

KOREAN WAR PROJECT

REPORT ON OPERATION RIPPLE ONE – PHOTOGRAPHIC SUPPLEMENT

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

JFC:jat
Ser:1280-52
29 August 1952

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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

Subj: OPERATION RIPPLE ONE, report on

Ref: (a) Map KOREA, 1:50,000, AMS L-751, Sheet 6527-I

Encl: (1) Photographic Supplement

1. MISSION:

a. To transport by Helicopter from loading zone (CT-663026) to firing zone #1 (CT-138075) to firing zone #2 (CT-033007) and return to loading zone, three (3) 4.5 rocket launchers, three (3) rocket launcher crews, four (4) Air Delivery Personnel, Rocket Company Commanding Officer and Executive Officer and sixty-six (66) 4.5 rockets and fuses.

2. PURPOSE:

To evaluate under combat conditions the feasibility of transporting by helicopter, rocket launchers, crews, and ammunition to firing zones, especially those inaccessible by roads and to reduce the time required by present standard methods of moving launchers, crews, and ammunition from one firing zone to another.

PHASE I

3. PLANNING PHASE:

a. By direction of G-3, First Marine Division, direct liaison was authorized with the 4.5 Rocket Company, Eleventh Marines, and the following was established:

(1) That one (1) HRS-1 type helicopter could lift and transport one (1) 4.5 Rocket Launcher.

(2) That one (1) HRS-1 type helicopter could lift and transport twenty-two (22) 4.5 rockets and fuses.

(3) That one (1) HRS-1 type helicopter could lift and transport one (1) Rocket Launcher Crew and one (1) additional man.

(4) That two (2) ripples should be fired, each ripple from a different firing zone and each ripple consisting of sixty six (66) 4.5 rockets.

(5) That one (1) control helicopter with the Rocket Company Commanding Officer and four (4) Air Delivery Personnel would be required.

(6) That in the event of mechanical failure of any Helicopter participating, prior to firing, the mission be cancelled.

(7) That in the event of mechanical failure of any helicopter participating, after firing, the necessary equipment be left so as to provide evacuation from the firing zone of all personnel.

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OPERATION RIPPLE ONE report on (cont'd)

b. A reconnaissance of the area on 9 August 1952 established:

- (1) That loading zone would be located at CT-063026.
- (2) That firing zone #1 would be located at CT-138075.
- (3) That firing zone #2 would be located at CT-033007.
- (4) That all Helicopters involved would be routed in defilade keeping enemy observation to a minimum.

(5) That the distance in meters between zones, direct and routed were as follows:

	<u>DIRECT</u>	<u>ROUTED</u>
(a) HMR-161 Base to loading zone	14,300	15,550
(b) Loading Zone to firing Zone #1	8,400	12,100
(c) Firing Zone #1 to Firing Zone #2	12,050	16,000
(d) Firing Zone #2 to loading zone	3,650	4,000
(e) Loading Zone to HMR-161 Base	14,300	15,550
(f) Total meters to be traveled	52,700	63,200

(6) That each pilot involved would have one (1) familiarization flight over the route to the loading zone, to firing zone #1, and to firing zone #2.

4. LIAISON:

a. Two (2) rehearsals were practiced utilizing the loading zone and simulating that CT-135905 was the firing zone to familiarize launcher crews with helicopter, and pilots with problems of lifting and transporting loads.

5. EXECUTION PHASE:

a. Following is a sequence of events:

- (1) Take-off from HMR-161 Base 1800 19 August 1952
- (2) First Helicopter arrived at loading zone 1811
- (3) Last Helicopter departed loading zone 1819:15
- (4) First Helicopter arrived firing zone #1 1819
- (5) Last Helicopter arrived firing zone #1 1829
- (6) Rockets commenced firing 1836 (On predetermined enemy targets)
- (7) Last Helicopter departed firing zone #1 1838

8. RECOMMENDATION:

It is recommended that this operation be run again, so that the preceding items of discussion be put into use while the operation is still fresh in the minds of those concerned.

PART II

1. PLANNING PHASE:

a. In accordance with the recommendations as set forth in Part I, Operation RIPPLE, authorization was granted by the CG First Marine Division to perform another rocket launcher mission on 20 August 1952 with the same mission and purpose as set forth in Part I.

b. A reconnaissance of the area on 19 August established:

- (1) That the loading zone will be located at CT 063026
- (2) That the firing zone #1 will be located at CT 103051
- (3) That the firing zone #2 will be located at CT 026009

(4) That all helicopters involved would be routed in defilade, keeping enemy observation to a minimum.

(5) That the distance in meters between zones, direct and routed were as follows:

	<u>DIRECT</u>	<u>ROUTED</u>
(a) HMR-161 base to loading zone	14,300	15,550
(b) Loading zone to firing zone #1	4,800	8,500
(c) Firing zone #1 to firing zone #2	8,800	13,500
(d) Firing zone #2 to loading zone	14,000	5,000
(e) Loading zone to HMR-161 base	14,300	15,550

Total meters traveled: 46,200 58,300

2. EXECUTION PHASE:

a. Following is a sequence of events:

- (1) Take off from HMR-161 base 1800
- (2) First helicopter arrived at loading zone 1812
- (3) Last helicopter departed loading zone 1831
- (4) First helicopter arrived at firing zone #1 1819
- (5) Last helicopter arrived firing zone #1 1838
- (6) Rockets commenced firing (on predetermined targets) 1840:45
- (7) Last helicopter departed firing zone #1 1843:15
- (8) First helicopter arrived firing zone #2 1851:30

OPERATION RIPPLE ONE report on (cont'd)

8. RECOMMENDATION:

It is recommended that this operation be run again, so that the preceding items of discussion be put into use while the operation is still fresh in the minds of those concerned.

PART II

1. PLANNING PHASE:

a. In accordance with the recommendations as set forth in Part I, Operation RIPPLE, authorization was granted by the CG First Marine Division to perform another rocket launcher mission on 20 August 1952 with the same mission and purpose as set forth in Part I.

b. A reconnaissance of the area on 19 August established:

- (1) That the loading zone will be located at CT 063026
- (2) That the firing zone #1 will be located at CT 103051
- (3) That the firing zone #2 will be located at CT 026009
- (4) That all helicopters involved would be routed in defilade, keeping enemy observation to a minimum.
- (5) That the distance in meters between zones, direct and routed were as follows:

	<u>DIRECT</u>	<u>ROUTED</u>
(a) HMR-161 base to loading zone	14,300	15,550
(b) Loading zone to firing zone #1	4,800	8,500
(c) Firing zone #1 to firing zone #2	8,800	13,500
(d) Firing zone #2 to loading zone	4,000	5,000
(e) Loading zone to HMR-161 base	14,300	15,550
Total meters traveled	46,200	58,300

2. EXECUTION PHASE:

a. Following is a sequence of events:

- (1) Take off from HMR-161 base 1800
- (2) First helicopter arrived at loading zone 1812
- (3) Last helicopter departed loading zone 1831
- (4) First helicopter arrived at firing zone #1 1819
- (5) Last helicopter arrived firing zone #1 1838
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- (7) Last helicopter departed firing zone #1 1843:15
- (8) First helicopter arrived firing zone #2 1851:30

OPERATION RIPPLE ONE report on (cont'd)

- [REDACTED]
- (9) Last helicopter arrived firing zone #2 1854:45
- (10) Rockets commenced firing (on predetermined enemy targets) 1900:15
- (11) Last helicopter departed firing zone #2 1904

3. DISCUSSION:

a. The cause of the delay of the arrival of the launcher planes at firing zone #1 was attributed to sling hoist hooking difficulties due to its present design. The weight of the launcher caused the supporting cables to stretch just enough so that when weight was applied to the sling, the tension on the release cable became too great and it would automatically release. After several hook-ups were attempted the standby helicopter replaced the scheduled launcher plane and effected the pick-up. Launcher aircraft #3 had to make a hurried sling release adjustment prior to effecting a successful lift.

4. RECOMMENDATION:

a. It is recommended that the helicopter be utilized in forthcoming rocket transporting missions.

b. The procedures as set forth in Part II be adopted as Standing Operating Procedure.

J. F. CAREY

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CO HMR-261
CO HMR-262
CO HMR-263
CO HMR-361
CO HMR-362
CO HMR-363
CG 1STMARDIV (Orig)

[REDACTED]

