

KOREAN WAR PROJECT

**OPERATION LEAPFROG, REPORT ON;
PILOT BRIEFING FORM [17 APR 52]; FLIGHT
SCHEDULE [17 APR 52]; PILOT BRIEFING
FORM [18 APR 52]; FLIGHT SCHEDULE
[18 APR 52]**

665-5
MARINE HELICOPTER TRANSPORT SQUADRON 161
1STMAW, C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

ELB:bws
A4-3
Ser 0203
26 Apr 1952

[REDACTED]

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

Subj: OPERATION LEAPFROG, report on

Ref: (a) Map, AMS L-751 Korea, 1:50,000, Section 6527 III

Encl: (1) Pilot Briefing Form (17 Apr 52)
(2) Flight Schedule (17 Apr 52)
(3) Pilot Briefing Form (18 Apr 52)
(4) Flight Schedule (18 Apr 52)
(5) Statistics

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED UNDER 12 YEARS.
DOD PAR 32-8 10

1. MISSION:

To transport by helicopter across the HAN RIVER, the 5th Battalion of the Korean Marine Corps Regiment from the vicinity of BS 9277 to the vicinity of BS 9777; and to transport the 3rd Battalion of the Korean Marine Corps Regiment from the vicinity of BS 9777 to the vicinity of BS 9277.

2. PURPOSE:

To evaluate the time required and the feasibility of transporting by helicopter a Korean Marine Corps battalion a short distance over water with due consideration being given to the language barrier which exists between the troops and the transporting facility.

3. PLANNING PHASE:

a. Upon receipt of orders from the Commanding General, First Marine Division, HMR-161 contacted the commanding officers of the 5th and 3rd Korean Marine Corps battalions and established the following:

(1) That the 5th Battalion would be moved on 18 April, 1952, commencing at 1000 hours and that the 3rd Battalion would be moved on 19 April, 1952, commencing at 1000 hours.

(2) That both battalions would be trucked or marched to the loading zones.

(3) That 12 aircraft would participate in the maneuver.

(4) That four (4) landing sites would be cleared in the vicinity of BS 9277 to be used as loading sites for the first phase of the operation and unloading sites in the second phase of the operation. That four (4) landing sites would be cleared in the vicinity of BS 9777 to be used as unloading sites for the first phase of the operation and loading sites during the latter phase.

(5) That 1,030 men would be lifted in each day's operation.

(6) That six (6) fully equipped troops would be carried by each aircraft.

[REDACTED]

[REDACTED] EIB 14-3

(7) That the 3rd and 5th Battalion KMC staffs would be thoroughly briefed on loading and unloading procedures and general precautions.

b. On 16 April, 1952, a complete reconnaissance of the area was made and the following points established:

(1) That four (4) landing sites would be constructed in the vicinity of landing zone BS 9277 as follows:

- (a) Site #1 BS 933779
- (b) Site #2 BS 933774
- (c) Site #3 BS 927772
- (d) Site #4 BS 927770

(2) That four (4) landing sites would be constructed in the vicinity of landing zone BS 9777 as follows, and would have the suffix ABLE for distinction:

- (a) Site #1 ABLE BS 981777
- (b) Site #2 ABLE BS 976776
- (c) Site #3 ABLE BS 975773
- (d) Site #4 ABLE BS 974770

(3) That two (2) refueling sites would be constructed at the following coordinates and that one (1) 800 gallon refueler would be at each site:

- (a) Site #1 BT 003792
- (b) Site #2 BT 000791

(4) That four (4) extra drums of fuel would be dropped at BS 976-769 for use in an emergency.

(5) That two (2) engineering check points, one (1) at BS 927770 and one (1) at BS 974770, would be established to care for minor discrepancies.

(6) That a communications line would be layed between the four (4) landing sites on each side of the river and that a radio jeep would be provided on the East side of the river by HMR-161 and the 2nd Battalion, 7th Marines, FAC's radio jeep would be used on the West side of the river. The jeeps were each to be manned by Operations Duty Officers from HMR-161. (See enclosures (2) and (4)).

(7) That three (3) Air Delivery Platoon personnel would be assigned to each landing site to assist in directing the aircraft and the loading and unloading of troops.

(8) That each aircraft would carry a maximum of 600 pounds fuel and land for refueling with a minimum of 75 pounds fuel aboard.

[REDACTED]

(9) That a refueling schedule would be established for efficiency. (See enclosures (2) and (4)).

(10) That a plan would be established for the return of our ground personnel and equipment at the completion of the maneuver. (See enclosure (4)).

(11) That all aircraft would fly in defilade as much as possible and that in the event of enemy opposition, the Commanding Officer would make an "on the spot decision."

(12) That all pilots would wear life jackets and would be thoroughly briefed on the procedure for ditching aircraft in the water.

(13) That troops would not wear life jackets but cargo doors would be left open and troops would be instructed in ditching procedures.

(14) That one (1) rescue helicopter would be standing by and four (4) amptracks would be in the area to effect rescue in the event of an emergency.

(15) That the troops would be deployed at the loading sites by companies.

(16) That it would take a total of 172 trips or 14.4 trips per helicopter to complete the lift. It would require approximately two (2) hours and 52 minutes to complete the lift.

(17) That the Commanding Officer of the 1st Air Delivery Platoon would deploy the aircraft to other loading sites as the problem came to completion.

4. BRIFING PHASE:

See enclosures (1) and (3).

5. EXECUTION PHASE:

a. The troops arrived in the loading area 18 hours prior to the first phase lift and bivouaced in the area; and approximately at H-Hour for the second phase.

b. A shuttle system using three (3) aircraft from each corresponding pair of landing sites was used. A traffic pattern was set-up. (See enclosures (1) and (3)).

c. The first four (4) aircraft departed base at 0930 both days and were on the sites ready to move at H-Hour. In the second day's lift, the troops did not arrive at Site #3 ABLE until 15 minutes late, somewhat delaying the operation.

d. Eight-hundred and ninety-three (893) troops were moved during the first phase and 809 during the second phase. The original estimate on the number of troops to be moved for both days was slightly higher; as a result, the operation was speeded up when less troops were to be moved.

e. All 12 aircraft remained in commission on the 18 April lift and made a total of 149 round trips, averaging 12.4 trips per aircraft. On 19 April, one aircraft suffered a minor accident during the latter part of

[REDACTED]

the day's lift, and one aircraft went out of commission in the early stage of the lift after making two trips. It did not return to the operation. The first phase of the operation (18 April) was completed at 1150 after one (1) hour and 50 minutes. The second phase (19 April) was completed at 1140 after one (1) hour and 40 minutes. The variation of these times per the estimate was due to the reduced number of troops to be moved and the conservative estimate for each round trip and refueling.

f. During the first phase of the operation some slight confusion occurred in the return of the squadron's personnel and gear at its completion. This was corrected on the second day.

g. The weather on 18 April was very good. On 19 April there was inclement weather and visibility closed to nearly one-half ($\frac{1}{2}$) mile with a 200 foot ceiling and steady rain by the end of the operation. The lift, however, was not slowed down any by the weather and was finished ahead of schedule.

6. DISCUSSION:

a. It was the first lift of such short distance and was mostly over water (Six miles round trip).

b. The language barrier involved had never before been encountered, but was of little consequence because there were sufficient interpreters and a conscientious effort was made by the troops themselves.

c. The unloading sites were closely situated in both moves, permitting rapid tactical deployment of the troops. The terrain was no hinderance since it was flat to gently rolling.

d. It would have been advisable to have a communication net between the sites on either side of the river in the event radio communications were lost.

e. There was ample time for a thorough liaison and preparation for the operation.

f. There was very little defilade for the aircraft and the operation was open to enemy observation but was sufficiently out of range of known enemy artillery. One (1) known round of enemy fire fell about 3,000 yards North of Site #1 at BS 933779.

g. The sites were very adequate and well marked, making recognition and location very easy even for the pilots who had not previously been in the area.

7. CONCLUSIONS:

a. That an airlift by helicopter for a short distance over water is feasible and practicable.

b. That the language barrier did not hinder the problem.

c. That multiple landing sites are necessary for an airlift of such a short distance.

d. That a Korean Marine Corps battalion can be moved faster than a U. S. Marine Corps battalion. The Korean Marines are smaller in stature and weigh less, allowing each helicopter to carry one more troop per round trip than if loaded with U. S. Marines.

[REDACTED]

e. That a communications network within and between the loading and unloading zones is mandatory for troop and traffic control.

8. RECOMMENDATIONS:

That HMR-161 be assigned another mission of this type, but with a shorter period of notification so as to determine the difficulties that may arise from lack of liaison between the units concerned.

K. B. MC CUTCHEON

Copy to: w/encls

CMC
CINCPACFLT
COMNAVFE
CG FMF PAC
CG FMF IANT
CG AIRFMFPAC
CG AIRFMFLANT
CMCS (5)
PAC FLT COMBAT EVAL BD
CO MAG-16
CO HMX-1
CO HMR-261
CO HMR-262
CO HMR-162
CO HMR-163
CO HMR-361
CG 1STMAW

PILOT BRIEFING FORM

[REDACTED]

1. PURPOSE:

This is an evaluation problem to determine the time required and the feasibility of successfully airlifting by helicopter a KMC battalion a short distance over water, with due consideration to the language barrier which exists between the units concerned.

2. MISSION:

To move by helicopter the 5th Battalion of the Korean Marine Corps Regiment from the loading zone at BS 92777 to an unloading zone at BS 97777.

3. H MINUS HOUR:

- a. Breakfast: 0700-0745.
- b. Take-Off: 0800 for first five (5) aircraft with AD personnel to loading and unloading zones. (Return to base, refuel, and stand-by.)
- 0930 all aircraft depart Fringe Base for loading zone at BS 929773.
- c. H-Hour T.O.: 1000

4. LANDING SITES:

a. There are four (4) loading sites and four (4) unloading sites as follows:

(1) Loading Sites Coordinates (West Side Han River):

Site #1	BS 933779
Site #2	BS 933774
Site #3	BS 927772
Site #4	BS 927770

(2) Unloading Sites Coordinates (East Side Han River):

Site #1 (Able)	BS 981777
Site #2 (Able)	BS 976776
Site #3 (Able)	BS 975773
Site #4 (Able)	BS 974770

Enclosure (1)

[REDACTED]

[REDACTED]

b. All aircraft will operate from a particular loading site as specified below:

- | | |
|----------------------------|---------|
| (1) 1st, 5th, and 9th A/C | Site #1 |
| (2) 2nd, 6th, and 10th A/C | Site #2 |
| (3) 3rd, 7th, and 11th A/C | Site #3 |
| (4) 4th, 8th, and 12th A/C | Site #4 |

c. The first four (4) helicopters will depart Fringe Base at 0920 and go directly to their respective loading sites. The remaining eight (8) aircraft will depart Fringe Base at 0935 and will land at the loading zone in the vicinity of BS 9277 and in visual contact with their respective loading sites.

5. AIR DELIVERY PLATOON:

a. There will be three (3) ADP personnel assigned to each loading site and each unloading site. They will assist in the landing of the aircraft, the loading, the unloading, and the opening and closing of the cabin door.

b. The Commanding Officer of the Air Delivery Platoon will be at the loading zone and will act as liaison between the pilots and the loading teams to assure an even flow of troops. He will have communications with the aircraft by the 2nd Battalion, 7th Marines, FAC radio-jeep on 142.02 (Channel Red.)

c. One (1) man from the Air Delivery Platoon will be stationed at sites #4 and #4 (Able) with a life raft and a cargo net in the event of an emergency landing in the river, he is to be picked-up by the nearest empty helicopter and taken to the scene of the accident where he will assist in the rescue.

6. OPERATIONS DUTY OFFICER:

a. There will be one (1) Operations Duty Officer at the loading zone and one (1) at the unloading zone to give any assistance the pilots may require, and to coordinate the problem on their respective sides of the river. Each ODO will have communications with all aircraft via radio jeep on 142.02 (Channel RED.)

7. PRE-PHASE:

All Air Delivery Personnel will be flown to the loading and unloading zones prior to the beginning of the lift. (See Flight Schedule) Aircraft involved in this pre-phase of the operation will return to Fringe Base immediately after unloading their passengers and refuel.

8. COMMUNICATIONS:

- Primary Frequency - 142.02 Channel RED
- Secondary Frequency - 3410
- Loading Zone ODO and the CO, 1st ADP (West Bank of River).
Call Sign - DIFFICULT 14

Enclosure (1)

[REDACTED]

[REDACTED]

d. Unloading Zone ODO Call Sign - FRINGE UNCLE

e. Aircraft Call Sign - FRINGE (Modex No.)

9. REFUELING AND OUT OF COMMISSION AIRCRAFT:

a. Refueling will be done at two (2) points located as follows:

(1) Point #1 BT 003792

(2) Point #2 BT 000791

b. An additional refueling point will be established at BS 976769 to be used in case of emergency.

c. "Out of Commission" aircraft will go to the following sites for check and repair:

(1) On East side of river - BS 925773

(2) On West side of river - BS 976769

d. All aircraft will depart from Base with 600 pounds of fuel aboard and will refuel as designated by the Flight Schedule or return for refueling with a minimum of 75 pounds of fuel.

10. ROUTES TO BE FLOWN:

a. The route of approach to the loading zone will be direct from Fringe Base Southwest on a heading of approximately 245 degrees. (The variation in this area is six (6) degrees West.)

b. The route from the loading zone to the unloading zone will be direct on an approximate heading of East, returning via same route on a heading of West. Aircraft that load at Site #1 will unload at Site #1 (Able)--those that load at Site #2 will unload at Site #2 (Able) etc. Planes will return empty from unloading to loading sites.

c. Altitude - Clear all obstructions.

d. Airspeed - 65 Knots

e. Pattern as follows:

West Wind - Right hand traffic from sites #'s 1 and 2
Left hand traffic from sites #'s 3 and 4
East Wind - Left hand traffic from sites #'s 1 and 2
Right hand traffic from sites #'s 3 and 4

11. GENERAL INFORMATION:

a. Number of Troops to be Moved	1,030
b. Number of Troops per Load	6
c. Total Number of Trips	172
d. Estimated Time to Complete Operation	2 hours 52 minutes

Enclosure (1)

[REDACTED]

- [REDACTED]
- e. Maximum Aircraft Gross Weight 6,970 pounds
 - f. Approximate Distance From Loading Site to Unloading Site 6 miles
 - g. Approximate Time to Make One Round Trip 10 minutes
 - h. One interpreter will be at each loading site.
 - i. Two (2) "Diggs" will stand-by to effect rescue if necessary. One will be on either side of the river.

E. L. BARKER
Major, USMC
Operations Officer

Enclosure (1)

[REDACTED]

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

EVP:rlb
A4-3
17 Apr 1952

FLIGHT SCHEDULE

[REDACTED]
STAND-BY OPERATIONS DUTY OFFICER

CAPTAIN ALSTON

LANDING ZONE OPERATIONS DUTY OFFICER

LT. WESSEL

LOADING ZONE OPERATIONS DUTY OFFICER

CAPTAIN POINTER

SQUADRON DUTY OFFICER

CAPTAIN HERRIN

<u>TIME</u>	<u>PILOT</u>	<u>DUAL PILOT</u>	<u>HR NO.</u>	<u>REMARKS</u>
0800	(PRIOR TO COMMENCEMENT OF ACTUAL LIFT)			
	ADAMS	BOUTTE	HR-9	6 ADP to #1 & #2
	URELL	KNUTSON	HR-10	6 ADP to #3 & #4
	MAC CORMACK	KEW	HR-11	6 ADP to #1A & #2A
	THOMAS	WINES	HR-13	6 ADP to #3A & #4A
	GUIDRY	WIESE	HR-14	1 drum oil, 1 Engr. Personnel & Lt. Daniels to Landing Zone. Take Telephone man to all sites for installing phones.
0930	COL MC CUTCHEON	BASS	HR-2	Go to Site #1
	BARKER	ADAMS	HR-3	Go to Site #2
	BRITTON	BICKNELL	HR-4	Go to Site #3
	GUIDRY	WINTERS	HR-5	Go to Site #4
0935	DYER	KEW	HR-69	Go to Site #1
	LENGEL	CAUSER	HR-7	Go to Site #2 take 4 Engr Pers. to Site #2
	MAC CORMACK	BOUTTE	HR-8	Go to Site #3
	SANNER	ROBERTS	HR-9	Go to Site #4
	SIMMONS	RATLIFF	HR-10	Take 4 Engr Pers to site #4A then proceed behind Site #1
	LESACK	THOMAS	HR-11	Take 3 Engr Pers & tools to Gas Site #1 then proceed behind Site #2
	WIESE	WINES	HR-13	Take 3 Engr Pers & APU to Gas Site #1 then proceed behind Site #3
	KNUTSON	URELL	HR-14	Take 5 Engr Pers to Gas Site #2 then proceed behind Site #4

After lift is completed, the first four (4) empty aircraft will be returned to pick-up our Engineering Personnel and the Air Delivery Platoon personnel on the West side of the river. They will return to I-7 with their loads. The remaining aircraft will pick-up the Engineering and Air Delivery Platoon personnel on the East side of the river and return them to I-7.

REFUELING PROCEDURE:

(1) HR-2, 69, and 10 will gas after 5½ round trips.

Enclosure (2)

[REDACTED]

- [REDACTED]
- (2) HR-3, 7, and 11 will gas after $6\frac{1}{2}$ round trips.
 - (3) HR-4, 8, and 13 will gas after $7\frac{1}{2}$ round trips.
 - (4) HR-5, 9, and 14 will gas after $8\frac{1}{2}$ round trips.
 - (5) HR-2, 6, and 10 will regas after $10\frac{1}{2}$ round trips.
 - (6) HR-3, 7, and 11 will regas after $11\frac{1}{2}$ round trips.
 - (7) HR-4, 8, and 12 will regas after $12\frac{1}{2}$ round trips.
 - (8) HR-5, 9, and 14 will regas after $13\frac{1}{2}$ round trips.

In the event anyone runs short of fuel, there will be gas at landing Site #4A. Each aircraft must keep accurate count of the trips made to alleviate any unnecessary pile-ups.

E. V. POINTER
Captain, USMC
Flight Officer

Enclosure (2)

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

ELB:lfm
A4-3
18 Apr 1952

PILOT BRIEFING FORM

1. PURPOSE:

This is an evaluation problem to determine the time required and the feasibility of successfully airlifting by helicopter a KMC battalion a short distance over water, with due consideration to the language barrier which exists between the units concerned.

2. MISSION:

To move by helicopter the 3rd Battalion of the Korean Marine Corps Regiment from the loading zone at BS 9777 to an unloading zone at BS 929377.

3. H MINUS HOUR:

- a. Breakfast: 0700-0745
- b. Take-Off: 0800 for first seven (7) aircraft with AD personnel, one (1) Communications man, to loading and unloading zones. (Return to BASE, refuel, and stand-by.)
- 0930 all aircraft depart FRINGE BASE for loading zone at BS 9777.
- c. H-HOUR T.O.: 1000

4. LANDING SITES:

a. There are four (4) loading and four (4) unloading sites as follows:

(1) Unloading Sites Coordinates (West Side Han River):

Site #1	BS 933779
Site #2	BS 933774
Site #3	BS 927772
Site #4	BS 927770

(2) Loading Sites Coordinates (East Side Han River):

Site #1 (ABLE)	BS 981777
Site #2 (ABLE)	BS 976776
Site #3 (ABLE)	BS 975773
Site #4 (ABLE)	BS 974770

Enclosure (3)

ELB:lfm
A4-3

b. All aircraft will operate from a particular loading site as specified below:

- | | |
|----------------------------|--------------|
| (1) 1st, 5th, and 9th A/C | Site #1 ABLE |
| (2) 2nd, 6th, and 10th A/C | Site #2 ABLE |
| (3) 3rd, 7th, and 11th A/C | Site #3 ABLE |
| (4) 4th, 8th and 12th A/C | Site #4 ABLE |

c. The first four (4) helicopters will depart FRINGE BASE at 0930 and go directly to their respective loading sites. The remaining eight (8) aircraft will depart FRINGE BASE at 0935 and will land at the loading zone in the vicinity of BS 9777 and in visual contact with their respective loading sites.

5. AIR DELIVERY PLATOON:

a. There will be three (3) ADP personnel assigned to each loading site and each unloading site. They will assist in the landing of aircraft, the loading and the unloading.

b. The Commanding Officer of the Air Delivery Platoon will be at the loading zone and will act as liaison between the pilots and the loading teams to assure an even flow of troops. He will have communications with the aircraft via the radio-jeep on 142.02 (Channel RED.) His call sign will be FRINGE UNCLE.

c. One (1) man from the Air Delivery Platoon will be stationed at sites #4 and #4 ABLE with a life raft and a cargo net in the event of an emergency landing in the river. He is to be picked-up by the nearest empty helicopter and taken to the scene of the accident where he will assist in the rescue.

6. OPERATIONS DUTY OFFICER:

a. There will be one (1) Operations Duty Officer at the loading zone and one (1) at the unloading zone to give any assistance the pilots may require, and to coordinate the problem on their respective sides of the river. Each ODO will have communications with all aircraft via radio-jeep on 142.02 (Channel RED.)

7. PRE-PHASE:

All Air Delivery personnel will be flown to the loading and unloading zones prior to the beginning of the lift. (See Flight Schedule) Aircraft involved in this pre-phase of the operation will return to FRINGE BASE immediately after unloading their passengers and refuel.

8. COMMUNICATIONS:

a. Primary Frequency - 142.02 Channel RED

b. Secondary Frequency - 3410

c. Loading Zone ODO and the CO, 1st ADP (East Bank of River)
Call Sign - FRINGE UNCLE.

Enclosure (3)

d. Unloading Zone ODO Call Sign - DIFFICULT 14

e. Aircraft Call Sign - FRINGE (Modex No.)

9. REFUELING AND OUT OF COMMISSION AIRCRAFT:

a. Refueling will be done at three (3) points located as follows:

(1) Point #1 BT 003792

(2) Point #2 BT 000791

(3) Point #3 BS 974770

b. "Out of Commission" aircraft will go to the following sites for check and repair:

(1) On East side of river - BS 925773

(2) On West side of river - BS 976769

c. All aircraft will depart from FRINGE BASE with 600 pounds of fuel aboard and will refuel as designated by the Flight Schedule or return for refueling with a minimum of 75 pounds of fuel.

10. ROUTES TO BE FLOWN:

a. The route of approach to the loading zone will be direct from FRINGE BASE Southwest on a heading of approximately 245 degrees. (The variation in this area is six (6) degrees West.)

b. The route from the loading zone to the unloading zone will be direct on an approximate heading of West, returning via same route on a heading of East. Aircraft that load at Site #1 ABLE will unload at Site #1--those that load at Site #2 ABLE will unload at Site #2 etc. Planes will return empty from unloading to loading sites.

c. Altitude - Clear all obstructions.

d. Airspeed - 65 knots.

e. Pattern as follows:

West Wind - Right hand traffic from sites #'s 1 and 2.

Left hand traffic from sites #'s 3 and 4.

East Wind - Left hand traffic from sites #'s 1 and 2.

Right hand traffic from sites #'s 3 and 4.

11. GENERAL INFORMATION:

a. Number of troops to be moved 1,030

b. Number of troops per load 6

c. Total number of trips 172

d. Estimated time to complete operation 2 hours 25 minutes

Enclosure (3)

ELB:lfm
A4-3

- e. Total number of trips per A/C (using 12) 14.3
- f. Maximum aircraft gross weight 6,970
- g. Approximate distance from loading site to unloading site (round trip) 6 miles
- h. Approximate time to make one round trip 8 minutes
- i. One interpreter will be at each loading site.
- j. Four (4) "ducks" will stand-by to effect rescue if necessary. Two (2) will be on either side of the river.

E. L. BARKER,
Major, USMC,
Operations Officer

Enclosure (3)

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

WW:lfm
A4-3
18 Apr 1952

FLIGHT SCHEDULE

OPERATIONS DUTY OFFICER

CAPTAIN KNUTSON

LOADING ZONE OPERATIONS DUTY OFFICER

LIEUTENANT BICKNELL

UNLOADING ZONE OPERATIONS DUTY OFFICER

CAPTAIN KEW

SQUADRON DUTY OFFICER

CAPTAIN CAUSER

<u>TIME</u>	<u>PILOT</u>	<u>DUAL PILOT</u>	<u>HR-NO</u>	<u>REMARKS</u>	
0800	MAC CORMACK	WESSEL	HR-2	6 ADP to sites #1 and #2	
	POINTER	GUIDRY	HR-3	6 ADP to sites #3 and #4	
	ROBERTS	HERRIN	HR-4	6 ADP to sites #1A and #2A	
	WINTERS	URELL	HR-5	6 ADP to sites #3A and #4A	
	LESAK	SANNER	HR-69	2 gas drums to site #4A	
	ADAMS	BRITTON	HR-8	2 gas drums to site #4A	
	WIESE	RATLIFF	HR-9	Take oil drum to gas site #1. Communications man to connect phone at ea/site.	
	0930	COL. McCUTCHEON	WESSEL	HR-2	Landing Site #1A
		BRITTON	ADAMS	HR-3	Landing Site #2A
BARKER		SIMMONS	HR-4	Landing Site #3A	
BASS		BOUTTE	HR-5	Landing Site #4A w/4 Engr Pers	
0935		DYER	HERRIN	HR-69	Land behind site #1A
	LENGEL	WINES	HR-7	4 Engr Pers to #4 land behind #2A	
	RATLIFF	POINTER	HR-8	Land behind site #3A	
	WIESE	WINTERS	HR-9	Land behind site #4A	
	SANNER	LESAK	HR-10	3 Engr Pers to Gas Site #1 land behind Site #1A	
	MAC CORMACK	ROBERTS	HR-11	3 Engr Pers to Gas Site #1 land behind Site #2A	
	THOMAS	URELL	HR-13	5 Engr Pers to Gas Site #2 land behind site #2A	
	GUIDRY	ALSTON	HR-14	Land behind #4A	

As the lift comes to completion, aircraft will be diverted to the other landing sites to hasten the move. At the completion of the lift the following schedule will be followed for returning our men and supplies to I-7:

HR-3 Pick-up ADP personnel and telephones at sites #1, #1A, and return to I-7.

HR-4 Pick-up ADP personnel and telephones at sites #2, #2A, and return to I-7.

HR-5 Pick-up ADP personnel and telephones at sites #3, #3A, and return to I-7.

Enclosure (4)

HR-69 Pick-up ADP personnel and telephones at sites #4, #4A, and return to I-7.

HR-7 Pick-up four (4) Engineering personnel at Site #4 and return to I-7.

HR-8 Pick-up three (3) Engineering personnel and tools at Gas Site #1 and return to I-7.

HR-9 Pick-up three (3) Engineering personnel at Gas Site #1 and return to I-7.

HR-10 Pick-up gas drums at Site #4A and return to I-7.

HR-11 Pick-up five (5) Engineering personnel at Gas Site #2 and return to I-7.

HR-14 Remain in area until FRINGE UNCLE gives all clear and then pick-up ODO at FRINGE UNCLE and return to I-7.

Other aircraft return to I-7 upon completion of the lift.

REFUELING PROCEEDURE:

HR-2, 69, and 10 refuel at sites #1 and #2 after 9 round trips.

HR-3, 7, and 5 refuel at sites #1 and #2 after 10 round trips.

HR-4, 8, and 9 refuel at sites #1 and #2 after 11 round trips.

HR-11 refuel at loading site #4A after 9 round trips.

HR-13 refuel at loading site #4A after 10 round trips.

HR-14 refuel at loading site #4A after 11 round trips.

In the event any one runs short of fuel, contact FRINGE UNCLE and go to Gas Sites #1 or #2 immediately and refuel. All aircraft must keep an accurate count of trips made to alleviate any unnecessary pile-ups. All pilots will expedite any pilot changing at the gassing zones.

W. WESSEL
1st. Lt., USMC
Ass't. Flt. O.

OPERATION LEAPFROG STATISTICS

NUMBER OF FLIGHTS (First Phase)	149
NUMBER OF FLIGHTS (Second Phase)	132
NUMBER OF TROOPS CARRIED (First Phase)	893
NUMBER OF TROOPS CARRIED (Second Phase)	809
TOTAL NUMBER OF FLIGHTS	281
TOTAL NUMBER OF TROOPS CARRIED	1,702
FIRST AIRCRAFT OFF (Both Phases)	1000
OPERATION ENDED (First Phase)	1150
OPERATION ENDED (Second Phase)	1140
AIRCRAFT TIME (First Phase)	34.8
AIRCRAFT TIME (Second Phase)	30.0
TOTAL TIME TO COMPLETE OPERATION (First Phase)	1.8 Hours
TOTAL TIME TO COMPLETE OPERATION (Second Phase)	1.63 Hours
TOTAL FUEL CONSUMED	2,650 Gallons
AVERAGE REFUELING TIME (Both Phases)	6.5 Minutes
NUMBER OF AIRCRAFT PARTICIPATING (First Phase)	12
NUMBER OF AIRCRAFT PARTICIPATING (Second Phase)	12 for 1.5 Hours 11 for 1.7 Hours

Enclosure (5)