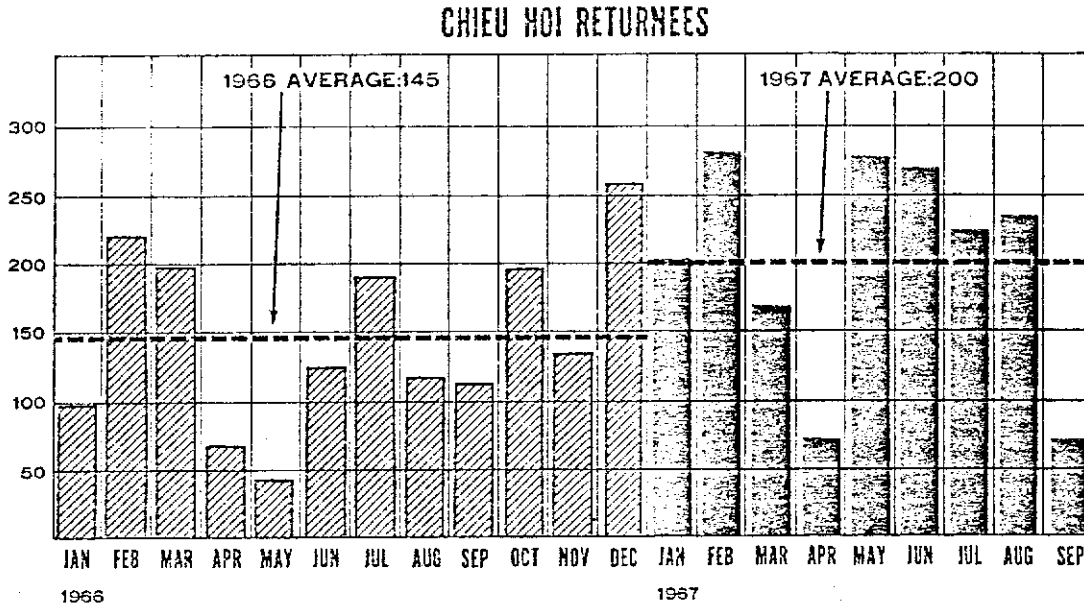


dealing with the national elections rather than appeals for ralliers. It is interesting, though perhaps coincidental, that a similar drop occurred last April, at the start of the Vietnamese local elections. The graph below shows Chieu Hoi results this year and in 1966.



Combined Action Program

Again in September, the Combined Action program failed to keep pace with its 1967 growth schedule. Only one new platoon was formed (at Danang). All told, 1,343 Marines and Navy corpsmen and 2,074 Popular Forces members were assigned to Combined Action units at the end of the month.

The 1967 Combined Action plan calls for expansion to 4 group headquarters, 19 company headquarters and 114 platoons. To man these, authorization was requested

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in April from the Secretary of Defense for 799 Marines and 49 Navy corpsmen, in addition to the 1,112 Marines and 74 corpsmen now authorized. Currently, this increase has been approved for planning purposes but final approval is pending. In the meantime, a further draw-down has been levied by CG, III MAF against the already thin III MAF personnel resources in order to man the presently organized units at their current level.

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BASE DEFENSE

Air Base Loading

The major changes in the aircraft population of the six major air bases in I CTZ during the month were:

-VMFA-122 with 15 F-4 aircraft arrived at Danang from El Toro on 1 September. On the same day VMF(AW) 232 was reassigned to El Toro.

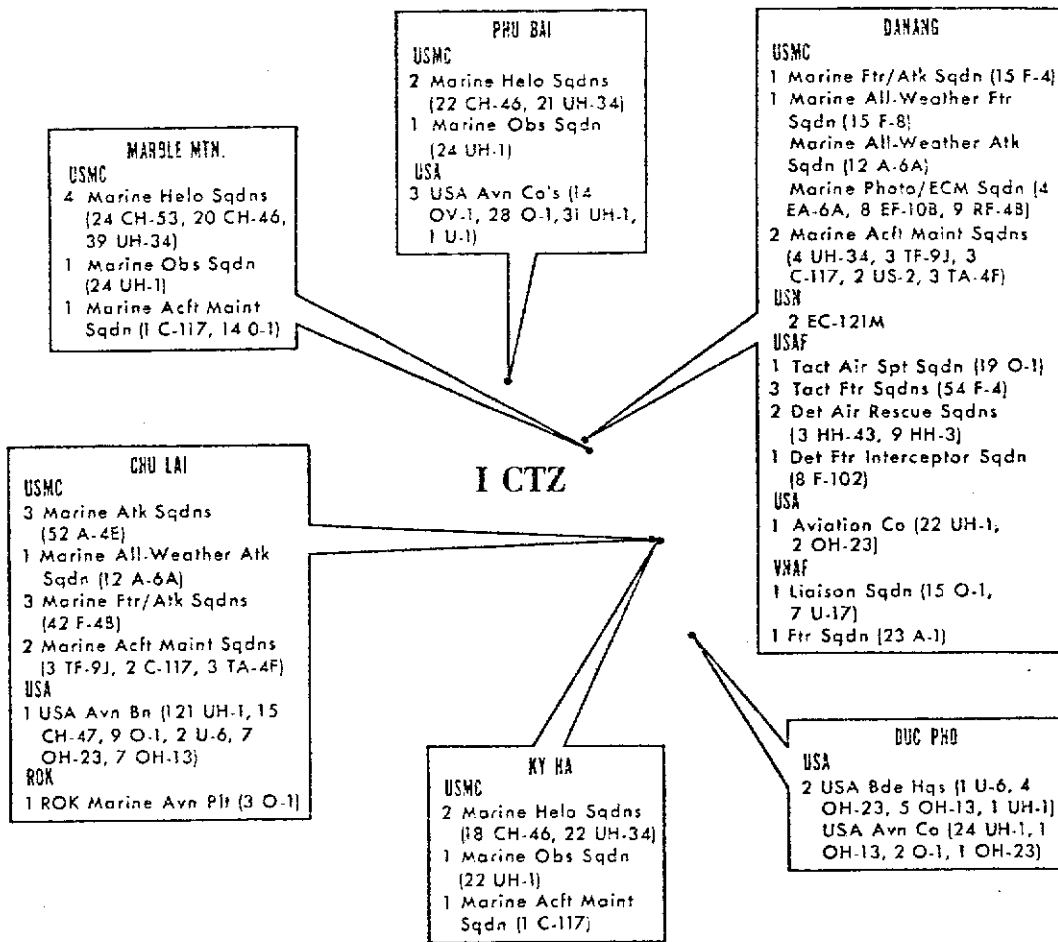
-VMA-121 replaced VMA-211 at Chu Lai on 5 September in a routine intra-theater rotation and VMA-211 was redeployed to Iwakuni.

-HMM-361 was moved from Dong Ha to Marble Mountain on 14 September, and thereby was removed from the continual threat of an attack from enemy long range artillery located in and north of the DMZ.

-At Phu Bai on 28 September, the 190th Army Aviation Company, with 31 UH-1 helicopters, joined III MAF. This unit will provide temporary helicopter augmentation while Marine CH-46's are undergoing modification.

The end of the month aircraft population of the major bases in I Corps was as is shown in the map on the next page.

AIRCRAFT POPULATION AT MAJOR AIRFIELDS I CTZ AS OF 30 SEP 1967



Note: 80 Marine aircraft undergoing repair or maintenance out-of-country.

September Enemy Attacks of Combat Bases and Major Airfields

Danang sustained attacks by enemy 140mm rockets twice during the month. One attack, on 2 September, was described in the August issue of this series. On 9 September, Danang received its second attack as the enemy fired three rockets, killing one US airman and wounding eleven others. One F-4C, one A-1E and a barracks were damaged. An air observer detected the launch, and soon thereafter Marine ground forces located eight abandoned rockets, four miles southwest of the airfield. These abandoned weapons gave testimony of the enemy's hasty departure.

In conjunction with enemy attacks on other military installations in the Phu Bai area early on the morning of 1 September, the Phu Bai Combat Base received a twenty minute, sixty round barrage of 60 and 82mm mortar fire. Three Marines and one US soldier were killed, and forty-nine Marines and three soldiers were wounded. Only fourteen of the wounded were injured severely enough to warrant medical evacuation.

During sixteen days of the month, a total of 146 rounds of mixed artillery, mortar and rocket rounds struck the Dong Ha Combat Base, nine miles south of the DMZ. The single noteworthy attack occurred when forty-one artillery rounds fell on the base early in the morning of 3 September. Forty Marines and two US Army personnel were wounded; however, only one Marine required medical evacuation. An ammunition storage area and a fuel farm were destroyed, and seventeen helicopters, fourteen of which had already been damaged in earlier action, received moderate to heavy damage. Response

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by III MAF counterbattery fire and air strikes was immediate. In addition, twenty-nine friendly aircraft, airborne at the time of the attack, were diverted to bomb the enemy artillery position. Three secondary explosions were observed as a result of the air strikes.

### III MAF Countermeasures

Varying tactical, geographic, and civilian populace considerations influence the offensive and defensive measures taken in defense of the major, fixed Marine installations. The massive defensive efforts being executed in the defense of the Danang vital area (which may be reached by the enemy's rockets from any point within an area of 200 square miles, in which 300,000 Vietnamese live) are larger in scale, but typical, of the measures taken in defense of the five other major airfields shown on page 51.

The July edition of this series depicts graphically the rocket belt around the vital area of Danang. Swung on two arcs of 12,000 and 8,000 meters respectively, the belt represents both the maximum range from which a rocket attack can be launched, and the most likely areas of maximum penetration by enemy launching units.

Among the major preventive actions now being taken within this belt are: centralized control of all aspects of the counter-rocket effort; an intensive program of patrols and ambushes, to the number of some 800 daily; thrice-daily overflights of the rocket belt itself, by aerial observers, including one flight at dusk; increased overflights of the numerous possible avenues of approach, to the limit of reconnaissance aircraft availability; the delivery of a daily average of 2,400 H & I rounds and 12 air strikes on likely avenues of approach; thrice-weekly counter rocket drills by all control and troop elements committed to the counter-rocket effort; and institution of

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a detailed waterway control plan, which includes positive control of the extensive system of waterways flowing into and within the rocket belt; denial, in coordination with the GVN province chief, of traffic 24 hours a day on certain waterway segments, and an 1800 - 0600 curfew on all other segments.

Nevertheless, it remains clear that indirect fire attacks against the fixed major air fields in I CTZ will continue to remain an enemy capability, despite the intensive preventive efforts. In no other type of engagement can the enemy hope to achieve such dramatic results, with the commitment of so small a force.

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## AIR OPERATIONS

### Fixed Wing

During the month, Marine fixed wing aircraft flew 6,674 combat and combat support sorties in support of III MAF and other Free World forces within I Corps, North Vietnam and Laos. This brought the 1967 total number of sorties to within approximately seven hundred of the 60,544 sorties flown during the whole of 1966. The monthly effort was hampered somewhat by the unseasonably early arrival of the northeast monsoon. The associated rain, low clouds and fog caused cancellation of 332 fixed wing sorties during the month, compared with 79 during the same period in 1966. The weather limitation was met, in part, by a substantial increase in radar bombing, employing the TPQ-10 air support radar.

### -TPQ-10 Operations

Presently two Marine Air Support Squadrons (MASS-2 and 3) are in-country, with five TPQ-10 equipped Air Support Radar Teams. Each radar team is capable of controlling an aircraft in bombing of targets at distances up to fifty miles from the radar site, during all weather conditions. Teams are positioned at Chu Lai, Danang and Phu Bai, while two are located at Dong Ha in order to permit the conduct of two controlled bombing attacks simultaneously in the DMZ.

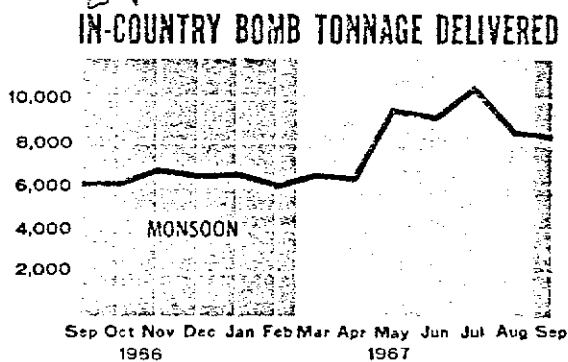
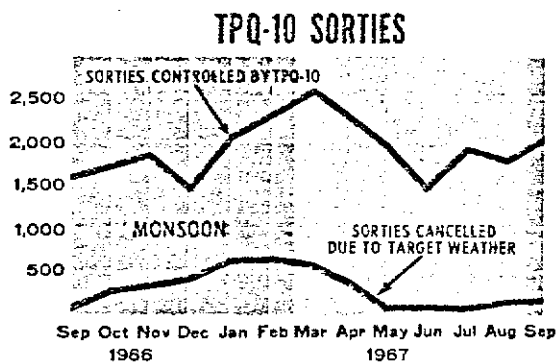
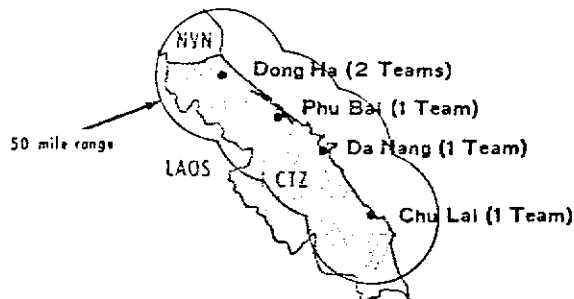
I CTZ and the DMZ area are covered effectively by the TPQ-10 radar. If required, 945 sorties per day, at a sustained rate, could be flown under TPQ-10 control; 315 flights of two aircraft each and the remainder with one aircraft. This is far in excess of the number of sorties that can be generated daily with current aircraft assets.

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Following is a map illustrating TPQ-10 operations and the relatively low target weather cancellation rate of sorties due to the all weather attack control capability of the TPQ-10.

### MARINE AIR SUPPORT RADAR TEAM LOCATIONS & COVERAGE



### -South Vietnam

Marine pilots flew 4,560 in-country attack sorties, nearly 70% of them in response to the requirements of ground forces attacking the enemy during large unit operations. In all, 32,550 bombs, 5,702 rockets, 98,139 rounds of 20mm ammunition and 2,540 napalm bombs were delivered against enemy targets, which compares favorably with past performances. The total tonnage of bombs - 8,136 - exceeded the 1967 monthly average by 422 tons.

The result of this effort was 403 enemy dead - the highest in 1967 save May - another 325 probably killed, 44 artillery positions destroyed, 98 rocket positions destroyed, and 357 secondary explosions and fires ignited.

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Of interest during the month was the 1st Marine Aircraft Wing's campaign against the known enemy activity in A Shau Valley. Intelligence sources, which included airborne sensors, gave evidence during the spring and summer that the A Shau Valley, which lies parallel to the Laotian border 30 miles west-southwest of Hue, remained a major infiltration route for enemy troops and supplies. A campaign was therefore developed to create barrier points, by overlapping bomb craters within the valley, to impede enemy personnel movement and to halt vehicular traffic. III MAF assigned the 1st Marine Aircraft Wing as coordinator and within a six day period, 7 through 12 September, two barriers were established, one at the northwestern end of the valley, the other approximately at midpoint. Precision dive bombing by Marine attack and fighter aircraft developed, along with damage already present, the required overlapping craters within the barriers. In addition, area bombing by three B-52 strikes in the vicinity of the barriers, contributed to their effectiveness. All told, 274 sorties were flown by Marine pilots and 27 B-52 sorties were flown by Air Force pilots. As shown by subsequent daily photographic surveillance flights, this endeavor rendered the two points impassable to vehicular traffic. Rain, filling craters with water and forming mud from the loose soil, further enhanced the barrier's effectiveness. Maintenance of the barriers was continued during the month by TPQ-10 controlled attacks.

In addition to the in-country attack endeavor, 1,013 other sorties were flown, including 818 reconnaissance flights which were capable of providing III MAF only a small portion of that aerial reconnaissance coverage required for continued operations.

-North Vietnam and Laos

A total of 1,101 out of country sorties were flown, a slight decrease of 167 from that flown during August. This was due mainly to low ceilings and poor visibility; 141 sor-

ties were cancelled due to base, target or enroute weather. Marine aircraft flew 842 attack sorties and devoted 81%, or 772 sorties, to the attack of enemy artillery, troop and logistics positions and areas in the southern portion of North Vietnam. A total of 10,661 air strikes were conducted in North Vietnam by Marine, Navy and Air Force aircraft, of which 48% were flown in the southern-most Route Package. For a further discussion of the air effort in and directly north of the DMZ see the large unit chapter of this edition.

Other out of country sorties included 47 reconnaissance flights which provided intelligence imagery and 198 ECM flights which provided electronic protection to attacking aircraft.

#### -A-6A Intruders

A-6A Intruders of Marine All Weather Attack Squadrons 242 and 533 delivered 26% of the total Marine ordnance tonnage dropped by fixed wing strike aircraft during the period 1-20 September, while flying only 12.4% of the sorties. Over 79% of the A-6A sorties were flown at night or under instrument flying conditions.

During September, Intruders flew 223 deep support missions into North Vietnam, of which 219 were at night, and delivered 3,881 bombs.

#### Helicopter Operations

During September, Marine helicopters of III MAF and the Special Landing Forces flew 42,202 sorties, transported 47,891 personnel and lifted 6,622 tons of cargo in support of ground forces throughout I Corps. 7.5% of the III MAF helicopter hours were committed to support of other than Marine forces, compared with 13% during August. For example, 3,648 flights were devoted to the support of ROK Marines during operation Dragon Fire, during which endeavor nearly two thousand troops were transported

and over 750 tons of cargo lifted.

In all, the total personnel and cargo lifted was a decline from the record performance of August, due mainly to the loss of the substantial lift capability of the CH-46 during the month.

-The CH-46 Situation

The August summary provided a brief statement of the accidents which made it necessary to restrict to combat use III MAF's CH-46 helicopters.

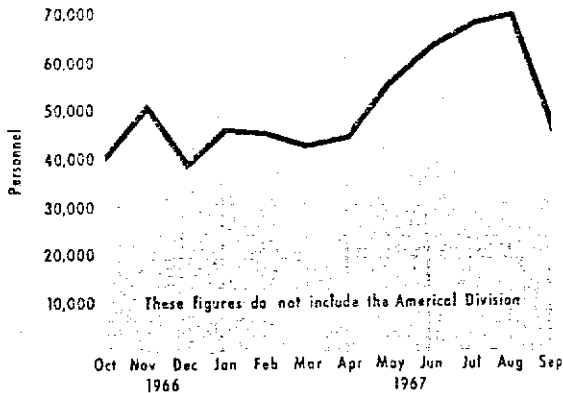
During September, an on-site investigation of the CH-46 was conducted by representatives of Naval Air Systems Command; Aviation Safety Center; Headquarters, FMFPac; and the Boeing/Vertol Company. Although the specific causes of the CH-46 accidents were varied, it was established that the ultimate structural failures occurred in the area of the after pylon. Modifications, primarily structural reinforcement and system changes, have been directed and will begin in October on forty aircraft prepositioned at the Marine Corps Air Facility, Futema, Okinawa. This modification program, which will require about 1,000 man hours per helicopter, will be performed by personnel of the Boeing/Vertol Company. Marines will disassemble and reassemble the aircraft.

Modification of all West Pac aircraft, including those presently undergoing progressive aircraft rework in Japan, will be completed by the end of this calendar year. CH-46's of the 3d Marine Aircraft wing at Santa Ana, California will undergo a similar program, with thirty aircraft of HMM-364 to be completed by 10 November followed by immediate deployment to WestPac.

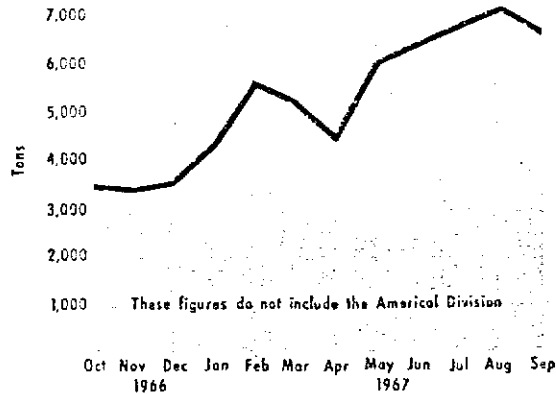
The necessity for correcting promptly the aircraft's structural deficiencies is underscored by the fact that the 105 Marine CH-46's in the western Pacific represent 48%

of the cargo lift and 47% of the personnel lift capability. The graphs below reflect the loss of this lift capability.

PERSONNEL TRANSPORTED BY HELICOPTER



CARGO LIFTED BY HELICOPTER



To augment the present 1st Marine Aircraft Wing assets and to sustain the general mobility of III MAF and ARVN forces, while the modification is in progress, ten Marine CH-53 and twenty-three Marine UH-34 helicopters will be shipped to WestPac during October. In addition, thirty-one US Army UH-1's were placed under the operational control of CG, 1st Marine Aircraft Wing on 28 September.

Aircraft Combat Losses and Damage

-Fixed Wing

September saw the loss of five fixed wing aircraft; three F-4B's, one RF-4B and one A-4E, all due to enemy anti-aircraft fire. This compares with four in August and three in July, bringing the total number of Marine aircraft lost in action, since March 1965, to fifty-nine. In addition, thirty-eight aircraft received combat damage during the month. Two of these required extensive repair, while the

remaining thirty-six received light damage which Marine maintenance personnel could repair.

-Helicopters

The loss of four helicopters, three UH-34's and one UH-1E, brought the total number of Marine rotary wing aircraft lost to enemy ground fire to 114, since March of 1965. This monthly loss of four compares with eight during August, four of which were damaged beyond repair during the enemy artillery, mortar and rocket attacks on Dong Ha and Marble Mountain. There were an additional 148 helicopters damaged, twelve severely. This was forty-six more than August, which attests to the increased intensity of enemy ground fire.

## LOGISTICS

Logistic support of Marine forces remained satisfactory throughout the month, although operations were noticeably affected by both enemy artillery and rocket fire on logistic support areas in Northern Quang Tri, and by the initial phase of the northeast monsoon. In spite of these impediments, support was furnished 13 III MAF large-unit operations and 37,285 small unit actions.

On 3 and 4 September the III MAF combat base at Dong Ha received intense artillery and mortar fire from positions in and north of the DMZ. The specific major material losses sustained by 3d Marine Division, 1st Marine Aircraft Wing, Force Logistic Command, and Seabee installations there are listed at the end of this chapter.

### Port Construction and Operations

Cua Viet- This port has a ramp accommodation for two LST, three LCU and three LCM. These ramps are essentially complete. Seabees are laying a 40,000 square yard soil-cement staging area, completion of which is scheduled for 1 November. The throughput capability of the port has been limited by shoals in the river mouth, caused partly by the effects of the monsoon rain.

The continuing vulnerability of III MAF's northern Quang Tri bases and positions to enemy artillery north of the Ben Hai was emphasized on the 26th, when the Navy dredge Davidson was attacked by enemy artillery fire in the Cua Viet channel. Having been bracketed on successive dredging runs, the Davidson was forced to confine its dredging efforts to the hours of darkness. The dredging effort in the channel is expected to be finished by 1 November. By 1 January 1968, the daily throughput capability of the Cua Viet port is expected to reach 3,000 M/T.

Dong Ha - Due to the 17 inch rainfall in mid-September, the river crested at seven feet above normal, making upriver passage slow and difficult. At the same time, four LCU ramps at the port were three-fourths under water for several days, precluding their use by landing craft. Except for the clearing of the siltage caused by the heavy rains, no additional construction work is being undertaken. By 1 January 1968, tonnage arriving at Dong Ha, through Cua Viet, is expected to reach 3,000 M/T daily.

Hue-Tan My - Movement of the Red Beach pontoon causeway, now at Danang, to Tan My will be completed, and the causeway in operation at Tan My, by 1 November. In addition to this new one-LST capability at Tan My, four additional LST ramps are under construction there, with an estimated completion date of 1 January 1968. By this date, the daily throughput capability of the Hue-Tan My port is expected to reach 1,800 M/T.

Northern I CTZ Port/Airfield Facility Summary

The total northern I CTZ tonnage requirement, by port, together with the current, and anticipated 1 January 1968, throughput capability of the various port facilities, is indicated on the following page. It is followed by a similar presentation for airfields. All tonnage received through III MAF airfields supplements seaport throughputs. With the increase in port capabilities anticipated by 1 January 1968, air shipments should diminish, but will still represent a significant reserve capability.



CURRENT AREA TONNAGE REQUIREMENTS

VS

PORT THROUGHPUT CAPABILITY

<u>Port</u>	<u>Daily Requirements</u>	<u>Daily Throughput Capability</u>	<u>Difference</u>
Cua Viet/ Dong Ha	2,800 M/T	1,500 M/T	-1,300 M/T
Hue/Tan My	1,600 M/T	1,250 M/T	-350 M/T

ANTICIPATED (1JAN68) TONNAGE REQUIREMENTS

VS

PORT THROUGHPUT CAPABILITY

<u>Port</u>	<u>Daily Requirements</u>	<u>Daily Throughput Capability</u>	<u>Difference</u>
Cua Viet/ Dong Ha	2,800 M/T	3,000 M/T	+200 M/T
Hue/Tan My	1,600 M/T	1,800 M/T	+200 M/T

AIRFIELD THROUGHPUT CAPABILITY

<u>Airfield</u>	<u>Daily Current Capability</u>	<u>Daily Capability by 1 November</u>
Phu Bai	800 M/T	800 M/T
Dong Ha	400 M/T	800 M/T
Quang Tri	(under construction)	800 M/T

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### Construction of C-130 Capable Airfield at Quang Tri City

Seabees continued their work on the C-130 airfield under construction 2 1/2 miles northwest of Quang Tri city. The 3,600 foot, aluminum matting runway and the 500-man cantonment is scheduled for completion by 1 November. The companion helicopter pad, on which 57 helicopters will be initially accommodated, should be finished by 20 November. Seventy aircraft revetments are planned at the field, of which 4 will be large enough to handle C-130's. Twenty ARMCO revetments are being moved from Dong Ha to the new airfield, while 4,200 lineal feet of 8 foot high revetment sections are ready at Danang for subsequent movement to the field.

### Preparations for the Monsoon Season

Planning and preparation for the northeast monsoon season began even while the 1966-67 monsoon was underway. It was recognized that shipping schedules and distribution systems would be disrupted, bridges and roads washed out, and that a general increase in the problems associated with supply and maintenance operations would occur during the forthcoming adverse weather conditions.

Based on lessons learned in past monsoons, several specific actions were taken to eliminate potential problem areas. The principal of these are summarized below.

#### -Supply

The expected increase in requirements for spare parts initiated revised requisitioning objectives. Where possible, increased requirements have been stated and action taken to have these items either on hand or in the pipeline. The following have been, and are being, procured on an accelerated basis: rain clothing and individual equipment; weapons cleaning and preservative materials; general

purpose tents; poncho liners; blankets; field jackets; plastic siding for enclosing tropical structures; shower shoes, wool shirts and medical supplies.

-Maintenance

Organizational maintenance has been stressed, as well as driver training and maintenance under poor weather conditions.

-Construction of Covered Storage and Maintenance Facilities

Upon completion at the end of the month of the 16 buildings now under construction at the Force Logistic Command at Danang, 64,000 additional square feet of covered storage and maintenance space will be available at that place. This leaves a covered storage shortfall of about 100,000 square feet, which is programmed to be eliminated during calendar year 1968. An additional 48,000 square feet of covered storage space, and 78,420 square feet of covered maintenance space, was completed at the other III MAF bases. Construction of open storage areas at FLC is also progressing rapidly, where two hardstand lots totaling 44,467 square yards were complete except for surfacing. Still under construction throughout III MAF are an additional 112,000 square feet of maintenance facilities. The FLC at Danang was also allocated 944,340 square feet of steel matting during September, which will be used as surfacing material.

Engineer Operations

The onset of the northeast monsoon, which dropped 17 inches of rain on Dong Ha in three days, imposed increased burdens on III MAF engineers. Upgrading and maintenance of lines of communications, however, continued,

with III MAF engineers and Seabees repairing two culverts which had been washed away, and three bridges which, through flooding, had been made impassable. Repairs to numerous short stretches of washed-out roadway, three floating bridges, and eleven fixed bridges, were accomplished.

Work also continued on the upgrading of airfields throughout I Corps. At Ky Ha a 50' X 600' apron was graded, rock placed, rolled and covered with asphalt. This project eliminated the need for steel matting. The seal coat on the Phu Bai runway, taxiways and parking aprons was completed. The spare parts required for repair of the catapult at Chu Lai are now on hand and the catapult should be in full operation by 20 October. Repairs to the subgrade of the Chu Lai runway, which required temporary removal of 37,500 square feet of runway matting, have been completed. Additionally, a new concrete slab at the catapult site on the crosswind runway was completed by the end of the month. Fifteen hundred feet of rock base has been laid on the Khe Sanh runway, a project which is proceeding in 1500-foot increments.

The Ha Tanh dam near Danang, is now 50% completed. When finished in approximately six weeks, weather permitting, the dam will provide irrigation and flood control of a 12,500 hectare area, and will permit the harvesting of an additional crop of rice (making an annual total of two crops).

#### -Bridge and Road Improvement

Nine bridges of varying capacities were completed during the month, including a 658' M4 floating bridge at Danang. Three additional bridges were still under construction. During September, III MAF engineers also operated five ferries, constructed 3.4 miles of new road,

continued construction of 55.4 miles of road and maintained 158.7 miles of existing road. There has been no appreciable reduction of logistic movement on Route 9 from Dong Ha to Thon Son Lam as a result of artillery and rocket attacks. The road remains open.

#### -Additional Construction Projects

During September, Marine engineers completed 94 bunkers and 5 new wells, while 6 more wells are in progress. Additionally, water purification units produced 13,984,245 gallons of potable water. Production of crushed rock (9,819 cubic yards during the month) remained far below the overall I CTZ requirement of 75,000 cubic yards per month. The three crushers presently on hand are each rated at only 50 tons per hour. Because of age, and consequent continuing breakdown, they cannot provide even the 12,000 cubic yards per month required by each of the three Force Engineer battalions now in country. This represents a major material deficiency.

#### Supply

Class I - Sufficient stocks were on hand to sustain all elements of III MAF.

Class II - Stocks remained adequate to support all tactical operations.

Instructions were provided to III MAF and 3d Force Service Regiment on the introduction of the M151A1 1/4 ton truck into I Corps. This vehicle will replace the M422A1 "Mighty Mite" and the M38A1 "Jeep". One thousand and fifty M151A1s will be prepositioned on Okinawa prior to January 1968, to be used to fill table of equipment shortages, and to replace those in-country M422A1 and M38A1 vehicles in poorest condition. The 1050 M151A1 trucks represent approximately fifty percent of the authorized allowance for III MAF in-country.

Pending completion of the replacement program, Force Logistic Command has been authorized limited cannibalization of the M422A1 and M38A1 vehicles.

As an additional measure of assistance, one hundred M422A1 engines were air shipped to WestPac to assist III MAF in maintaining current assets of these vehicles until the replacement vehicles become available.

Class III - Sufficient stocks were available to sustain all III MAF tactical operations. The POL stocks which were destroyed by the enemy attack during 3-4 September at Dong Ha have been reconstituted.

Class IV - Stock levels remained sufficient to satisfy the daily demands of tactical operations.

Class V - Sufficient stocks were maintained to satisfy all requirements of III MAF.

#### Shipments of Supplies

During September, III MAF shipped a total of 8,582 M/T of retrograde cargo, of which 1,106 M/T moved by amphibious ships, and 7,476 M/T by MSTs. As of 30 September, 4,962 M/T of retrograde cargo were awaiting shipment. Cargo shipped within I Corps by III MAF during the month was 62,691 M/T.

#### Medical

In September, 2,537 patients were admitted to the four major organic medical treatment facilities in I Corps - Dong Ha, Phu Bai, Danang, and Chu Lai. Of the 2,537 direct admissions, battle injuries accounted for 1,233, non-battle injuries for 374, and disease for 930 admissions; 772 patients were evacuated out-of-country, 11 died in III MAF facilities, and 317 remained hospitalized as of midnight, 30 September.

Aviation Logistics

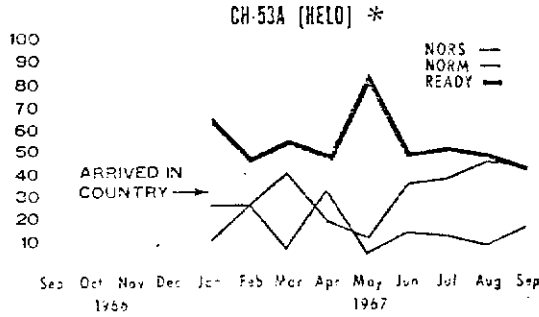
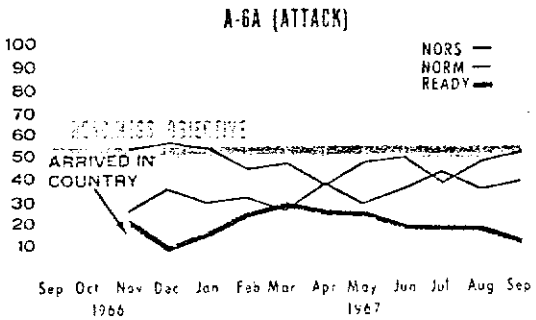
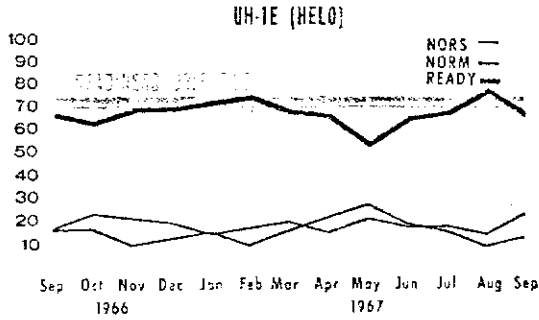
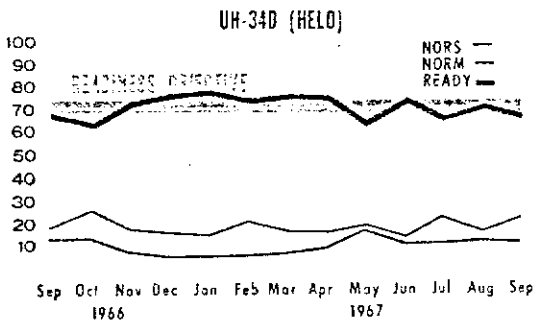
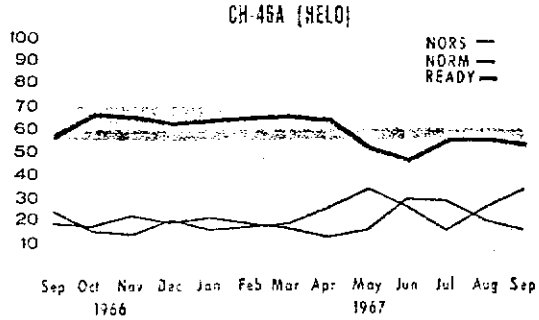
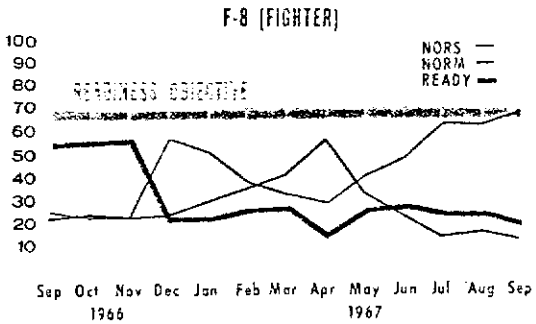
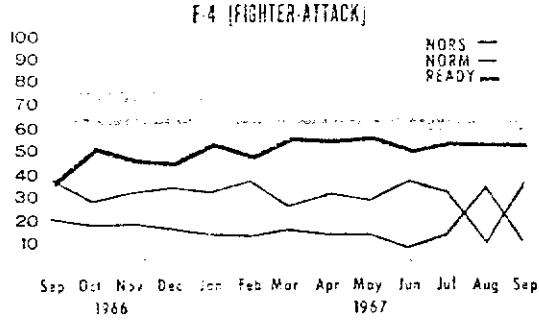
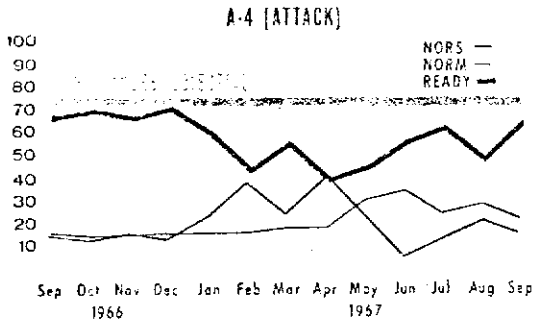
During September, forty-four aircraft underwent Progressive Aircraft Rework (PAR) at various aircraft plants in Japan, while thirty-six others were under repair for combat damage. The total of eighty aircraft undergoing depot level maintenance out-of-country exceeded August's total by thirteen.

	<u>PAR</u>	<u>Repair of Combat Damage</u>
A-4E	6	9
TA4F	-	1
F-4B	6	2
RF-4B	-	1
F-8E	3	2
TF-9J	2	-
A-6A	-	1
CH-46A	18	1
UH-1E	9	4
UH-34D	-	11
C-117D	-	1
CH-53A	-	3

September NORS/NORM data for selected Marine aircraft in WestPac are displayed on the following page.

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### NORS/NORM RATES-WESTPAC AIRCRAFT



\* Readiness Objective not established



8 - Inch Howitzer, SP, M110

During September, the 8 Inch Howitzer, Self-Propelled, M110 was introduced into RVN as a replacement weapon for the 8 Inch Howitzer, SP, M55, which is being phased out of the Marine Corps inventory. The replacement will be on a one-for-one basis, for a total of 14. An additional four M110's will be placed in the maintenance float. Intended for use as a general support artillery weapon, the M110 weighs 29 tons, is air transportable, has a cruising range of 45 miles and can attain a maximum speed of 34 MPH. This self-propelled howitzer fires a 200 pound high explosive projectile to a maximum range of 16,930 meters.

Material Losses at Dong Ha, 3-4 September

The specific major material losses sustained as a result of enemy mortar and artillery fires at Dong Ha are listed on the following pages.

MATERIAL LOSSES AT DONG HA  
3-4 SEPTEMBER

<u>ITEM</u>	<u>DESTROYED</u>	<u>DAMAGED</u>
Mogas (42,000 gals)	X	
Diesel fuel (28,000 gals)	X	
JP-4 (11,000 gals)	X	
Aviation gas (56,000 gals)	X	
Ammunition (15,000 short tons)	X	
Troop hut	57	65
Quonset hut	-	5
Butler building	-	4
Messhall	1	2
Maintenance building/ warehouse	1	2
Hospital building	-	1
Tent	32	-
Rough terrain forklift	1	3
Radio set, AN/PRC-25	2	-
Water trailer, 400 gallon	3	1

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MATERIAL LOSSES AT DONG HA  
3-4 SEPTEMBER  
(Continued)

<u>ITEM</u>	<u>DESTROYED</u>	<u>DAMAGED</u>
Ambulance	1	-
Truck, 1/4 ton	2	3
Truck, 3/4 ton	3	2
Truck, 2 1/2 ton	-	1
Truck, 5 ton	-	4
Truck, dump	-	13
Tractor	-	6
Amphibious Assault Bulk Fuel System	2	-
Small arms weapons	165	-

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## CONCLUSIONS

-The enemy sustained a major defeat in the DMZ region in September. However, the defeat was tactical in nature, and his strategic position in the DMZ area has not been altered. When his forces are re-marshalled, there is no reason why he cannot undertake offensive action similar to that in which he was defeated this month.

-The Viet Cong Main Force strength and the guerrilla hold on the countryside continues to be eroded slowly. Revolutionary Development and intensive anti-guerrilla operations are combining to exert heavy pressure on the enemy infrastructure. At the present rate of progress, however, the prospect is still one of a protracted battle.

-US troop deployments in I CTZ have partially redressed the troop imbalance in that area. There still are inadequate forces at hand to do all that needs to be done, within a reasonable time period.

-The substantial troop migration into Northern I CTZ, coming at the same time as the onset of the monsoon, is placing heavy strain on the logistic system. There is, as yet, no prospect that the system will not be able to meet the requirement.

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STATISTICAL HIGHLIGHTS1. ENEMY ORDER OF BATTLEa. I Corps/DMZ Summary

The confirmed North Vietnamese and Viet Cong strength in I Corps was estimated at 22,925 at the end of September. An additional force, identified as two reinforced NVA divisions, was located in or north of the Demilitarized Zone with an estimated strength of 19,540, bringing the I Corps/DMZ total to 42,465 enemy, a 430 man increase over the end-August figure.

The principal changes which affected order of battle figures during the month were the addition of the 368B Artillery (Rocket) Regiment and the 802nd NVA Battalion to the confirmed order of battle. Also, other additions totaling 2,180 were made, mainly reflecting increases in various enemy units which were assumed to have had sufficient time, 3-4 months, to have replaced earlier losses.

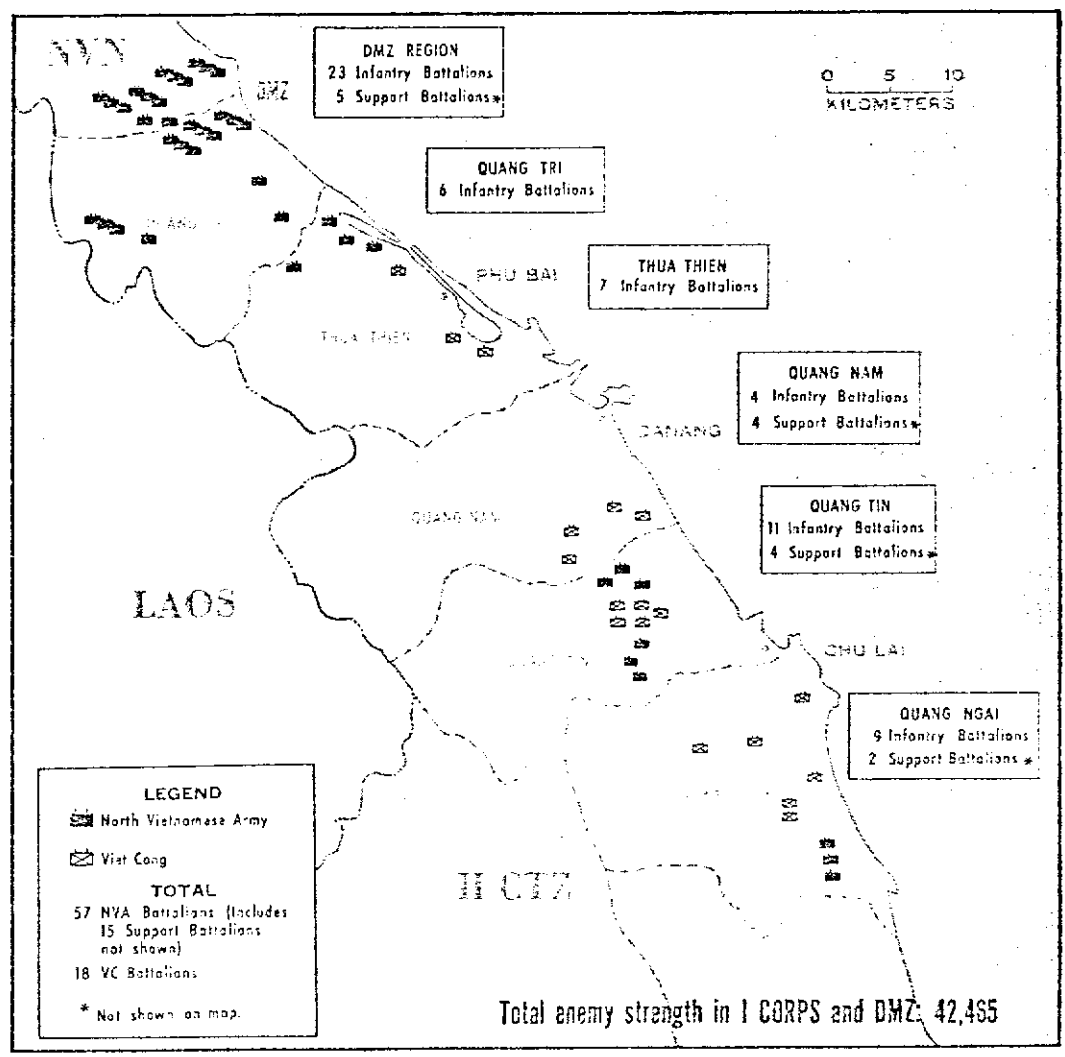
These strength additions, however, were offset by losses of 2,930 which were assessed against specific units as a result of actions in earlier months. Also, the shift of the 2d VC Regimental headquarters and its 95th Battalion out of I Corps to II Corps lowered enemy strength. Although not reflected as a reduction in enemy strength in the DMZ area, there has been a withdrawal of major elements of the 324B Division from the Con Thien area, north across the Ben Hai River.

While no new SAM sites were identified in the DMZ area, NVN continues to deploy SAM equipment there. Missile equipment was detected on aerial photographs taken on 10 and 11 September in an area 6 miles west of Vinh Linh, and

SAM radar signals were intercepted on several occasions emanating from just north of the DMZ. In addition, SAM's were unsuccessfully fired at a flight of US Air Force B-52's on 17 September, southwest of Vinh Linh.

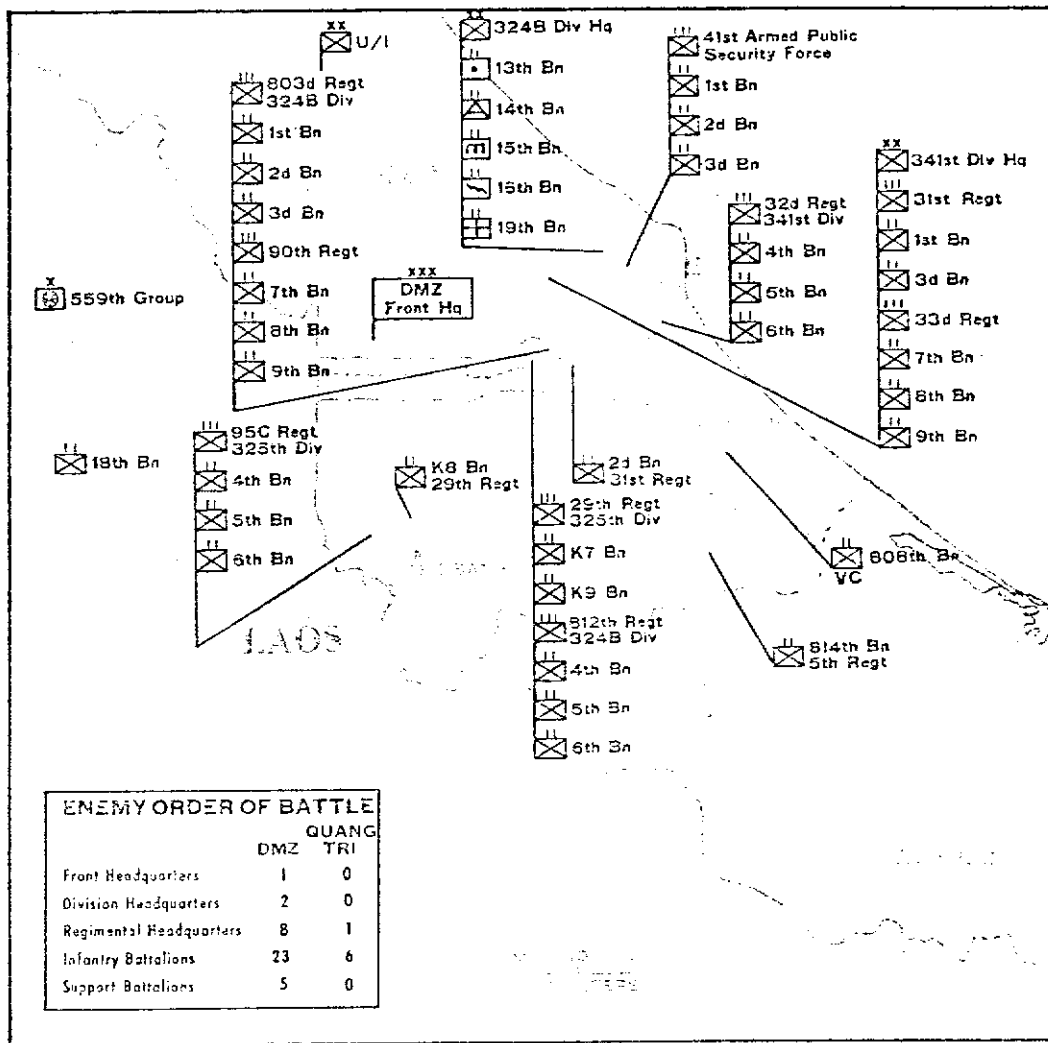
The maps which follow depict the September confirmed enemy order of battle. The first of these gives the locations of enemy infantry battalions throughout I Corps. The four remaining maps present a more detailed representation of the locations of enemy units.

### ENEMY BATTALIONS IN I CTZ/DMZ



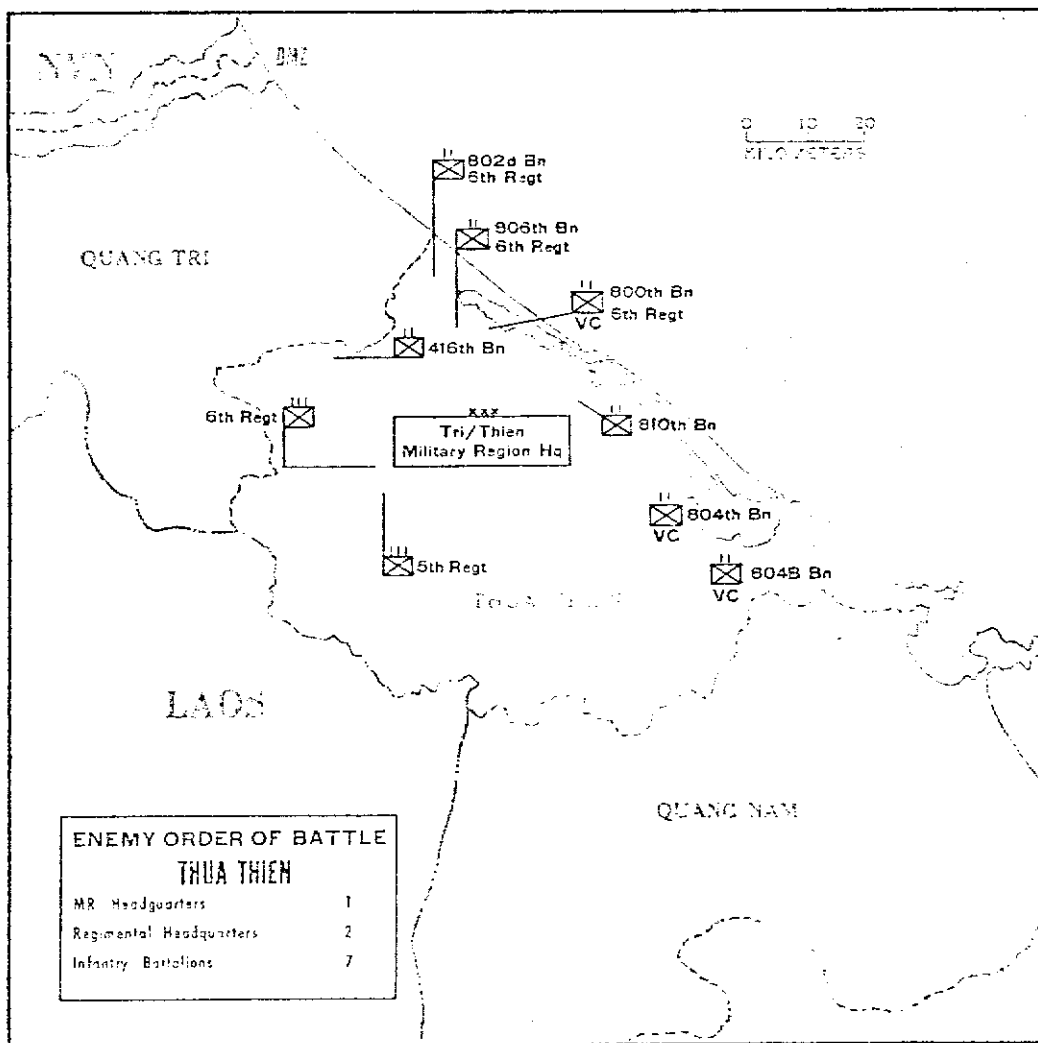
b. DMZ/Quang Tri Province

During the heavy fighting near the DMZ in early September (see the Large Unit section), the 324B, NVA Division was positioned near Con Thien, with elements of the 90th and 812th Regiments and possibly the 903d Regiment surrounding the Marine combat base. Later in the month, following heavy enemy losses, the 90th Regiment and major elements of the 812th Regiment, withdrew northward into the DMZ and NVN. The NVA confirmed strength in the DMZ was 19,540 men at the end of September. Quang Tri totals, as the result of the withdrawal of elements of the 324B Division, have decreased since the first of the month by 4,000, to 3,150 NVA troops.



c. Thua Thien Province

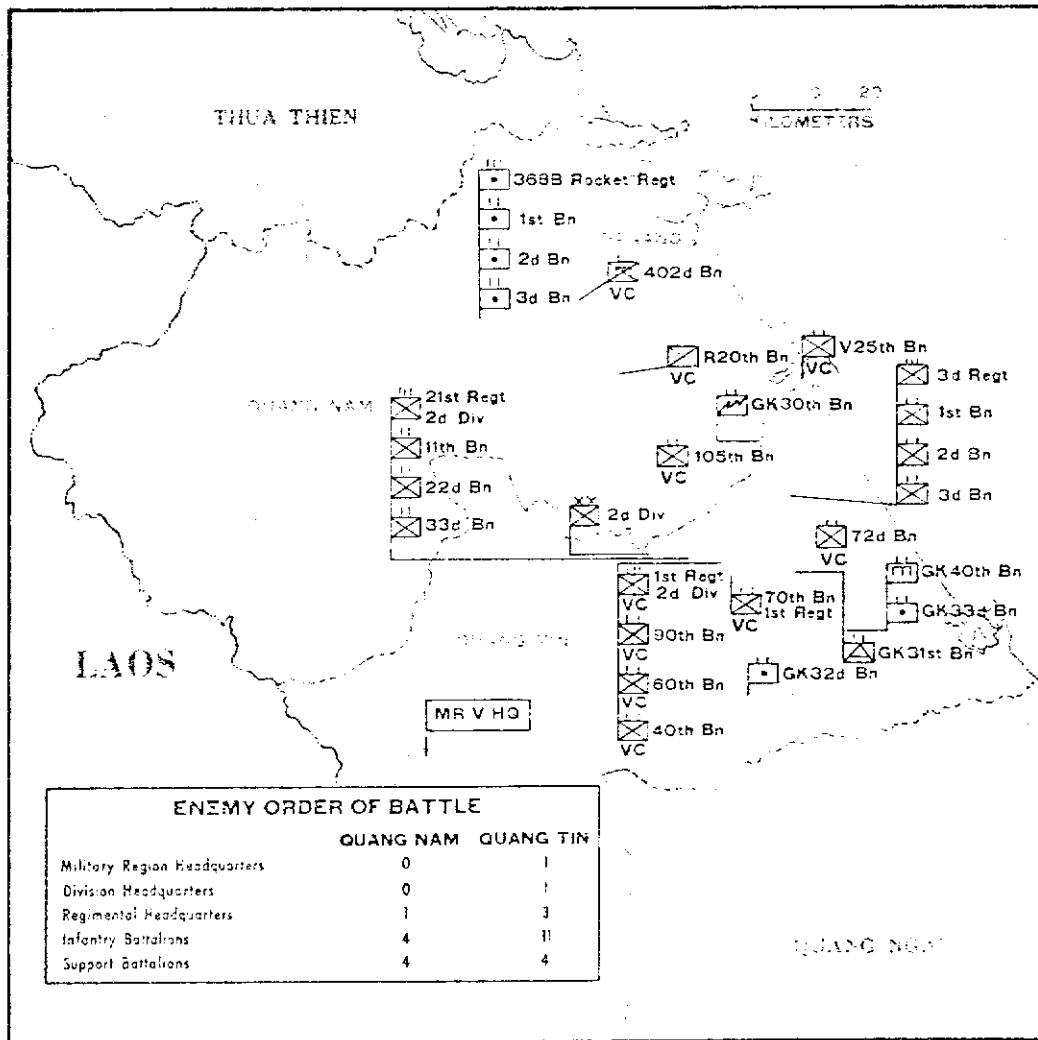
The confirmed enemy strength in Thua Thien province is estimated at 5,025 men. This total represents a net increase of 720 over the August total of 4,305 men and is attributed mainly to the acceptance of the 802d NVA Battalion, 6th NVA Regiment as a confirmed unit with a strength of 500 men. A Viet Cong unit, formerly known as the 802d Battalion, has now been redesignated as the 804B Battalion.





d. Quang Nam/Quang Tin Province

The Quang Nam/Quang Tin order of battle totals rose to 9,825 from the August total 9,060 personnel. Most of this increase resulted from acceptance of the 368B Artillery (Rocket) Regiment, with a strength of 1,400 men, confirmed to be in Quang Nam. By Province, enemy strength at the close of September was 3,555 in Quang Nam and 6,270 in Quang Tin - - the latter was a loss of 825 from last month's total due to recent heavy losses to the 2d NVA Division and other adjustments.





2. ENEMY LOSSES FOR SEPTEMBER (I CTZ)

	<u>Killed</u>	<u>Captured</u>	<u>Weapons</u>
<u>Enemy losses to III MAF/SLF</u>			
By Marines	1,731	35	192
By U. S. Army	677	44	155
September Total	2,408	79	347
1967 Total	20,239	1,440	3,718
<u>Enemy losses to other forces</u>			
By ROKMC	404	14	28
By RVNAF	1,331	133	306
By Special Forces/CIDG	26	-	10
By other forces Total (Sep)	1,761	147	344
I CTZ Total (Sep)	4,169	226	691
I CTZ Total (1967)	33,200	2,910	7,611

3. III MAF/SLF OFFENSIVE OPERATIONS

<u>September</u>			<u>Cumulative Total</u>
<u>By U. S. Army</u>	<u>By Marines</u>		
1,192	26,099	Patrols	315,578
2,511	7,033	Ambushes	119,976
276	174	Company operations	4,849
-	1,087	Sniper posts	14,143
-	5*	Battalion operations	174
2*	6*	Regimental or larger operations	80
-	6,674	Combat/combat support sorties	138,599
50,943	42,202	Helo sorties	1,077,689

\*Since monthly figures include operations continued from previous months, they are not used to compute cumulative totals.

4. MAJOR CHANGES IN III MAF/SLF UNITS

<u>Unit</u>	<u>Date</u>	<u>From/To</u>
VMF(AW)-232	1Sep	Danang/CONUS
VMFA-122	1Sep	CONUS/Danang
VMA-121	5Sep	Iwakuni/Chu Lai
VMA-211	8Sep	Chu Lai/Iwakuni
HMM-163	8Sep	Phu Bai/LPH-3
HMM-362	8Sep	LPH-3/Phu Bai
3dBn, 4th Marines	8Sep	Dong Ha/Con Thien
2dBn, 4th Marines	12Sep	Phong Dien/Cam Lo
3dBn, 26th Marines	12Sep	Khe Sanh/Phong Dien
HMM-361	14Sep	Dong Ha/Marble Mtn.
BLT 1/3 (SLF Alpha)	22Sep	ARG "Alpha"/Hoi An
BLT 2/3 (SLF Bravo)	25Sep	ARG "Bravo"/Dong Ha
BLT 1/3 (SLF Alpha)	28Sep	Hoi An/ARG "Alpha"
3dBn, 9th Marines	29Sep	Cam Lo/Con Thien

5. UNITS ASSIGNED TO SPECIAL LANDING FORCESSLF ALPHA (TG-79.4)

Battalion Landing Team - 1/3  
 Marine Medium Helicopter Squadron - 362 (1-8Sep)  
 Marine Medium Helicopter Squadron - 163 (8-30Sep)

SLF BRAVO (TG-79.5)

Battalion Landing Team - 2/3  
 Marine Medium Helicopter Squadron - 262

6. III MAF CIVIC ACTION

<u>September</u>			<u>Cumulative III MAF total</u>
<u>By US Army</u>	<u>By Marines</u>		
21,657	124,469	Persons given medical treatment	2,291,446
-	271	Persons given medical training	2,288
13,464	324,600	Pounds of food distributed	4,436,808
749	1,584	Pounds of soap distributed	188,385
59	600	Pounds of clothing distributed	261,838
10	64	Critically ill civilians evacuated	8,111
64	84	English language classes conducted	3,544
-	\$970	Cash donations	\$42,706
26,938	649,190	Persons fed	7,579,415
3	1,823	Students supported	62,103
1	48	Construction projects	2,085

7. III MAF STRENGTH - SEPTEMBER 1967

	<u>USMC</u>		<u>USN</u>		<u>USA</u>	
	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>
Danang	2,406	31,943	193	1,211	152	547
Chu Lai	207	8,795	54	302	998	11,113
Duc Pho	-	-	-	-	527	6,689
Phu Bai	1,300	9,986	86	498	69	456
DMZ Area	802	17,205	59	551	91	1,358
Totals	4,715	67,929	392	2,562	1,837	20,163

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8. LOGISTICS

a. Supply levels at end of period

	<u>Danang</u>	<u>Chu Lai</u>	<u>Phu Bai</u>	<u>Dong Ha</u>
<u>Class I</u>				
(1000 of rations/ days of supply)				
MCI rations	561/19	144/18	221/25	10/1
B rations	249/31	50/17	164/55	200/40
A rations	109/11	50/17	286/57	281/47
<u>Class III and III A (Bulk)</u>				
(1000 gals/days of supply)				
JP-4	5,448/15	1,732/7	63/5	23/8
AVGAS	436/7	298/20	54/8	17/6
MOGAS	441/13	375/11	104/8	16/2
DIESEL	1,275/30	553/13	57/4	19/1
<u>Class V and VA</u>				
	<u>Danang</u>	<u>Chu Lai</u>	<u>Phu Bai</u>	
Ground Ammunition (days of supply)	45	45	45	

Aviation Ordnance - Stocks maintained within CINCPAC allocations.

LOGISTICS (cont'd)

b. Resupply Status

(1) Surface Shipping Status (all I CTZ)

Cargo received from CONUS	31,447 M/T
Cargo received from intra-WestPac	2,731 M/T

(2) Air Shipping Status

Cargo received from CONUS	2,425 S/T
Cargo received from intra-WestPac	3,661 S/T

c. Resupply Status Within RVN:

(1) Surface Shipping Status

Danang to Chu Lai	23,764 S/T
Danang to Phu Bai	17,812 S/T
Danang to Dong Ha	21,115 S/T

(2) Air Shipping Status

Within I CTZ	3,840 S/T
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d. Cargo Shipped Out of RVN

(1) Surface from I CTZ

8,582 M/T

(2) Air from I CTZ

USMC aircraft	176 S/T
PACAF aircraft	340 S/T
MAC channel	153 S/T

LOGISTICS (cont'd)

e. RED BALL\* Summary

Items at beginning of period	22
Items added	128
Items removed	8
Items remaining at end of period	142

\* Red Ball items are urgently needed combat equipment items which require expedited processing of requisitions and priority shipment to the user.

f. Maintenance

Items evacuated from RVN to 3dFSR	3,813
Items repaired at 3dFSR	6,918
Items returned to CONUS from 3d FSR or disposed of on Okinawa	535

g. Construction Projects

Roads -3.4 miles were constructed.  
55.4 miles were under construction and 158.7 miles were maintained.

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LOGISTICS (cont'd)

Bridges

-Completed eight Class 35 or larger bridges. Three new Class 60 or larger bridges were under construction, and fourteen other bridges were repaired.

Wells drilled

-5 were completed and 6 were in progress.

Bunkers

-94 bunkers were completed during the month.