

MARINE OBSERVATION SQUADRON-6
Provisional Marine Aircraft Group-39
1st Marine Aircraft Wing
Fleet Marine Force Pacific
APO San Francisco 96602

03:RCR:ca
5750.1C
Ser#03427468
4 October 1968
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From: Commanding Officer
To: Commanding Officer, Provisional Marine Aircraft Group-39 (Attn: S-3)

Subj: Command Chronology for the period 1-30 September 1968

Ref: (a) WgO 5750.1C
(b) GruO 5750.1B

Encl: ✓(1) Part I; Organizational Data
✓(2) Part II; Narrative Summary of Significant Highlights
✓(3) Part III; Significant Events

1. In compliance with references (a) and (b), enclosures (1) through (3) are herewith submitted.

H. A. Zander
H. A. ZANDER

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Part I Organizational Data

1. Commanding Officer and Staff with inclusive dates:

Commanding Officer LtCol B. A. MAAS 1 - 20 September 1968

Commanding Officer Major H. A. ZANDER 21 - 30 September 1968

Executive Officer Major E. H. TRESMOTT 1 - 20 September 1968

Executive Officer Major M. J. BARKOVICH 21 - 30 September 1968

Operations Officer Major F. J. ROWLAND 1 - 24 September 1968

Operations Officer Major A. T. COMMON 25 - 30 September 1968

Logistics Officer Captain R. H. MEYDAG 1 - 30 September 1968

Intelligence Officer Captain S. J. DRISCOLL 1 - 30 September 1968

Administrative Officer Captain T. R. HOPKINS 1 - 26 September 1968

Administrative Officer Captain T. A. EIKENBERRY 27 - 30 September 1968

2. Unit Location with inclusive dates:

Quang Tri, Republic of Vietnam

3. Average monthly squadron strength:

MARINE OFFICERS MARINE ENLISTED NAVAL OFFICERS NAVAL ENLISTED TOTAL

57

190

1

0

248

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Part II: Narrative Summary of Significant Highlights occurring during the reporting period.

1 September 1968. Seaworthy 4-5&6 on mission 510 started the month off by delivering 100 rockets and 14,500 rounds of 7.62mm in support of Hallmark 14 "H". During the course of the mission the flight also escorted one med-evac mission, conducted close air support for ground units while receiving and returning fire.

* 2 September 1968. VMO-6 flew 93.2 flight hours on 183 sorties today, also escorting 24 med-evac missions and expending 136 rockets and 1,500 rounds of 7.62mm in support of ground units.

3 September 1968. On the evening of 3 September 68, Seaworthy 4-11&12 launched on the emergency extract of Badmitton recon team. To complete the extraction it was necessary to obtain a flare ship, Spooky 14, and to direct the flare drop to illuminate the LZ which was in very mountainous terrain. Despite heavy anti-aircraft and small arms fire in the area the extract was successfully completed with no aircraft hits.

4 September 1968. Seaworthy 4-10&11 launched at 2230 to XD 056598 to evaluate weather conditions in the area for an emergency resupply. Even with the arrival of a flare ship, Basketball 247, the weather was unsuitable and the flight returned to Quang Tri.

5 September 1968. Due to low ceilings and visibility caused by tropical storm "Bess" the squadron didn't fly at all today.

6 September 1968. This morning Seaworthy 4-4 section led by Capt CROOM, launched in very marginal weather conditions to cover a section of 46's on an emergency resupply. Despite low ceilings and very poor visibility the mission was over half completed before the flight was forced to return to Quang Tri.

7 September 1968. The squadron flew 13.4 flight hours and 18 sorties in support of troop lifts today. Seaworthy 4-1&2 coordinated the lifts while directing effective suppressive fire at various times. The flight also delivered ordnance on some of the bunker positions in the area, assessment of the damage was not available.

8 September 1968. Med-evac escort, recon inserts and extracts, TAC(A) missions, close air support and helicopter attack missions were all performed for a total of 114 sorties and 68.2 flight hours.

9 September 1968. Seaworthy 4-7&8 made an emergency extract of "Boxscore" with Cattlecall 5-12&13. The team was in contact and Seaworthy delivered suppressive fires until the team was able to break contact with the enemy and Cattlecall could make the pick-up. During the pick-up both Cattlecall and Seaworthy birds received and returned fire.

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10 September 1968. Seaworthy 4-9&10 covered a troop lift of Snubnose 14. While in the drop zone the transport aircraft received mortars from an unknown position. Seaworthy 4-9 pinpointed the position and expended his rockets and 7.62mm destroying it. The lift was then completed with no more fire from the enemy.

11 September 1968. VMO-6 aircraft flew 101 sorties and 67.4 flight hours while expending 148 rockets and 5,600 rounds of 7.62mm in support of ground units.

12 September 1968. The O-1 section of VMO-6 flew 11 sorties and 18.3 flight hours in support of the 3rd MarDiv and Task Force Hotel. The Fingerprint flights ran 4 flights of fixed wing and controlled three arty missions on targets ranging from bunkers to active arty positions and storage areas. Thru the efforts of the O-1's; one bunker was destroyed, one secondary explosion observed and also 1 KBA.

13 September 1968. The squadron flew 19.1 flight hours in support of troop lifts today. Two sections of Huey guns were escorting the 3rd wave of the lift when a .50 cal opened up on the transports. The helos pulled back while Fingerprint 37 (Capt BAUNDERS) directed air on the position. No more fire was received and the lift was completed successfully.

14 September 1968. Seaworthy 4-7&8 covered the insertion of Corporal Peta and Bancroft teams, they proceeded to refuel. Almost immediately the two teams made contact and the attempted extraction resulted in the transport aircraft receiving fire. After reactionary force troops were picked up, they were inserted near the teams and with the help of Seaworthy 4-1&2 the two teams married up and were successfully extracted.

15 September 1968. The squadron flew 150 sorties in 86.4 flight hours while expending 160 rockets and 13,000 rounds of 7.62mm. Seaworthy delivered their ordnance on a suspected ammunition cache but no secondary explosion was observed.

16 September 1968. Two Huey guns were called for the emergency extraction of "Checkpool" recon team. They covered the extract, delivering ordnance around the zone and the mission was successfully completed. The Seaworthy section was later called for three more emergency extracts and they were also completed successfully due to the effective suppressive fire and coordination provided by the VMO-6 flight.

17 September 1968. A flight of 4 Huey guns, being led by Maj HANSEN, spotted a small truck or jeep driving northward just north of the Ben Hai. The flight made repeated rocket and strafing runs of the vehicle resulting in the probable destruction of the enemy truck.

Enclosure (2)

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18 September 1968. During the night of 17-18 September, Seaworthy 4-11&12 launched with Chatterbox 5-6&7 for the extraction of a recon team. Seaworthy coordinated Basketball aircraft and suppressed small arms fire with rockets and 7.62mm while the pick-up was made. It was an extremely dark night and only good teamwork made the effort a success.

19 September 1968. The squadron flew 62.9 flight hours on 93 sorties, also carrying 27 passengers and escorting 12 med-evac missions. Seventy-four rockets and six-thousand, five-hundred rounds of 7.62mm were expended in support of 3rd MarDiv units.

20 September 1968. Operation Lancaster II continues to receive the major effort. VM0-6 aircraft flew 77.2 flight hours on 126 sorties while expending 176 rockets and 5,000 rounds of 7.62mm in support of this mission alone.

21 September 1968. While Seaworthy 4-9&10, led by Lt TURNER, were covering a routine resupply mission, the second "46" into the zone took fire and crashed. The Seaworthy flight directed the insertion of a reaction platoon and provided cover for the pick-up of the downed crew, there were no survivors.

22 September 1968. Seaworthy 4-13&14 launched to cover a night med-evac from Hill 950. Seaworthy coordinated the mission by directing the transports into the zone and controlling the illumination by the flare ship. Cattlecall aircraft did an outstanding job despite the suspected presence of enemy, bad weather and darkness.

23 September 1968. Maj SHAW, leading Seaworthy 4-1&2 flight, launched this morning in marginal weather conditions for the emergency extract of recon teams "Blueplate and Oaktree". Seaworthy and Hostage (OV-10) provided cover while Cattlecall 5-2&3 made an uneventful and smooth pick-up. All aircraft headed home as the weather deteriorated further.

24 September 1968. VM0-6 aircraft flew 163 sorties in 82.2 flight hours today. The total hours for the month so far stands at 1636.0 despite several days of very little flying due to weather conditions.

25 September 1968. Launching in extremely marginal weather, Seaworthy 4-1&2 escorted two CH-53 aircraft at low level on an emergency resupply of a unit at "Charlie Two". Although ceilings were as low as 400 feet in rain the mission was successfully completed.

26 September 1968. The squadron flew 78.9 flight hours and 135 sorties today as Operation Lancaster II accounted for 123 sorties and 72.3 flight hours.

Enclosure (2)

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27 September 1968. Weather was again a major factor in flight operations today as Seaworthy gunships waited an hour for the weather to lift for an emergency resupply. When the clouds lifted the Huey guns led the transports into the zone. Small arms fire was received, but silenced by effective suppressive fire and the mission was completed.

28 September 1968. After receiving the frags for mission 203 late, Seaworthy flew five inserts and extractions. During the extract of Isthmus the flight received and returned fire at YD 0265. Only after three attempts and repeated rocket and gun runs by Seaworthy 4-11&12 was the extract successfully completed.

29 September 1968. The Seaworthy VIP Code 5 Huey slick flew 7.9 hours, landing at nearly every fire base in the Northern I Corps area enabling the CG, 3rd MarDiv to keep in close contact with his field commanders.

30 September 1968. VMD-6 closed out the month by flying armed escort, med-evac chase, VR's, TAC (A) missions and also controlled artillery fire. Numerous VIP missions were also flown. The squadron is an integral unit consisting of UH-1E's, OH-6's and AO's that form a very effective team. We closed out the month with 2058.8 flight hours despite many days of marginal weather.

Enclosure (2)

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Part III: Significant Events

5 September 1968. VMO-6 was unable to conduct any flight operations due to weather caused by tropical storm "Bess".

17 September 1968. The squadron flew escort on a two battalion lift of Knifeboy and Iceboat into the DMZ. The lift went much more smoothly than expected; to the relief of all concerned.

20 September 1968. The squadron conducted a change of command ceremony today as LTCOL B. A. MAAS was relieved by Maj E. A. ZANDER as Commanding Officer.

During the month of September 1968, the following promotions were effected:

TO CORPORAL

YARBROUGH, G. D.

TO LANCE CORPORAL

HEDEEN, H. R. A.