

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

03:JHL:tv
5750.1C
Ser #03A00469
4 January 1969
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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 December 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: Major H. A. ZANDER 1 - 31 December 1968

Executive Officer: Major L. J. DRAAYER 1-31 December 1968

Operations Officer: Major M. J. BARKOVICH 1-31 December 1968

Intelligence Officer: Major T. J. RAUSCHER 1-31 December 1968

Administrative Officer: Major T. A. EIKENBERY 1-31 December 1968

Logistics Officer: Captain D. M. LOWE 1-31 December 1968

2. Unit Location with inclusive dates:

Quang Tri, Republic of Vietnam 1 - 31 December 1968

3. Average monthly squadron strength:

<u>MARINE OFFICERS</u>	<u>MARINE ENLISTED</u>	<u>NAVAL OFFICERS</u>	<u>NAVAL ENLISTED</u>	<u>TOTAL</u>
45	237	1	Ø	283

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

1 December 1968. Today 158 sorties, 90.5 flight hours and 10 medevac escort missions were flown by VM0-6; while expending 177 rockets and 5400 rounds of 7.62mm in support of 3rd MarDiv units. Seaworthy 99-9 flight, while on night med evac, escorted Dust Off on an emergency medevac in support of the U. S. Army.

2 December 1968. Seaworthy 97-1, an O-1, was downed while operating east of LZ Shiloh. The wreckage was spotted by Seaworthy 97-6 after a search had been initiated and a recovery team was inserted. There were no survivors. The pilot of Seaworthy 97-5 received a flesh wound in the arm from small arms while on patrol in the DMZ. VM0-6 flew 112 sorties.

3 December 1968. Seaworthy 97-3 received intense small arms and .50 cal fire while on a 508D mission. Fixed wing was called in on the position. Seaworthy 99-2, controlling Mission 203, was inserting a recon team when the transport aircraft took fire in the LZ. 99-3 observed the muzzle flashes and took the target under fire while the transports removed the team.

4 December 1968. VM0-6 flew 109 sorties expending 233 rockets and 10,000 rounds of 7.62mm. Seventeen med evac missions were completed. Seaworthy 99-6 and 99-7 ran fixed wing and expended their own ordnance on suspected enemy positions in support of 3rd Recon Bn.

5 December 1968. Seaworthy 99-7 and 99-8 covered a Sparrow Hawk mission at YD 1351 and controlled LoveBug 517 on 6 NVA. 99-7 & 8 expended ordnance as suppressive fire in support of CattleCall 92-9, 10, 11 & 12 and received 2 secondary explosions. 132 sorties, 86.2 hours were flown while expending 203 rockets and 11,500 rounds of 7.62mm.

6 December 1968. VM0-6 flew 141 sorties in 87.9 hours including 11 medevac missions and expending 396 rockets and 19,100 rounds of 7.62mm. Seaworthy 99-6 & 7 provided suppressive fire in support of a tactical insert of Ringlet. The flight also coordinated a tactical emergency extract of Settlement with Chatterbox 93-6 & 7.

7 December 1968. On Pearl Harbor Day Seaworthy 99-3, 4, 5, & 6 delivered suppressive fire in five zones while providing support for a 1700 man troop lift. Seaworthy TAC(A)'s controlled 16 flights of fixed wing in support of the same lift. In accomplishing this, VM0-6 flew 143 sorties in 93.5 hours expending 426 rockets and 24,000 rounds of 7.62mm.

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8 December 1968. VMO-6 flew 159 sorties and 95.1 hours including 17 med-evac missions. Seaworthy Med Evac chase provided coordination and suppressive fire, 40"2.75" rockets and 1,500 rounds of 7.62mm in support of Chatterbox Med Evac.

9 December 1968. On Mission 401, Seaworthy 99-5 & 6 provided gun support for GattleCall 92-4 through 8 on a troop lift. 92-4 was downed by enemy fire at YD 005621 and 99-5 & 6 covered the successful extraction of the CH-46 crew. 99-6 took hits and returned to Vandegrift. Fixed wing were used to destroy the CH-46 when NVA troops were observed in and around the aircraft.

10 December 1968. Today 378 rockets and 19,000 rounds of 7.62mm were expended on 143 sorties and 96.3 flight hours by VMO-6. Seaworthy 97-6 received credit for 3 KBA while controlling Hellborne 028 on bunkers. Later, 98-9 controlled four flights of fixed wing and destroyed several bunkers and one .50 cal position.

11 December 1968. Seaworthy 98-3, on Mission 508B, controlled six flights of tactical air on NVA in bunkers and an AA position resulting in numerous secondaries and one .50 cal position destroyed. VMO-6 expended 525 rockets and 14,500 rounds of 7.62mm in carrying out 89 sorties in support of the 3rd MarDiv.

12 December 1968. Seaworthy 99-1 and 2 provided control and gun support for the extraction of Sparrow Hawk team at YD 0368 and recon team Elend. 99-1 and 2 then provided suppressive fire in support of the emergency extraction of Beach Boy.

13 December 1968. Walnut Hill 1 & 2 covered and coordinated the extraction of Old Colonel recon team who had taken an NVA prisoner. The flight took fire and delivered suppressive fire during the successful extraction of the team.

14 December 1968. One Hundred twenty-six sorties in 95.6 hours with 297 rockets and 11,700 rounds of 7.62mm was accomplished during the day. Walnut Hill 1 & 2 provided suppressive fire while Walnut Hill 6 extracted Crystal Star recon team at YD 043688 and later covered Walnut Hill 3, 4, and 5 as they lifted 130 troops to YD 312436. When the transports took fire, Cat Killor 12 ran fixed wing while Walnut Hill 1 & 2 directed suppressive fire on the enemy positions.

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15 December 1968. While working with Klondike 14, Seaworthy 98-8 aided Klondike Kilo 1, a patrol in contact with NVA at YD 268315. After delivering suppressive fire, 98-8 placed marking rounds for an artillery FO who directed artillery onto the NVA positions.

16 December 1968. Walnut Hill 1 & 2 covered the lift of Angus Spotter into YD 331426. On the initial pass over the zone, the lead aircraft took fire and fixed wing were run on the suspected positions. The Walnut Hill aircraft then further prepped the zone with 2000 rounds of 7.62mm. The transports received no fire going into the zone. Walnut Hill 1 & 2 then covered the extract of Settlement recon team who had an emergency med evac. This extract was accomplished in minimum time.

17 December 1968. Seaworthy 99-3 and 4, while supporting 3rd Recon Bn., picked up an emergency med evac from recon team Barkwood in the Ba Long valley. The extract of the rest of the team was then covered by Walnut Hill 1 & 2.

18 December 1968. Seaworthy 97-6 ran air strikes on enemy bunkers and automatic weapon sites with Love Bug 516 and Hellborne 262 to the tune of one confirmed KBA, three highly probable KBA, two automatic weapon sites destroyed and several bunkers destroyed. Elsewhere, Seaworthy Med Evac chase escorted CattleCall medevac on 14 missions in support of numerous elements of the 3rd MarDiv.

19 December 1968. Seaworthy 99-0 and 1, while attempting to insert Marshall Hall recon team in the Da Krong valley, spotted enemy troops in the LZ. The aircraft were fired upon and returned fire with unknown results and the insert was aborted.

20 December 1968. Seaworthy aircraft flew 73.6 hours in support of 3rd MarDiv units. UH-1E's provided cover for several recon inserts and extracts, flying 29.5 of the total flight hours. Seaworthy 97-4, 97-6 and 98-0 all controlled fixed wing aircraft during the day resulting in numerous structures and trenchline destroyed.

21 December 1968. Seaworthy 98-10 and 97-4 covered the emergency extract of Driving Test recon team who had NVA troops chasing them. 98-10 and 97-4 kept fire in the tree line south of the zone the recon team had managed to reach. 98-10, using 2.75" rockets and 7.62mm for a few passes finally went high to save rockets for fixed wing while 97-4 strafed with M-16's. Seaworthy 99-5 and 6 arrived and joined 97-4 in making strafing runs within 20 meters of the team. Walnut Hill 1 & 2 arrived with CattleCall transports and the team was successfully extracted with 98-11 flight joining to support the extract. Fixed wing were used by 98-0 less than 200 meters from the team with excellent results.

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22 December 1968. WMO-6 flight operations were severely hampered today due to low ceilings, rain and fog which persisted throughout the day and night. Despite this WMO-6 flew 34 sorties. Seaworthy 99-1 and 2 covered a trooplift for Klondike Lima and Mike to Vandogrift in spite of the poor weather.

23 December 1968. Poor weather continued to slow flight operations to a crawl with only 14 sorties and 8.2 flight hours flown. Seaworthy 99-9 and 10 were able to work with Chatterbox aircraft in the extraction of Clemson Song recon team.

24 December 1968. Flight operations picked up somewhat today when the weather allowed WMO-6 to accomplish 77 sorties and 58.3 hours. Seaworthy 99-7 and 8 covered the attempted insert of two recon teams. On both inserts the aircraft took and returned fire as well as ran fixed wing on the enemy positions. The flight also covered the successful extraction of three teams, Ringlet, Crystal Star and Constitution.

25 December 1968. Christmas Day found WMO-6 flying 50 sorties mainly while patrolling to ensure the truce was being upheld. Enemy activity was noted by the O-1 pilots and observers north of the Ben Hai river in the form of trucks, a crane and numerous personnel. Four recon teams were inserted by Walnut Hill 1 & 2; Parasol, Amanda, Cosmic Wave and Heritage.

26 December 1968. Due to Quang Tri runway repairs, WMO-6's O-1 and OV-10 aircraft operated from Dong Ha and Phu Bai. Seaworthy 99-1 and 2 completed the four recon inserts of Spongy Tackle, Belmont Tones, Wisdom Jacket and Dustlite.

27 December 1968. Today, on missions 505/203, Seaworthy 99-1 and 2 covered the inserts of seven recon teams; Salinas, Centipede, Dock Leaf, Blend, Big Shot, Beach Boy and Frost Burg, also delivering suppressive fire on a known NVA troop location.

28 December 1968. Today Seaworthy 99-1 & 2, on Mission 505/203, covered the insert of several recon teams, including Clemson Song, then proceeded to cover the pickup of 2 emergency medevacs. From there Seaworthy returned to Clemson Song to deliver heavy fire on enemy positions surrounding that unit. After rearming and refueling, Seaworthy returned once more to cover the insert of reactionary forces.

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29 December 1968. Seaworthy 99-7 & 8 delivered fire on enemy positions near recon team Settlement returning after rearm and refuel with Seaworthy 98-9 to cover the extraction of Settlement once again receiving heavy enemy fire. After Settlement was safe, 99-7 & 8 proceeded to Belmont Tones, delivering and receiving fire while covering this extraction, assisted by 98-10. VMO-6 expended 357 rockets and 23,000 rounds of 7.62mm in 67.8 hours, while completing 93 sorties.

30 December 1968. Seaworthy 99-5 & 6 covered several recon teams as they were extracted and then proceeded to insert and extract Witty Ordeal. After refuel at Vandegrift 99-5 & 6 proceeded to provide cover fire for the insert of recon team Intrigue.

31 December 1968. The end of 1968 found Seaworthy 99-5 & 6 covering the successful inserts of seven recon teams receiving heavy enemy fire on the attempted insert of Hungarian. Covering the smooth extracts of two teams, 99-5 & 6 received heavy fire and delivered suppressive fire on the enemy positions surrounding recon team Oak Leaf. After refuel at Vandegrift, 99-5 & 6 received fire from Gam Lo and also while on final approach to Quang Tri.

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 Part III: Significant Events

VMO-6 completed the month of December with 2248.4 hours and 3,082 sorties. Seaworthy pilots flying over 100 hours this month were: Major R. G. WHALEY in OV-10 and UH-1E aircraft; 1stLt J. H. LAWRENCE and 1stLt R. J. MORIARTY, both O-1 pilots with over 130 hours and 125 hours respectively.

The following promotion was effected during the month of December:

TO STAFF SERGEANT

B. L. GOODFALLOW

The following pilots joined VMO-6 during December: Major K. MASON, Captain E. L. BUFTON Jr., Captain L. G. ADAMS, Captain C. D. LEA, 1stLt K. E. PENNINGTON. Seaworthy said good-bye to the following pilots in December: Major K. R. BUSKE, Major K. MASON, 1stLt R. J. ALLEN, 1stLt D. J. COOK, 1stLt J. E. JACKSON, 1stLt K. E. PENNINGTON, 1stLt R. C. REGAN, 1stLt W. C. WOLFE, 1stLt E. K. WOODWORTH.

VMO-6 also, with a heavy heart and deeper determination to not let a comrade fall in vain, bid farewell to 1stLt J. R. REESE and 1stLt R. LATIMER, who were killed in action on 2 December when their O-1 was downed by enemy fire.

VMO-6 ended calendar year 1968 flying 21,757.9 hours and going from 24 to 12 Hueys with no Slicks or VIP aircraft in the squadron inventory. The slick and VIP commitment was picked up by HML-367 who now has a detachment at Quang Tri.