

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

03:JM:esb
5750
Ser #03A24869
4 September 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 August 1969

Ref: (a) WgO 5750.4
(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.

A. K. Charlton
A. K. CHARLTON

VMO-6

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ENCLOSURE 5

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Part I: Organisational Data

1. Commanding Officer and Staff with inclusive dates:

Commanding Officer: LtCol A. K. CHARLTON 1-31 August 1969

Executive Officer: Major A. S. PIPER 1-31 August 1969

Administrative Officer: Captain R. L. PAPPAS 1-31 August 1969

Intelligence Officer: Major W. H. HUFFCUT II 1-31 August 1969

Operations Officer: Major J. A. BRANDON 1-31 August 1969

Logistics Officer: Major J. T. HAGAN III 1-31 August 1969

Maintenance Officer: Major R. L. THOMPSON 1-31 August 1969

2. Unit Location with inclusive dates:

Quang Tri, Republic of Vietnam 1-31 August 1969

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	225	1	0	271

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Part II: Narrative Summary of Significant Highlights

1 August 1969. Seaworthy 98-7 ran five flights of fixed wing ordnance on a bunker complex. Results of the strikes were several bunkers destroyed and six secondary explosions. The Recon package completed two extracts and one insert.

2 August 1969. Seaworthy 98-1 was controlling USMC fixed wing for a landing zone prep when the second aircraft in the flight experienced hydraulic failure and was forced to eject. Remaining on the scene, Seaworthy 98-1 directed SAR efforts until the pilot was safely picked up and returned to Quang Tri. Seaworthy 98-11 spotted thirty five NVA on a road but was unable to take action due to a low fuel state. The Recon package completed three inserts and one extraction.

3 August 1969. The Recon package completed two inserts and one emergency extraction. Two OV-10's went to the aid of recon team "April Showers" prior to their emergency extraction. After the team was extracted, Seaworthy 97-4 ran fixed wing ordnance on the enemy position with unknown results. Two OV-10's went to the aid of recon team "Parasol" prior to their emergency extraction. Seaworthy 99-5 & 6 covered a medevac flight in the afternoon. Shortly after sunset, recon team "Hasty Foot" came in contact with a numerically superior enemy force. Seaworthy 97-10 and 98-16 went to their aid until an extraction package could pull the team. The extraction package consisted of Seaworthy 98-17, 99-7 & 8.

4 August 1969. The Recon package completed five routine inserts and one routine extract. After preping an enemy storage area with four flights of fixed wing ordnance, prior to a sweep by a USA ground unit, Seaworthy 98-5 observed eight secondary explosions.

5 August 1969. The Recon package inserted two teams and extracted one. Seaworthy 97-9 spotted an active rocket site and was able to destroy the two rockets with artillery prior to the enemy being able to fire them.

6 August 1969. The Recon package inserted five teams and extracted two. Seaworthy 98-1 shot artillery on two 50 cal. pits that he spotted. The arty barrage caused four secondary explosions. Several OV-10's worked with F 2/3 throughout the day as they were in contact most of the afternoon. Seaworthy 99-3 & 4 covered four medevac flights in the morning.

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7 August 1969. The Recon package completed one insert and one extract. Seaworthy 99-5, 6, 7 & 8 all covered medevacs. Seaworthy 98-14 ran four flights of fixed wing in support of a US Army ground unit. The airstrikes caused nine secondary explosions. Seaworthy 98-15 covered an emergency extract of a recon team. "F" 2/3 continues to be in contact, throughout the day. Nine OV-10's, two O-1's and an UE-1E flight worked with the unit in contact.

8 August 1969. The Recon package made one extraction. Later in the day two OV-10's covered the emergency extraction of recon team "Hungarian". Seaworthy 99-1 & 2 covered two medevac flights.

9 August 1969. The Recon package completed one insert and one emergency extract. A number of our aircraft worked with 2/3 again today. Seaworthy 98-10 received four secondary explosions and two confirmed NVA KBA while directing an airstrike for "E" 2/3. Seaworthy 98-7, while on a training mission, experienced an engine failure and subsequent fire forcing the pilots to eject East of Dong Ha combat base. Ejection was successful and no personal injuries were sustained.

10 August 1969. All three types of VMO-6 aircraft worked with 2/3 again. The Recon package completed two inserts and one extract.

11 August 1969. The Recon package inserted seven teams and extracted six. Seaworthy 99-1, 2, 5 & 6 covered medevacs. Seaworthy 97-4 received five confirmed KBA after running fixed wing ordnance in support of the 3rd Marines.

12 August 1969. The Recon package inserted three teams. Airstrikes and artillery were directed on "E" 2/3 abandoned gear that was left when the company was extracted.

13 August 1969. The Recon package completed two inserts and two extracts. Seaworthy 98-10 spotted fifty NVA along a trail in a bivouac area as he was returning to base and requested the area be TFQ'd. No BDA was received. Seaworthy 98-12 & 13 and 99-5 & 6 covered the emergency extraction of recon team "Hungarian". Seaworthy 99-7 & 8 covered a night emergency medevac flight.

14 August 1969. The Recon package completed three inserts and five extracts. Seaworthy 98-17 and 99-9 & 10 covered a night emergency medevac.

15 August 1969. Two Recon packages were run today. Together they inserted three and extracted six teams. Three of the teams were emergency extracts. Seaworthy 97-2 observed four secondary explosions and three KBA while running five flights of fixed wing ordnance in support of a surrounded recon team.

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16 August 1969. The Recon package inserted six and extracted two teams.

17 August 1969. Seaworthy 97-2 ran fixed wing ordnance on an enemy staging area and observed two secondary explosions. The Recon package completed four insertions. Seaworthy 99-5 & 6 covered four separate medevacs. Seaworthy 97-6 surprised a small NVA unit, ran fixed wing ordnance and called artillery on them before they could find cover. Air and artillery accounted for ten NVA KBA's. Seaworthy 99-3 & 4 covered two recon team inserts, one extraction, one platoon and two company size troop lifts.

18 August 1969. The Recon package inserted three teams and extracted two others. Seaworthy 99-3 & 4 covered a US Army troop lift.

19 August 1969. Seaworthy 98-16 and 99-9 & 10 covered two night emergency medevacs. The Recon package inserted five teams and extracted one. Several of our aircraft worked with "H" and "G" Companies of 2/4 as they were in contact most of the afternoon.

20 August 1969. Our aircraft covered six separate medevacs throughout the day. Also covered was emergency extraction of three USMC recon teams. The extraction of two US Army recon teams were also covered by our aircraft. The Recon package inserted four teams and extracted two. Aircraft continually worked throughout the day with "H" Company of 2/4.

21 August 1969. UH-1E's covered two medevac flights and one emergency recon extraction. The Recon package inserted three and extracted three teams.

22 August 1969. The Recon package completed three inserts and two extracts. We covered two emergency medevacs. Numerous aircraft worked with "I" 3/3 which was in contact during late afternoon.

23 August 1969. The squadron flew escort for five medevacs today. Many of our aircraft supported "I" 3/3 throughout the day. The Recon package completed four inserts and three extracts.

24 August 1969. The UH-1E's covered an emergency medevac. The Recon package completed seven inserts and five extracts, two of which were emergency extractions.

25 August 1969. The Recon package completed three inserts and two extractions. Our aircraft covered one medevac and one emergency recon team extraction.

26 August 1969. The Recon package completed three inserts and five extractions. Seaworthy 98-6 ran six flights of fixed wing ordnance on an active 50 cal. position. The pilot observed three secondary explosions during the air-strike.

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27 August 1969. Two Seaworthy OV-10's ran 8 flights of Marine A-1s and F-4s in landing zone preps for "A" 1/4 and "I" 3/4. Seaworthy 97-1 & 2 covered 8 CH-46 transports throughout the two assaults, which were completed successfully in a minimum amount of time. The Recon package inserted five teams and extracted three without incident.

28 August 1969. Seaworthy 98-10 ran one flight of Air Force F-4s and two batteries of Marine artillery on NVA troops threatening a 3rd Marine Battalion patrol. Twelve bunkers were destroyed and enemy movement ceased. At dawn a Huey section and one OV-10A launched to cover emergency medevacs from "F" 1/3's position. The OV-10A ran four USMC F-4s on enemy positions and the Hueys fired suppressive fire while the CH-46 extracted the wounded. All aircraft were subjected to intense enemy small arms and automatic weapons fire. The Recon package completed all eight scheduled insertions and extractions.

29 August 1969. At 0630 this morning, Seaworthy 98-3 crashed immediately after take-off. The pilot, Capt. Jack E. SCHONER and the Aerial Observer, 1st Lt. Richard D. KRUPA lost their lives in the accident. In the short time that these men had been with VMO-6, both had distinguished themselves as dedicated Marine officers.

30 August 1969. Seaworthy's main efforts today encompassed a 550 man troop lift for the 2nd ARVN Division. OV-10s controlled the preparation fires using Marine Attack Aircraft and artillery. UH-1Es covered and controlled eight CH-46s into the two landing zones. An O-1 used three flights of fixed wing ordnance to destroy fourteen bunkers in the 4th Marine area. The Recon package completed six insertions and four extractions.

31 August 1969. Ten insertions and ten extractions were completed by the Recon package. Four OV-10s, four UH-1Es and a single O-1 covered 3rd Recon Battalion team "Grasshopper" throughout the day. The Seaworthy aircraft used their own ordnance to suppress enemy movement and fire, and controlled fixed wing and artillery strikes in the area to hinder enemy withdrawal or reinforcement. Late in the day, the team was extracted without suffering a single casualty.

SEEDING

VMO-6 Forward Air Controllers (Airborne) daily conducted seeding strikes in and along the Demilitarized Zone. Using coordinates supplied by 3rd and 4th Marine units, we denied the enemy use of roads and trails by having Marine F-4s and A-1s drop CS gas and bombs with delay action fuses on these strategic points.

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Enclosure (2)

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Part III: Significant Events

1. The squadron flew 2267 hours during the month of August. A continued lull in all operations and redeployment of the 9th Marines resulted in our decreased commitments.

2. It was a joyous month for the refugee residents of Ba Ben. After being driven from homes in An Phu during the TET offensive in 1968, they were finally allowed to return. VMO-6 MEDCAP accompanied them to their old village and we have continued our weekly visits. The schoolhouse we helped construct in Ba Ben will be used to educate children from six surrounding villages.

3. The procurement of lumber and other materials made it possible for the squadron to construct needed mount out boxes and obtain an embarkation readiness status of 90%.

4. The following officers were welcomed aboard during August:

Captain D. A. PETERSON	1/Lt. R. B. HUNTSEBERGER
1/Lt. J. M. BIKLE	1/Lt. J. C. LIEBER
1/Lt. C. M. CANFIELD	1/Lt. G. J. LOCKWOOD
1/Lt. R. C. DOPHER	1/Lt. F. L. MEDFORD
1/Lt. J. R. FORSTER	

5. The following promotions were effected during August:

TO CORPORAL

R. K. AGE	L. D. HARRISON
D. F. BARTH	J. L. HOWTON
B. B. BESSILIEU	J. L. JEANS
W. F. BOSTON	J. T. MCCLUSKEY
R. A. BOUDREAU	W. D. MONILLA
J. M. BOYKIN	W. H. MEHRING
M. D. CARRIGER	J. V. PAVETTIERI
D. N. CASEY	H. A. PIMENTAL
T. T. CONSTANTINE	J. G. PROUTY
R. J. DEREY	W. J. PUTMAN
W. P. EDWARDS	D. E. RAFFING
L. E. FAINTER	W. L. SMOUSE
M. R. FALLON	R. L. VONHAGEN
M. GUITRON	L. A. WARD
J. M. HAMILTON	M. J. WILSON

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TO LANCE CORPORAL

D. O. BYRGE

TO PRIVATE FIRST CLASS

J. DAREY

6. VMO-6 said farewell to the following officers during August:

Major T. A. EIKENBERRY	Captain G. C. STEELE
Major D. T. SITES	1/Lt. G. H. NELSON
Major R. G. WHALEY	1/Lt. T. D. SEDER
Captain J. O. ENOCKSON	1/Lt. R. L. STAMPER

7. VMO-6 suffered the following casualties during the month of August:

Captain J. O. ENOCKSON - MIA 27 August 1969
 Captain J. E. SCHOEER - Died in Operational Accident 29 August 1969 —
 1/Lt. R. D. KRUPA (3RD DIV A/O) - Died in Operational Accident 29 August 1969 —

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