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

03:GRW:ca
5750.1C
Ser#03A30868
3 November 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 1-31 October 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. Ender
H. A. ENDER

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PART I Organizational Data

1. Commanding Officer and Staff with inclusive dates:

Commanding Officer Major H. A. ZANDER 1-31 October 1968
 Executive Officer Major M. J. BARKOVICH 1-31 October 1968
 Operations Officer Major A. T. COMMON 1-31 October 1968
 Logistics Officer Capt R. H. MEYDAG 1-3 October 1968
 Logistics Officer Capt D. H. LOWE 4-31 October 1968
 Intelligence Officer Capt S. J. DRISCOLL 1-3 October 1968
 Intelligence Officer Major K. R. BUSKE 4-31 October 1968
 Administrative Officer Capt T. A. EIKENBERY 1-31 October 1968

2. Unit Location with inclusive dates:

Quang Tri, Republic of Vietnam

3. Average Monthly squadron strength:

<u>MARINE OFFICERS</u>	<u>MARINE ENLISTED</u>	<u>NAVAL OFFICERS</u>	<u>NAVAL ENLISTED</u>	<u>TOTAL</u>
60	249	1	0	310

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1 October 1968. Seaworthy med-evac chase flown by Capt CORDELL, covered a fast, well coordinated, evacuation of a four man recon team who had just broken contact with the enemy. No fire or problems were encountered.

2 October 1968. VMO-6 flew 86.7 hours on 173 sorties today, also escorting 7 med-evac missions and expending 53 rockets and 600 rounds of 7.62 in support of ground units.

3 October 1968. Seaworthy 4-1&2, led by Maj SHAW, escorting troop lift helicopters into a LZ, detected enemy movement in the same area. The flight's ordnance delivered on target plus controlling Hellborne 527, neutralized the enemy movement. The lift progressed without further incident.

4 October 1968. VMO-6 flew 77.5 hours on 150 sorties, escorted 7 med-evac missions, and expended 98 rockets and 4,400 rounds of 7.62mm in support of ground units.

5 October 1968. Seaworthy 4-5&6, led by Maj SHAW, covered the emergency extract of a recon team in contact with NVA. The gunships were able to suppress the small arms fire from the enemy resulting in a successful extract with no battle damage.

6 October 1968. Fingerprint 37, alias Capt SAUNDERS, was shot down near Khe Sahn. A dead stick landing was made and within minutes Capt SAUNDERS was extracted by Seaworthy 4-3, piloted by Lt WARD.

7 October 1968. Fingerprint 22, Major BUNKE, controlled several flights of F-4s destroying part of a NVA road, destroying an underwater bridge, and causing a secondary explosion in the area.

8 October 1968. Seaworthy aircraft covered troop lifts today, delivering ordnance around LZ's for suppressive fire due to suspected enemy movement. The lift was completed successfully with Seaworthy flying 31.0 flight hours and 64 sorties.

9 October 1968. Med-evac escort, recon inserts and extracts, TAC(A) missions and helicopter attack missions were all performed today for a total of 89.1 flight hours and 213 sorties.

10 October 1968. VMO-6 flew 105 sorties, logged 79.7 flight hours, escorted 9 med-evac missions, and expended 78 rockets and 10,350 rounds of 7.62mm in support of ground units.

11 October 1968. Seaworthy 4-9&10, led by Maj SHAW, were called for the emergency extract of "Darting Star", a five man recon team. The team was in contact and receiving fire from three sides plus grenades in the pick-up zone. The flight guided the team into a more suitable zone that would permit the CH-46 to make his approach in defilade. The aircraft continued to take fire but it was quickly suppressed by Seaworthy.

Enclosure (2)

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11 October 1968. (Cont) The transport aircraft got into the zone, picked up the team, coming out of the zone more fire was taken by the transport and seaworthy. No hits were taken however.

12 October 1968. Seaworthy 4-7&8 led by Capt ROUNSEVILLE, conducted an emergency extract of recon team "Blackbird". Seaworthy expended ordnance to suppress ground fire while a CH-46 made the extract. No hits were received due to Seaworthy's excellent coverage.

13 October 1968. Marginal weather conditions kept VMO-6 down to 53.6 flight hours on 68 sorties, escorting 7 med-evacs, expending 24 rockets in support of ground units.

14 October 1968. Weather conditions resulted in all missions being cancelled. The monsoon season promised to make flying conditions a test of the VMO-6 pilot's skill.

15 October 1968. Capt WIAW flying Seaworthy med-evac chase launched into extremely marginal weather conditions to conduct an emergency med-evac. Although the weather continued to deteriorate, Seaworthy was able to lead the med-evac aircraft into zone after zone to pull out the sick and wounded.

16 October 1968. Seaworthy provided gun cover for troop lift helicopters in marginal monsoon weather. While in a landing zone one of the CH-46 aircraft took two rounds of 60mm mortar fire. Delivering accurate and intense fire, the Seaworthy flight was able to suppress any further enemy fire and thus establish security for the lift.

17 October 1968. Monsoon weather held VMO-6 to 57.9 flight hours on 95 sorties. The squadron provided escort for four med-evac missions, and expended 22 rockets and 300 rounds of 7.62mm in support of ground units.

18 October 1968. During the morning, weather prevented a search for a downed CH-46. However, in the afternoon, Fingerprint 38, Capt ENGLE, after an extensive search located the downed aircraft and directed other units into the zone for search and recovery operations.

19 October 1968. Capt ROUNSEVILLE, flight leader of Seaworthy 4-9&10 flight observed NVA launching 122mm rockets into friendly positions. The flight expended 24 rockets and 2,000 rounds of 7.62mm in a successful attempt to neutralize the enemy action. Poor weather conditions in the 3rd MarDiv AO limited the effectiveness of air support for this 24 hour period.

20 October 1968. A marked improvement in weather conditions enabled VMO-6 and in particular the O-1 pilots to catch up on their work. Major DRAAYER, Fingerprint 44 controlled fixed wing aircraft on enemy arty positions near the DMZ. Capt DRISCOLL, Fingerprint 36, also located several enemy arty positions and managed to stir up a hornet's nest of AA and .50 cal. Fingerprint 35, Capt DREWETT, observed heavy trail activity near the DMZ and controlled fixed wing ordnance on suspected NVA staging areas

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21 October 1968. The skies continued to clear as VMO-6 aircraft, unhampered by weather, shifted into the usual high gear. Seaworthy conducted support for troop lifts, med-evacs, recon inserts and extracts, resupply, and VIPS. Seaworthy 4-7 flight led by Maj SHAW, delivered ordnance on enemy troops sighted by friendly units.

22 October 1968. Dong Ha and troops in the field had the O-1 pilots to thank in their roll of knocking out NVA arty pieces who were firing on 3rd MarDiv positions. Maj WHITEHOUSE, Fingerprint 24 controlled fixed wing to destroy two active arty positions. Lt PALMASON, Fingerprint 39 accounted for another arty position destroyed, as well as Fingerprint 35, Capt DREWETT. All the O-1 pilots received .50 cal to 37mm fire but managed to destroy the NVA arty positions.

23 October 1968. VMO-6 aircraft continued to maintain their pace with 80.7 flight hours on 99 sorties despite bad weather. The majority of the time was spent covering troop lifts. O-1 pilots continued to control fixed wing on suspected NVA arty positions.

24 October 1968. VMO-6 aircraft flew 97.3 hours on 166 sorties. Again covering troop lifts accounted for a large percentage of the flight hours.

25 October 1968. Low ceiling and poor visibility caused a decrease in normal flight hours for VMO-6. Seaworthy 4-4 flight led by Capt MIREs, and Seaworthy 4-2 flight led by Capt WIANE delivered ordnance on NVA troops in the open near the DMZ. During the ordnance delivery Seaworthy 4-5 took one round of small arms fire in the cockpit area resulting in minor facial wounds for Lt COOK. After refueling and rearming at Quang Tri the Seaworthy 4-4 flight returned to the same area to cover the extraction of seven emergency med-evacs for friendly units in contact with the NVA.

26 October 1968. Seaworthy 4-1&2 led by Lt CONNELLY, started the day with an emergency resupply of a US Army unit who was in contact with NVA. The flight then conducted the emergency extract of recon team "Wisdom Jacket". The resupply and extract were accomplished without incident. VMO-6 accomplished a full day of tactical flying with no known enemy fire.

27 October 1968. VMO-6 flew 81.6 flight hours on 147 sorties, escorted nine med-evac missions, expended 112 rockets and 23,000 rounds of 7.62mm in support of 3rd MarDiv units.

28 October 1968. The highlight of the day was the extract of recon team "Penguin". Two flights of Seaworthy gunships coordinated flare ships and CH-46 transports, and provided suppressive fire to pull the recon team out of trouble. Enemy fire was taken but there were no hits received.

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29 October 1968. VMO-6 spent most of its flight hours covering CH-46s on recon inserts and extracts, troop lifts, med-evac, and resupply missions. No contact with the enemy was made. Fingerprint aircraft, although hampered by poor weather, controlled four flights of fixed wing aircraft destroying enemy bunker complexes, hootches, and fighting holes.

30 October 1968. VMO-6 flew 69.6 flight hours on 105 sorties. Providing coordination and cover for trooplift operations continue to dominate the squadron's efforts.

31 October 1968. Fingerprint 36, Capt DRISCOLL, was called to provide aerial reconnaissance for a ground unit north of the rockpile which had been receiving small arms fire. The squadron continued to carry out its diverse duties with exceptional ability despite the everpresent threat of unworkable weather conditions. The UH-1E's, O-1's, and AO's functioned together as well as ever. The entire squadron is looking forward to the addition of OV-10 aircraft, pilots, and crews in November. VMO-6 closed the month with 2196.6 flight hours.

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Part III: Significant Events

14 October 1968. VMO-6 was unable to conduct flight operations due to weather.

25 October 1968. Lt COOK received facial wounds from NVA small arms round while flying co-pilot on Seaworthy 4-4 flight. The flight received fire while delivering ordnance on NVA troops in the open.

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

TO SERGEANT

COCCO, L. L.
LYNCH, E. L.
SHERMAN, E. D.
SHERM, G. N.

TO CORPORAL

RUEHL, D. C.
TRIVETTE, M. C.

TO LANCE CORPORAL

RUSZIN, J. W.
STANDINGSOLDIER, S. C.