading zones.

g. The FAC of the 2nd Battalion, 7th Marines, on Hill 884 will dispatch aircraft to pick-up members of the ADP upon completion of loading and unloading on their respective landing sites.

7. There will be an ODO on duty at site #31. He will maintain radio communications with aircraft on RED Channel (142.02) and telephone communications with the FAC on Hill 884.

8. COMMUNICATIONS:

a. Telephone contact will be maintained between the ADP Commanding Officer and the following loading sites: #1, #2, #5, #31, and #52.

b. Primary Frequency -- 142.02

c. Secondary Frequency -- 3410

Enclosure (1)

- d. FAC 2/7 on Hill 884 -- 142.02 -- Call Sign -- SORROW 14
- e. FAC 1/7 at site #31 -- 142.02 -- Call Sign -- UTENSIL 14
- f. Aircraft call sign -- BLANKET (Modex Number)

9. REFUELING:

a. Refueling facilities will consist of two (2) 800 gallon trucks and will be set-up in the vicinity of site #31. The refueling zones will be adjacent to the loading zones.

b. After the first refueling, all aircraft will make four (4) trips or otherwise return with a minimum of 75 pounds of fuel.

10. ROUTE OF APPROACH AND RETIREMENT:

a. The routes, as follows, will be the same for approach and retirement:

- (1) From site #31, east via valley route to DT 365424.
- (2) From DT 365424, north via valley route to Hill 884.

b. Aircraft will keep to the left of the valleys.

11. GENERAL INFORMATION:

- a. Site #31 to Hill 884: 945 troops
- b. Hill 884 to Site #31: 950 troops
- c. 200 aircraft (Twenty trips per aircraft using 10 aircraft.)
- d. Estimated time to complete mission: 8 hours 30 minutes
- e. Maximum aircraft gross weight 6,850 pounds

f. It has been requested that the artillery fire at DT 304400 be negated during the operation.

g. If weather causes unsatisfactory flying conditions this lift will be postponed until the following day.

h. In the event of serious enemy resistance this operation will be terminated.

i. The Dual-Pilot will indicate how many troops he desires to carry on each trip by holding up that number of fingers to the ADP loader.

JAMES R. DYER  
Operations Officer

Enclosure (1)

FLIGHT SCHEDULE

HR NO	COLOR CODE	T.O. TIME	TPS BEF REF	INITIAL TAKE*OFF AND THIRD REFUEL		FIRST AND FOURTH REFUELINGS		SECOND AND FIFTH REFUELINGS			
				PILOT	DUAL PIL	PILOT	DUAL PIL	PILOT	DUAL PIL		
	RED	0650	3	THERIAULT	SAMIS	POINTER	THERIAULT	SAMIS	POINTER		
	YELLOW	0650	3	McCUTCHEON	URELL	MacCORMACK	McCUTCHEON	URELL	MacCORMACK		
	RED	0656	4	LESAK	QUICK	KELLY	LESAK	QUICK	KELLY		
	YELLOW	0656	4	HURST	ALLEN	STREET	HURST	ALLEN	STREET		
	RED	0700	3	ADAMS	RADOLINSKI	TEBOW	ADAMS	RADOLINSKI	TEBOW		
	YELLOW	0700	3	DYER	GUIDRY	STRAIN	DYER	GUIDRY	STRAIN		
	RED	0704	2	ALSTON	COX	TITTERUD	ALSTON	COX	TITTERUD		
	YELLOW	0704	2	BAUR	COSTELLO	SHIFFLETT	BAUR	COSTELLO	SHIFFLETT		
	RED	0708	3	BASS	COON	TUCKER	BASS	COON	TUCKER		
						FIRST & FIFTH REF		SECOND REFUELING		FOURTH REFUELING	
	YELLOW	0708	3	MITCHELL	MYERS	MYERS	MITCHELL	LESAK	HURST	COON	ALLEN

OPERATIONS DUTY OFFICERS: 1st Ref-CAPT. POINTER:, 2nd Ref-CAPT. SAMIS:, 3rd Ref-CAPT. THERIAULT:, 4th Ref-CAPT MYERS  
5th Ref-CAPTAIN ALSTON.

ALL AIRCRAFT WILL FILL REAR TANKS ON FIRST REFUELING AND THEREAFTER MAKE FOUR (4) TRIPS EACH TIME.

A FOUR (4) MINUTE INTERVAL WILL BE MAINTAINED BETWEEN RED AND YELLOW AIRCRAFT.

Enclosure (1)

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2 Mar 1952

OPERATION ROTATE STATISTICS

Number of troops carried	1,543
Number of troops (1/7) to Hill 884	784
Number of troops (2/7) from Hill 884	759
First aircraft took off X-83	0650
Last aircraft landed X-83	1545
Total time to complete mission	8 hrs. 55 min.
Aircraft time	60.5 hrs.
Average time per aircraft	7.2 hrs.
Average refueling time	7 min.
Total fuel consumed	2,100 gall.
Number of aircraft participating	9 for 4 hrs. 50 min. 8 for 4 hrs. 05 min.

Enclosure (2)