

HEADQUARTERS
 Marine Aircraft Group 16
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96601

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 12 October 1965

From: Commanding Officer
 To: Commanding General, First Marine Aircraft Wing

Subj: Command Chronology

Ref: (a) MCO 5720.2
 (b) WgO 5750.1A

Encl: (1) Helicopter Operations News Release
 (2) Tactical Air Recovery News Release
 (3) Sea Rescue of Marines News Release
 (4) News Clipping on Marble Mountain Air Facility

1. Narrative.

Marine Aircraft Group 16 helicopters averaged a Strike a day as operations in support of the III MAF, 1st MAW, and ARVN I Corps continued through September 1965. Inter-squadron transfers of pilots resulted in a slightly reduced overall readiness but effected a redistribution of H2P's and H3P's to insure individual squadrons' capability to sustain combat operations. The transfers further served to vary rotation dates of personnel which will enable the individual orders system, rather than unit rotation, to be placed in effect. One of the squadrons surpassed several former performance records. (Enclosure 1)

Detachment "Alpha", consisting of six (6) CH-37C's displaced from the LPH-5 to Marble Mountain Air Facility and remained in a non-operational status for a portion of the month, while moving organizational equipment from Ky Ha and acquainting air crews with local operating procedures.

At Quang Tin Provincial Headquarters, an impressive ceremony in commemoration of those who fought their last battle during Operation "Starlight"; and in tribute to participating units; was conducted by Vietnamese Army and Civilian Officials. Representative crews from Marine Air-

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craft Group 16 were presented with gifts in grateful appreciation of their support of the combined ARVN-Marine assault in August.

"Old Glory" was flown for the first time at Hue Phu Bai when HMM-161 held a formation and colors ceremony on 1 September. Representatives of BLT 3/4 and FLSU were guests for the occasion. The Stars and Stripes were raised on twin masts in front of the HMM-161 Base Camp.

On 5 September, UH-34D's participating in an operation near Qui Nhon came under enemy automatic weapons fire, despite the escort of UH-1E's, A-1E's and F-105's. One of the helos received three rounds through the Clamshell doors; one round through a rotor blade; one round which shattered the left brake assembly; and one round which penetrated the left cabin bulkhead. A second helo received one round through the turtle back. Both aircraft continued to fly and accurate fire was returned by the crew chiefs and gunners, who reported two Viet Cong kills.

7 September brought the start of Operation "Piranha" with all helo squadrons of MAG-16 participating. The operation took place to the south of the area encompassed by August's operation "Starlight". This operation found flight crews of the group operating from both the USS Princeton and the forward CP at Chu Lai. The landing zones were characterized by small arms anti-aircraft fire with suspected fifty caliber fire being reported. Several helicopters were hit but no crew fatalities resulted. Flight crews reported killing two armed Viet Cong in the landing zones.

MAG-16 helicopters accomplished a night off-load of BLT 3/3 between 2200 and 2400 on 8 September. The troops were lifted from an offshore carrier to Chu Lai.

Operation "Piranha" was concluded on 10 September when Marine Units were heli-lifted from field positions to Chu Lai. Later that day, a CH-37 performed a night retrieval of a UH-34D that had been downed by engine trouble during the operation.

On 11 September, the heavy hauling capabilities of the CH-37C were again required to lift a UH-34D fuselage from Danang to Marble Mountain Air Facility.

On 13 September a strike mission was flown to coordinates

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(BS 763-863) to recover a disabled UH-34D engine left on the beach during Operation "Piranha". Aircraft of three group squadrons coordinated to land a platoon of Marines with Explosive Ordnance Personnel and a Forward Air Control Team. The zone was secured, the engine inspected for possible mines or booby traps, and a CH-37 was given the "All Clear" to come in for the engine pickup. Hookup of the engine presented some difficulty as it was partially inbedded in sand and washed by surf. Battling the heavy rotor wash, flying sand and salt spray, the CH-37 crew completed the sling hook-up and the helo proceeded to Danang accompanied by one of the UH-34D's. The remaining UH-34D's retrograded the platoon to Chu Lai. The operation took approximately two hours. Two F-4's made continuous low passes to discourage any would be VC "sidewalk superintendents."

The late afternoon and early evening of 15 September brought a mission to withdraw a trapped reconnaissance patrol some nine miles south of Danang. Four UH-34D's were launched, led by Captain T. C. COX. On arrival over the zone, heavy fire was observed coming from three sides. Darkness was near as the aircraft landed. One was damaged on landing and was unable to pickup troops. After two of the remaining aircraft lifted, it was apparent to Captain COX that he could not get all the troops left into his aircraft. Calling for one UH-34D to return to the zone to aid him, he elected to remain on the ground with his red rotating beacon on to guide the returning helicopter. Throughout the six or seven minutes he was waiting, Captain COX was under intense small arms and automatic weapons fire. However, he remained on the ground marking the landing zone until the mission was successfully completed. For his heroic actions he was recommended for the Distinguished Flying Cross.

An Air Vietnam C-47 crashed shortly after take-off approximately six miles from Quang Ngai on 16 September and two UH-34D's operating in the same area quickly proceeded to the scene to assist in the evacuation of casualties. Twenty-eight Vietnamese victims of the crash were taken to the hospital at Quang Ngai. The body of an American Civilian reporter was brought to Danang. (Enclosure 2)

Seven UH-34D's of MAG-16, operating as a detachment from HMM-161 joined Army UH-1B's and A-1E's in support of the 101st Airborne Brigade for Operation "Gibraltar" on 19 September. All seven participating helicopters received

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hits from enemy automatic weapons fire in the landing zone, with the majority occurring during the second landing in the zone.

In all, some fifty-eight rounds struck the helos. One of the aircraft was unable to remain airborne and landed approximately one mile from the landing zone. The crew and guns were evacuated by another UH-34D. Upon recovery of the downed bird, utilizing an Army Chinook, some forty bullet holes were counted. It was impossible to determine how many rounds struck during flight and how many were received after the aircraft was abandoned under fire. The helo received overhaul damage due to several main members being broken by shrapnel and bullets. Two crewmen on the flight received minor wounds.

On 23 September, a Marine swimming at the Marble Mountain Beach area was caught by a combination of rip tide and undertow and was unable to regain the shore. Other Marines went out to his rescue and he was brought safely to the shore. One of the rescuers, and another Marine attempting to aid him, were swept out to sea on an air mattress they had utilized for flotation. A UH-34D pilot who had just landed at the Marble Mountain Air Facility was notified of the crisis and quickly went to their assistance. Utilizing the hoist, the pilot towed the Marines and their air mattress to the beach. (Enclosure 3)

A UH-34D experienced tail rotor failure just as the pilot was lifting off the landing zone atop Dong Den on 25 September. The helo was relanded in the zone, some 2600 feet above sea level, after some uncontrollable gyrations. Crews were flown to the mountain outpost to partially dismantle the aircraft to enable a CH-37 to externally lift the helo to Danang.

26 September saw the CH-37's again employed to lift some sixty-seven missiles between Danang and Monkey Mountain in an operation made more difficult by shifting currents and high humidity.

On 27 September an H-37 was successful in an external lift of the UH-34D engine from the crash site on Dong Den. An attempt to lift the fuselage proved unsuccessful when the CH-37 was unable to maintain altitude or achieve translational lift. The fuselage was intentionally jettisoned and later destroyed with thermite grenades when further recovery operation proved futile due to the terrain.

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29 September saw the return of the Qui Nhon Detachment of UH-34D's to their parent unit at Hue Phu Bai. They were relieved by a squadron of Marine Aircraft Group 36.

The final notable event of the month occurred on the final day of the month. Lance Corporal T. E. GOECKS was flying as an aerial gunner in the second aircraft of a two plane UH-34D resupply mission to Marines south of Danang. In the course of the flight, enemy fire was encountered and the Lance Corporal came within one-half inch of death or serious injury. A bullet pierced the underside of the helicopter and came through the cabin floor, knocking the heel off his boot and cutting and bruising his heel. The round continued upward and penetrated his seat. It was stopped by a sheet of half-inch steel he had found and installed as personal armor. As luck would have it, Lance Corporal GOECKS' helo was one of the two in his squadron which have had this extra added protection installed by crewman

During the month of September the final elements of MAG-16 moved to the Marble Mountain Air Facility, the first time in four years that the group has gathered all its squadrons on a single field. (Enclosure 4)

Operation²⁹ with UH-1E aircraft, the VMO squadron performed a variety of missions in support of the III MAF and ARVN I Corps. The UH-1E took over the role of reconnaissance and TAC(A), as O-1B's were phased out during the month. In addition the squadron took over the complete Med-Evac mission, utilizing a Slick/Gun team which has proven extremely effective in TAE operations.

Distinguished passengers flown by the squadrons included U.S. Ambassador Henry Cabot LODGE; former Vice-President Richard M. NIXON; CG III MAF, MGen WALT; CG 1st MAW, BGen MC CUTCHEON; Ass't CG 1st MAW, BGen CARL; BGen LARSON; RAdm HAYMAN; LtGen HENDERSON; and Mr. Joseph ALSOP.

C. A. House
C. A. HOUSE
By direction

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PART I
ORGANIZATIONAL DATA

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Part I - Organizational Data

MAG-16, Danang, Republic of Vietnam

Period Covered - 1 thru 30 September 1965.

Task Organization:

H&MS-16, Danang Vietnam (1 - 30 September 1965)
 MABS-16, Danang Vietnam (1 - 30 September 1965)
 VMO-2, Danang Vietnam (1 - 30 September 1965)
 HMM-161, Hue Phu Bai Vietnam (1 - 30 September 1965)
 HMM-163, SLF (1 - 30 September 1965)
 HMM-261, Danang Vietnam (1 - 30 September 1965)
 HMM-263, MCAF Futema, Okinawa (1 - 30 September 1965)
 HMM-361, Danang Vietnam (1 - 30 September 1965)
 SU#1, H&MS-16, Danang Vietnam (12 - 30 September 1965)
 MATCU-68, Danang Vietnam (1 - 30 September 1965)

Command Rank Composure:

<u>Billet</u>	<u>Name/Rank</u>	<u>Period with Unit</u>
CO, MAG-16	T. J. O'CONNOR, Colonel	1 - 30 Sep 65
XO, MAG-16	L. R. TUCKER, LtCol	1 - 20 Sep 65
XO, MAG-16	R. L. SIMMONS, LtCol	21 - 30 Sep 65
Adjutant	P. M. PULETZ, Capt	1 - 2 Sep 65
Adjutant	E. D. MOSER, 1stLt	3 - 30 Sep 65
S-1 Officer	A. M. PATSKO, CWO-4	1 - 14 Sep 65
S-1 Officer	F. A. MATHEWS, Capt	15 - 30 Sep 65
S-2 Officer	L. P. GLENN, 1stLt	1 - 30 Sep 65
S-3 Officer	C. A. HOUSE, LtCol	1 - 30 Sep 65
S-4 Officer	A. MC BARRON, LtCol	1 - 30 Sep 65

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<u>Billet</u>	<u>Name/Rank</u>	<u>Period with Unit</u>
CO, H&MS-16	J. J. MC MASTERS, Major	1 - 10 Sep 65
CO, H&MS-16	J. L. GOEBEL, LtCol	11 - 30 Sep 65
OIC SU#1 H&MS-16	D. L. HELLWIG, Capt	1 - 12 Sep 65
OIC SU#1 H&MS-16	G. H. PENNEL Jr, Capt	13 - 30 Sep 65
CO, MABS-16	T. E. VERNON, LtCol	1 - 30 Sep 65
CO, HMM-161	G. W. MORRISON, LtCol	1 - 19 Sep 65
CO, HMM-161	R. C. DENNY, Jr. LtCol	20 - 30 Sep 65
CO, HMM-163	N. G. EWERS, LtCol	1 - 30 Sep 65
CO, HMM-261	M. B. PORTER, LtCol	1 - 30 Sep 65
CO, HMM-263	T. CLARK, LtCol	1 - 30 Sep 65
CO, HMM-361	L. J. CHILDERS, LtCol	1 - 30 Sep 65
OIC, MATCU-68	R. C. COULTER, Capt	1 - 30 Sep 65

Average Monthly Strengths:

SQUADRON

	<u>USMC</u>		<u>USN</u>	
	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
H&MS-16	29	249	0	0
SU#1, H&MS-16. 13	62	0	0	0
MABS-16	10	190	3	9
VMO-2	41	150	0	0
HMM-161	49	179	1	3
HMM-261	55	180	1	3
HMM-263	56	181	1	3
HMM-361	56	180	1	3
HMM-163	50	174	1	3
MATCU-68	8	58	0	0
TOTAL	367	1603	8	24

Significant Occurrences: During September, MAG-16 commenced with the transitioning of Naval Aviators within MAG-16 and between MAG-16 and MAG-36 in order to stagger rotation dates of HAC's, H2P's and H3P's.

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PART II
SIGNIFICANT EVENTS

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Period 1 - 30 September 1965.

Moral and Religious programs conducted by MAG-16
Chaplains are as follows:

a. Roman Catholic. Daily Mass in the Blessed Sacrament Chapel, Marble Mountain Airfield at 1700. Sunday Mass at 0830. Sunday Mass was held for members of 1/9 at their location south of Marble Mountain Airfield. On 24 September, Chaplain TOLAND went aboard the USS Iwo Jima and celebrated Mass.

b. Protestant. Sunday worship is being held at 0830 in the Officers Mess until the tent for Protestant Services can be erected. A Church Party was sent to the LDS Service at the Air Force Chapel, Danang on 26 September. An LDS Lay Leader Service was held in the Chaplain's Office at 1930 on 26 September 1965.

c. An indoctrination lecture was given to approximately 55 incoming personnel on 26 September 1965.

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~~SECRET~~CIVIL AFFAIRS

Period 1 - 30 September 1965.

A total of \$800.74 was given by Catholic and Protestant Chapels of MAG-16 to Bishop CHI's Charities for use in his refugee resettlement program.

Two cleftpalate surgeries were performed on children from the village of Phuoc Troung; a ten year old boy and a six year old girl. Surgery was performed at the ARVN Hospital by Doctor William COUVILLION, Lt, DC, USN.

An ice cream party was given on 21 September for 500 orphan children using excess ice cream from MAG-16 Mess.

Two truck loads of scrap wood were delivered to a Roman Catholic Orphanage north of Marble Mountain Airfield.

Twenty cartons of used clothing were distributed by MAG-16 personnel to children of the village of Phuoc Trong.

Vietnamese language classes have been established for MAG-16 personnel at Marble Mountain Airfield on Monday and Wednesday evenings at 1930. Classes are held in the Chaplains's Office.

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~~SECRET~~PUBLIC INFORMATION/ISO

Period 1 - 30 September 1965.

Once again aircraft of this command have carried both civilian and military journalists and reporters to various areas of operation during this reporting period.

Numerous news articles and stories have been released to the public and military newspapers and magazines for their perusal on the current situation of the insurgent war here in Vietnam.

VMO-2 carried journalists from NBC News service on several typical missions and Medical Evacuations to obtain photographs and stories for use in tabloids.

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~~SECRET~~CASUALTIES

Period 1 - 30 September 1965.

Wounded in Action

<u>Name</u>	<u>Rank/SerNo</u>	<u>Unit</u>	<u>Date of Incident</u>
LIVENGOOD, W. J.	Capt/075950	VMO-2	6 September 1965
KUYKENDALL, E. L.	Major/063508	VMO-2	7 September 1965
BROWN, L. E. (*)	GySgt/611665	VMO-2	7 September 1965
STARNER, D. R.	LCpl/2046403	VMO-2	7 September 1965
GOECKS, T. F.	LCpl/2004860	HMM-361	30 September 1965

(*) Evacuated to Clark AFB, Phillipines; others treated locally and returned to duty.

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~~SECRET~~AIR OPERATIONS STATISTICS

Period 1 - 30 September 1965.

SEPTEMBER TOTALS

<u>VMO-2</u>	<u>UH-1E</u>	<u>HMM-161</u>	<u>UH-34D</u>
Pax	175	Pax	7,517
Sorties	739	Sorties	3,708
Cargo	None	Cargo	782,000 lbs
Hours	982.4	Hours	1,558.2
Med Evacs	142	Med Evacs	62
Hits	16	Hits	27

<u>HMM-261</u>	<u>UH-34D</u>	<u>HMM-361</u>	<u>UH-34D</u>
Pax	7,424	Pax	8,463
Sorties	4,516	Sorties	5,493
Cargo	822,256 lbs	Cargo	454,052 lbs
Hours	1,533.7	Hours	1,548.0
Med Evacs	120	Med Evacs	86
Hits	16	Hits	13

<u>SU#1 H&MS</u>	<u>CH-37C</u>	<u>H&MS-16</u>	<u>C-117D</u>
Pax	412	Pax	341
Sorties	339	Sorties	30
Cargo	446,355 lbs	Cargo	52,600 lbs
Hours	171.1	Hours	87.6

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~~SECRET~~INTELLIGENCE

Period 1 - 30 September 1965.

During the reporting period the S-2 Section accomplished and participated in the following projects and exercises:

a. A complete revision of the Intelligence SOP, and office procedures to include changes adaptable to helicopter operations within the Republic of Vietnam.

(1) This revision included a complete overlay of the Danang, Chu Lai and Hue Phu Bai areas of operation to make information available to accomodate fast reaction type missions.

b. Participation in Operation PIRANHA during the period 5 - 11 September saw the S-2 being utilized for planning purposes and distribution of maps and enemy situation to all squadrons. From 7 - 11 September in conjunction with MAG-16 Operations, a command post was established at Chu Lai and the complete operation was monitored for intelligence information, which was then disseminated throughout the chain of command.

c. The Intelligence Section was relocated along with the remainder of MAG-16 Headquarters from Danang to Marble Mountain Airfield during this reporting period.

d. Normal administrative/operational matters were conducted throughout the remainder of the period.

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UNCLASSIFIEDGROUND DEFENSE

Period 1 - 30 September 1965.

The Security Section comprising of some 80 men from all units at Marble Mountain Airfield provided security during the hours of darkness.

During this period there were a number of small probes by what appeared to be groups of one to three unknown persons in various places around the perimeter. A total of 15 known infiltrators were seen. In addition, other evidence was found indicating other unknown persons had tried to infiltrate but were driven off by fire and punji stakes. (1) dud grenade was found five yards in front of one gun position and 5 incoming rounds were received during the month. It is suspected however that 4 of the incoming rounds were received from friendly forces (MCB-8 and 1/9 Marines CP). There were no friendly casualties or damage occurring during these encounters.

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~~SECRET~~COMMAND AND CONTROL

Period 1 - 30 September 1965.

H&MS-16

On 2 September CH-37C Detachment came under MAG-16 control. H&MS-16 took over Administrative and Logistic control.

On 11 September change of Command for H&MS-16: Major J. J. MC MASTERS, turned over command to LtCol J. L. GOEBEL.

H&MS-16, Sub Unit 1 was dissolved on 11 September 1965, H&MS-16 (-) changed to H&MS-16.

H&MS-16 moved location from Danang Air Base to Marble Mountain Airfield on 22 September 1965.

The CH-37C detachment became operational on 15 September 1965.

VMO-2

The squadron received nine (9) additional UH-1E's, bringing the total strength to twenty-one (21) and the O-1B was dropped from the inventory.

The squadron completed move from Danang Air Base to Marble Mountain Airfield, while maintaining full commitments.

The UH-1E was used for Psywar operations again during the month of September. The aircraft utilized loudspeakers and leaflets to warn villagers to leave villages prior to a search and clear operation by various ground units.

HMM-161

On 20 September 1965 an informal change of command ceremony was held when LtCol R. C. DENNY, Jr. relieved LtCol G. W. MORRISON as Commanding Officer.

~~SECRET~~LOGISTICS/SUPPLY

Period 1 - 30 September 1965.

MAG-16 (Rear) arrived Vietnam and proceeded directly to Marble Mountain Airfield. MAG-16 (-) displaced command post from Danang Air Base to Marble Mountain Airfield during the middle of September. HMM-361 and VMO-2 have joined HMM-261 at Marble Mountain Airfield. HMM-163 is aboard ship with HMM-263 standing by at Futema, Okinawa.

Planning and developing of permanent structures such as Headquarters building, theater, and chapel are now under way. The Air Force is supplementing the communications at Marble Mountain Airfield. The Army is programmed to occupy the last 400 feet (south) of the parking apron for air operations.

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ENGINEERING/CAMP MAINTENANCE

Period 1 - 30 September 1965.

During this reporting period, MABS-16 performed routine services in support of all units within MAG-16.

These services consisted of messing facilities; baking facilities; transportation; heavy maintenance of generators and vehicles; sewage disposal and plumbing installations; communications; ordnance for VMO-2 aircraft and with the TAFDS, provided aviation fuel for the squadrons located at Danang and outlying airfields, at Quang Tri; Hue Phu Bai and Quang Tien. In addition, MABS-16 provided certain logistic support and facilities for VMO-6 and HMM-363 during their stay at Danang Air Base.

During September the Seabees and MABS-16 personnel completed construction of 135 strongback living tents, and 21 strongback tents for the Command Post area. MABS-16 personnel constructed 4 latrines, a projection booth for the outdoor theater, and a water tower supporting a 3,000 gallon tank which provides showers and water for the SNCO area. Construction was begun on a second 3,000 gallon tower to provide showers and water for the BOQ area. The Seabees completed and improved the service road into the Marble Mountain Cantonment. The E.M. Club was relocated and construction was begun on the SNCO Club. Electric lights were provided to 21 CP tents and 46 living tents.

MABS-16 continued operation of the water point at the base of Monkey Mountain averaging about 14,000 gallons per day delivered to the camp site. The hauling of water created the largest single problem since this had to be accomplished with only two 1,000 gallon water trucks and one 2,000 gallon aircraft refueler converted to haul water.

The MABS-16 laundry unit continued to provide minimum laundry service to personnel at Marble Mountain. During the period 12 - 15 September, VMO-2 moved from Danang Air Base to Marble Mountain. MABS-16 material section moved from Danang. Between 21 and 30 September the entire motor transport section moved to Marble Mountain. During the period 25 through 29 September all motor transport assets were utilized to move HMM-361, Group Supply, and H&MS-16 aircraft maintenance from Danang Air Base to Marble Mountain. A total of 500 tons of cargo was hauled during this move.

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COMMUNICATIONS

Period 1 - 30 September 1965.

The overall communications during this reporting period has been very good considering the difficulties and malfunctions experienced.

The transplacement of MAG-16 communications systems from the Danang Compound to Marble Mountain Airfield was accomplished successfully and with minimum interruptions of operating capabilities. The guiding principles of FMFM 10-1 pertaining to the echelonment of communications personnel and equipment greatly aided the movement.

1st Mobile Communications Group (Det) Team 42-65 USAF arrived and established their communications facilities in conjunction with and co-located with MAG-16 Communications Center. This team is providing additional communications facilities to augment and support group communications.

Strength of the Communications Section during this reporting period is one officer and 46 enlisted men.

The Communications Center became operational 25 September 1965 and has processed 52 outgoing and 679 incoming messages.

A duplex teletype circuit was set up on the 28th of September and is now operational. Service has been continuous and steady.

Daily preventive maintenance is conducted on all equipment.

At present the Communications Section has activated a TAC net on direction by Wing CEO. The Phu Bai net is operating daily 0800 - 1700. The Wing Command # 2 Net has been reactivated on arrival at Marble Mountain Airfield.

The wire section has been continually working on the installation of a complete wire system throughout the MAG-16 cantonment.

COMBAT INFORMATION BUREAU
III Marine Amphibious Force and Naval Component Command
Military Assistance Command, Vietnam
c/o FPO, San Francisco,
California 96601

Release No: 612-65
By: MSgt. Mel Jones
(FMAW Release #X-257-65)

Da Nang Press Center
Da Nang, Vietnam
Tel: Falcon 6259

records

FOR IMMEDIATE RELEASE

DA NANG, Vietnam, Sept. 16 -- Even Marines who've trained with helicopters since 1949, when the Corps began to explore the combat use of what were called "whirly birds", are amazed at the ruggedness of the UH34D and the success of heli-assaults.

There have been Marine 'copter squadrons -- each equipped with about 25 birds -- operating from here since 1961, and literally hundreds of thousands of troops and ditto tons of cargo have been air-shifted throughout this part of Vietnam. Day and night, monsoon or broiling sun...the choppers have lifted off the square, paved heli-apron to meet the Viet Cong. Assaults, reconnaissance, flights, troop reshuffles, medical or even entire village evacuations...you imagine it and the Marine 'copters have flown it.

It hasn't been a piece of cake. The birds and their crews have been clipped. No squadron -- and each usually stays here for about eight months -- has left without a Purple Heart roster. But, the same birds and crews have razored the VC, too. You have to speak in the millions when you talk of the number of machinegun rounds fired by crew chiefs and gunners.

These Marine 'copters have been overloaded, and flown. They've been punctured more than arms in a sickbay, and flown. They've coughed, sputtered and smoked, and still they flew. They've landed in water, on mountainsides, through elephant grass, in ditches, on beaches and in hedgerows...and taken off again after depositing assault troops or picking up wounded.

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Enclosure 1

records 2-2-2-2-2-2-2-2-2-2

And still they outdo themselves. Just when you think you couldn't possibly get more performance out of either machine or man, along comes a new set of statistics.

The latest come from Marine Medium Helicopter Squadron (HMM)-361; an astounding compilation. During a single month, '361's birds flew 2173 hours in more than 1500 combat missions!

During that month alone, HMM-361 flight crews earned 333 Air Medals. But, they earned them, because they hauled 12,685 troops into combat and 314 tons of logistics to back the troops with muscle. Too, they've probably saved the lives of many of the 190 wounded men they've rotored out of firefights, when wasted time made the difference between a man and a body. Many have been VC wounded.

The statistics released by '361, in their terse, numerical fashion, also tell the biggest reason why Marine helicopter operations here have been so successful; Because of maintenance crews who forget that each day is composed of only 24 hours, and figure if they don't go to chow they can add to a day's total.

According to HMM-361 operations, the squadron's UH34D's received more small arms hits during that one month than the total number received by all previous Marine helicopter squadrons! Yet, an average of 19 of 24 choppers were in "up" status each day!

These figures aren't unrealistic to the Marines who are associated with the 'copters. They know how much, practically unbelievable, stress the birds and their crews can -- and have -- taken.

But the chopper crews of the other squadrons do discuss HMM-361's assertion that the record will stand for a long, long time. Because just when you believe that it can happen, these choppers and these crews ~~work~~ work the statistics right out of the record book.

-USMC-

COMBAT INFORMATION BUREAU
III MARINE AMPHIBIOUS FORCE AND NAVAL COMPONENT COMMAND
MILITARY ASSISTANCE COMMAND, VIETNAM
C/O FPO, SAN FRANCISCO
CALIFORNIA 96601

Release No. 620-65
By: Sgt. Don Kellett
(FMAW Release No. X-258-65)

Da Nang Press Center
Da Nang, Vietnam
Tel: Falcon 6259

vc watch

FOR IMMEDIATE RELEASE

DA NANG, Vietnam, Sept. 17 -- Two Marine Helicopters on a supply mission helped recover some of the 40 bodies late yesterday morning after a civilian Air Vietnam twin-engine passenger plane caught fire and crashed two miles from Quang Ngai.

The plane had just taken off from the Republic of Vietnam airfield when the tragedy occurred.

Two pilots of Marine Medium Helicopter Squadron (HMM)-261 -- Capt. Charles E. Yates (Chipley, Fla.) and 1stLt. Thomas E. Leiby (Tennsburg, Penna.) -- were at a military compound three miles from ^QQuang Ngai when they heard the explosion. The Marines raced to their helicopters, which had set down at Quang Ngai while on a resupply mission, and flew to the crash scene.

Landing amid the debris, the two 'copter crews searched for survivors. Finding none, they began loading the dead, shuttling them to the Vietnamese hospital at Quang Ngai. Aided by Republic of Vietnam helicopters, the ferrying of the crash victims took an hour.

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Enclosure 2

COMBAT INFORMATION BUREAU
III MARINE AMPHIBIOUS FORCE AND NAVAL COMPONENT COMMAND
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drag in

FOR IMMEDIATE RELEASE

DA NANG, Vietnam, Sept. 23 -- A Marine about to be swept far out into the South China Sea by a vicious undertow was saved here recently. Then, the rescuers had to be rescued by helicopter.

Here's how the involved sea-capade unfolded at the Marble Mountain Air Facility, new home of Marine Aircraft Group-16 located two miles east of here:

An off-duty Marine was swimming when a sudden undertow, described later by experienced swimmers as "at least eight knots and vicious," pulled him seaward. His cries triggered a mass rescue attempt. Other Marines, who are adept swimmers, leaped into the water. More ran into nearby tents to grab inflated rubber mattresses for makeshift rafts.

The original man-in-a-mishap was saved. But, one of the would-be rescuers on an air mattress got caught in the current. "He swept by me like he had an outboard motor tied to his back," said SSgt. Buddy R. Furber (Atlanta, Ga.), who was in the surf as one of the previous lifesavers. SSgt. Furber took off after the raft and caught it.

Just then, Maj. Gerald S. Pate (Murfreesboro, Tenn.) was setting his helicopter down on the MAG-16 landing strip, a few hundred yards away. Someone ran up, explaining the happenings, and Maj. Pate took off again.

-more-

Enclosure 3

drag in -2-2-2-2-2-2-2-2-2-2

Hovering over the drifting pair, the 'copter lowered a harnessed crewman, who attached a line to the mattress-raft.

Then, Maj. Pate inched his bird, often only a few feet off the five-foot-high surf, back to land...towing the last of the rescuers behind.



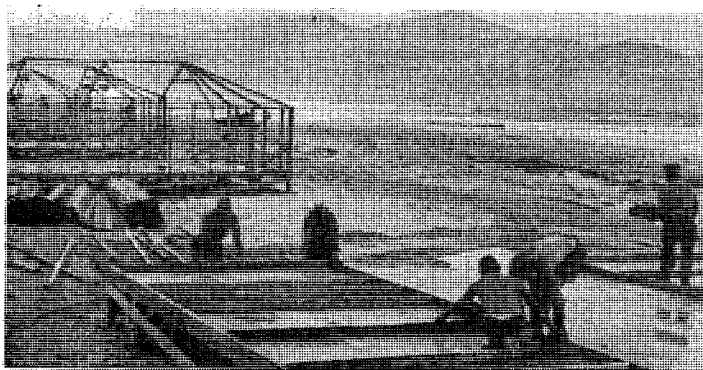
Copter Rescues Marines From Surf

A Marine helicopter, with its crew chief lowered into five-foot-high surf, rescues two marines on a mattress who were being swept out to sea near Da Nang. The copter, from

Medium Helicopter Sq. 261, dragged the air mattress ashore. The marines had been swept out to sea while trying to help another marine caught in the surf. All three men were rescued. (USMC)

New Home 2 Miles East Of Da Nang

MAG-16 Together At New Viet Home



NEW HOME—Marble Mountain Facility, new home of MAG-16, with the China Sea and mountains as a backdrop. The helicopter Marines' new home is two miles from Da Nang.

DA NANG—The new home of MAG-16, which has had units in Vietnam since 1961, is now two miles east of Da Nang.

Built completely on beach sand of the South China Sea, whose waves break only a few hundred yards away, the new Group habitat is called the Marble Mountain Air Facility.

It has been in various construction stages for the past four months.

Until last month, Marble Mountain, a jutting promontory overlooking the southern approaches to the new airfield, had been a VC stronghold. Infantry Marines cleaned it of rebels and kept it.

The facility now has 2,000 feet of runway, 27 acres of parking apron and billeting and working space for more than 1,500 Marines. A semi-permanent hangar has been built.

The airstrip doesn't have to be extended because it will be used primarily for helicopters. It can accommodate light, fixed-wing observation aircraft.

It is the first time in four years MAG-16 has gathered all its squadrons on a single field. In the past, one or two units were assigned to Da Nang while others were at MCAF Futema or aboard ship. The MAG has also been split between Hue/Phu Bai, Qui Nhon and Da Nang.

The last elements are now settling at Da Nang East, as the facility has been named.

Construction of the strip was done by civilians. In August, MABS-16 sent an advance party of Marines—engineers, carpenters, electricians, plumbers and other handymen—to the facility to prepare it for occupancy.

A 16-man engineering element formed the nucleus of the town-builders, under direction of SSgts. John M. Shepherd and Jack D. Spikeman.

Working as much as 18 hours a day and in heat often up to 115 degrees, MABS finished 200 reinforced tents and work shops, water towers and storage areas within a month.

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Enclosure 4

Vietnam Village Gets Marine Aid

DA NANG, Vietnam—Fifteen tons of goodwill made its way to the hearts and stomachs of besieged Vietnamese people last month.

Members of the 3rd Marine Division in cooperation with the Army of the Republic of Vietnam, delivered 300 bags of wheat to Tra Kieu in Quang Ngai province.

Through efforts of MAG-16 Chaplain Paul L. Toland and Division's Maj. John Colia, the first shipment of food supplies donated by Catholic church organizations in the United States was delivered to the village.

Marine 1stLt. William H. Gibson, one of a three-man advisor team which works with the Vietnamese army unit assigned near Tra Kieu, was informed of the village needs through Father Hau, the parish priest.

Trucks for the delivery of foodstuffs were provided by a local Vietnamese army unit. Several members of Division provided additional guards for the 25-mile trek to the remote village.

Although wheat was donated by Catholic organizations, it was stipulated that it be distributed equally among 11,258 villagers.

The orphanage houses 250 children, most of whose parents have died as a result of the long struggle for freedom in this war-ravaged country.

A home for 1,000 aged is also the project of the four Vietnamese Catholic priests who serve the parish. The aged, some as old as 90 and most of them blind, are cared for in whatever way is available to the Fathers.

Also being taken care of in a nearby camp are 1,112 Buddhist refugees who have come from the hills and surrounding countryside to seek shelter and protection from the Viet Cong.

According to GySgt. John B. Kerridge, another advisor in the village, these people are "thoroughly grateful" for the help being sent to them from the United States. But they are also aware help is coming from efforts of their own government.

"This gives them faith and confidence in a government of their own," he added.



U.S. Marine Goodwill In Vietnam

Fifteen tons of good will were given to Father Hau (center), parish priest at Tra Kiem, by U.S. Marines from Da Nang. 1stLt. William H. Gibson (left) and Lt. Paul L. Toland, MAG-16's Catholic chaplain, met with the priest to determine the village's needs.

ENCLOSURE(?)

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H&MS-16 ()
DaNang, Vietnam
141500H July 1965

OPERATION PLAN 1-65

Ref: (a) MAG-16 (-) OpPlan 1-65

TIME ZONE: H

1. SITUATION.

a. General. In the event of enemy ground attack it may become necessary either to defend the MAG-16 compound or relocate the Squadron in the DaNang airfield complex for further coordinated defensive action.

2. MISSION.

- a. Defend the West Sandbag Wall of the compound.
- b. Be prepared to destroy or remove to a secure area all Classified material, or any material or equipment in control of the Squadron that should not fall into enemy hands.
- c. Protect the Disbursing Office and the Armory.
- d. Be prepared to assist in defense of the airfield by deploying personnel as ground assignments dictates.
- e. Be prepared to evacuate C-117D to an assigned airfield
- f. Act as a rear guard if evacuation of the compound becomes necessary.
- g. On order provide reinforcement to BLT.

3. EXECUTION.a. Concept of Operations.

(1) When the alarm is sounded all personnel will report to their assigned assembly area with weapons and equipment.

(2) Personnel assigned to clear or defend office spaces will report to that office.

(3) Personnel assigned to defend the West Wall will muster with their platoon in front of H&MS-16 (-) Squadron Office.

(4) First Platoon will defend the Southern end of the West Wall.

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(5) Second Platoon will defend the Northern end of the West Wall.

(6) Third Platoon will remain in reserve in the H&MS-16 (-) Squadron area.

(7) First, Second, and Third Platoon will send four (4) men each to the armory to draw and operate machine guns.

(8) Send one (1) SNCO to BLT CP as H&MS-16 (-) liaison NCO and one (1) SNCO to 1st MAW Hq. via MAG-16, S-3 as MAG-16 liaison NCO.

(9) Send two (2) men to CO, MAG-16 (-) as runners.

(10) If time and situation permit all available personnel working on the line will proceed to the H&MS-16 (-) Squadron area for assignment.

(11) On order H&MS-16 (-) Command and Control element will relocate to the tactical Command Post (Vicinity of LAAMS Compound) and control operations therefrom.

(12) On order C-117D aircraft commander and crew will report to the flight line and be prepared to evacuate subject aircraft to an assigned airfield.

(13) On order evacuate compound with the First and Second Platoon covering the flanks and the Third Platoon covering the center.

(14) Evacuation will be along withdrawal route RED (See Ref. (a)).

4. ADMINISTRATION AND LOGISTICS COORDINATING INSTRUCTIONS.

(a) Be prepared to execute emergency destruction of classified material.

(b) On order execute emergency destruction plan of weapons and ammunition in armory.

(c) Caution all troops to be alert for infiltrators.

(d) Upon alert blackout conditions will prevail.

(e) Rounds will be chambered only when attack is imminent.

(f) All personnel will carry at least one canteen of water.

(g) Uniform will be utilities, helmet, normal arms and web gear.

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(h) Unit distribution Class I and V by FLSG.

V. (i) All personnel will carry one basic allowance Class.

5. COMMAND AND COMMUNICATIONS.

(a) See Ref (a)

(b) Signals for alert

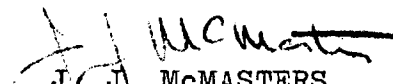
(1) Siren (steady wailing)

(2) Whistle (three long blast)

(3) Gongs

(4) Word of mouth

(5) Combination of any of the above.


J. J. McMASTERS
Major, U. S. Marine Corps
Commanding

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ENCLOSURE ()

Unclassified

Copy No. ~~32~~ of ~~32~~ Copies
 Marine Aircraft Group 16 (-)
 Danang, Republic of Vietnam
 231200 August 1965

Movement Order 1-65

Ref: (a) Map: Vietnam 1:50,000 Sheets 6659 II and 6659 III

Time Zone: Hotel

1. Situation.

- a. Enemy Forces: See current INTSUMS covering Danang/Danang East area.
- b. Friendly Forces: No change
- c. Attachments and detachments: None

2. Mission. Pursuant to the order of higher authority, Marine Aircraft Group 16 (-) and all elements of Marine Aircraft Group 16 (Rear) upon arrival will move as expeditiously as possible from Danang Air Base to Danang East, said move to be completed not later than 30 September 1965. The purpose of the move is to alleviate over crowded and congested conditions in operating, working, and living spaces at Danang Air Base.

3. Execution.

a. Concept of movement. Commencing immediately, all squadrons of Marine Aircraft Group 16 (-) will prepare plans for movement from Danang Air Base to Danang East. Movement of squadron will be staggered in order to more effectively utilize limited transportation facilities available. Phase movement (advance echelon, main echelon, rear echelon) is authorized. Commencement of movement at discretion of squadron Commanding Officers provided designated by dates are met.

b. MABS-16 (-). Commenced movement 16 August 65. Phase movement at discretion of MABS-16 (-) Commanding Officer provides by date of 30 September 65 is met.

c. H&MS-16 (-).

(1) Commence movement 15 September 65. Phase movement at discretion of H&MS-16 (-) Commanding Officer provided by date of 30 September 65

(2) Commanding Officer is authorized to move detachments of H&MS-16 (-) personnel and equipment as required in order to provide services at Danang East for tactical operating squadrons.

(3) Direct Movement of and from Detachment Commanding Officer

ENCLOSURE (10)

H&MS-16 (-) and all tactical squadrons.

(4) The relocation of Navy Supply and/or Marine Corps Property is contingent upon adequate storage facilities being available at Danang East.

d. HMM-261. Commenced movement 23 August 65. Phase movement at discretion of HMM-261 Commanding Officer provided by date of 26 August 65 is met.

e. HMM-361. Commence and phase movement at discretion of HMM-361 Commanding Officer provided by date 23 September 65 is met.

f. VMO-2. Commence and phase movement at discretion of VMO-2 Commanding Officer provided by date of 2 September 65 is met

g. Coordinating Instructions.

(1) This order effective upon receipt.

(2) MABS-16 (-) Commanding Officer coordinate with tactical squadrons for base defense until such time as permanent defense force is assigned

(3) All units will report commencement of movement to Danang East, and movement of main echelon. Tactical squadrons will report when they are fully operational.

4. Administration and Logistics. See Marine Aircraft Group-16 (-) Administrative Order 1-65 (distributed separately).

5. Command and Communications - Electronics.

a. Internal communications will remain as they presently exist:

(1) WIRE: As sections and units transplace to Danang East Communications with them will be made thru MOMENT switchboard which has two trunk lines to ROSEANN EAST.

(2) RADIO: A radio phone patch will remain in operation until requirement does not exist.

(3) RADIO RELAY: An 8 channel TRC-27 will serve for normal communications to Danang East. At present 2 channels are available thru MOMENT switchboard. In addition a G-3/S-3 hot line is available.

(4) All sections and units transplacing are requested to bring their phones to aid in establishing MAG-16 internal communications.

b. Command Post. Marine Aircraft Group-16 (-) command post to be

displaced from present location to Danang East by 27 September 65.


T. J. O'CONNOR
Colonel U. S. Marine Corps
Commanding

Annexes.

- a. Administrative Order 1-65 (distributed separately)
- b. Tentative Aircraft Parking Diagram Danang East (distributed separately).

Distribution: B plus CG, 1ST MAW (4 Copies)

OFFICIAL


C. A. HOUSE
Lieutenant Colonel, U. S. Marine Corps
S-3

ENCLOSURE ()

U. S. MARINES MAG-16(-)

DATE _____

SECTION III

100-700

B. STATISTICS: READ IN FIVE COLUMNS.

<u>MISSIONS</u>	<u>UH-34D</u>	<u>UH-1E</u>	<u>O-1B</u>	<u>TOTALS</u>
ALA				
SAR/TAE				
ALR				
C&L				
VR/PR				
EH				
TAC(A)				
ART				
TAR				
CSL				
T				

	1	2	3	4
TOTAL MISSIONS:				
TOT. SORTIES:				
TRPS/PAX:				
FLT. HRS.:				
CARGO TONS:				
ROCKETS:				
ROUNDS:				

C. SUMMARY OF CLAIMS AND CASUALTIES:

D. NUMBER OF AIRCRAFT HIT BY GROUND FIRE: _____

E. AVAILABILITY OF ASSIGNED AIRCRAFT. READ IN SEVEN COLUMNS.
UNIT/TYPE ACFT/ASSIGNED/OPCON/FLYABLE/MISSION READY/NOT COMMITTED.

HHM-161	UH-34D					
HHM-261	UH-34D					
HHM-365	UH-34D					
TM-2	C-1B					
WTC-2	UH-1E					
REMS-16	C-117D					