

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

3:CAH:JEB:mbb  
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 15 November 1965

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

Subj: Command Chronology, submission of

Ref: (a) MCO 5720.2  
 (b) Wing Order 5750.1A

Encl: (1) News Release 749-65  
 (2) News Release 717-65  
 (3) News Release 765-65  
 (4) News Release 759-65  
 (5) CO, MAG-16 ltr TJ0:jcp of 9 Oct 65  
 (6) 1/9 Summary of Events of Morning of 28 Oct 65  
 (7) Comprehensive Damage Report of MAG-16  
 (8) Recovered Items; Inventory and Disposition of  
 (9) Activities of MAG-16 Dispensary on the  
 Morning of 28 Oct 65

SYNOPSIS

Marine Aircraft Group 16 aircraft continued support of III MAF, and ARVN I Corps Units throughout the month although hampered by monsoon weather. Some emphasis was placed on training and area familiarization flights to indoctrinate/qualify pilots recently joined from CONUS and intra-squadron transfers. The majority of flights were of a resupply or troop lift nature. Operation "RED SNAPPER" was carried out during the period. CH-37C aircraft of MAG-16 Sub Unit # 1 were frequently utilized for missions involving their heavy lift capability. Fresh frozen food provided a welcome variation to "B" and "C" Rations at Marble Mountain Air Facility. In support of Civil Affairs, medical teams were flown to various districts to treat Vietnamese civilians, and PsyWar Leaflets and Loudspeaker missions were flown. (Enclosure 1)

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Numerous VIP's were provided with tour of the Danang and Chu Lai HMM's and opportunities to observe Marines in action. Two crashes resulted in the death of one crewman and one Marine passenger. The Marble Mountain Air Facility was attacked by Viet Cong sapper squads who inflicted considerable damage to the Group aircraft. Casualties were light and the attackers were routed. Two days later the available aircraft were utilized in resupplying 1/1 and evacuating casualties from that unit which had come under "human wave" attacks by Viet Cong.

**HIGHLIGHTS**

1 Oct - A UH-34D was struck by one round at coordinates (AT 860-724). The round passed through the tail cone. The aircraft continued the mission without further incident. A loudspeaker configured UH-1E carried out a leaflet drop and broadcast to villages of Le Son (4) southwest of Danang. MGen WALT and BGen MC KUTCHEON toured the Danang area. Prior to daylight 2 UH-1E's med evac helicopters flew to the Aloui Border Surveillance Outpost, 65 miles west of Danang to evacuate a wounded member of the ARVN Special Forces. (Enclosure 2)

2 Oct - For the first time in several weeks Marine Helicopters flew into the Viet An area (BT 018-270). The flight of 6 UH-34D's of HMM-261, accompanied by four UH-1E's of VMO-2 carried nine tons of cargo and 104 passengers between Danang, Viet An, and Thang Binh (BT 172-425). Supporting aircraft, 4 USAF B-57's and 4 A-4C Skyhawks of MAG-12, provided Landing Zone Prep and Heli escort. (Enclosure 3) VMO-2 carried out a Psy War mission to a village southwest of Danang. The local District Chief made a broadcast as leaflets were dropped to the villagers.

3 Oct - 6 UH-34D's and 2 UH-1E's comprised an early morning strike force, lifting a 56 man Marine assault unit from Marble Mountain Air Facility to a position 7 miles south (BT 109-647). Shortly after 1400H a UH-34D of HMM-261, responding to a med evac, was given the signal to pick up a USMC WIA 8 miles southwest of Danang, (AT 962-644). Immediately upon touchdown the helo was taken under withering accurate fire from two sides of the landing zone. The crew chief was wounded in the chest as the

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being taken eight hits. In spite of the numerous hits the pilot flew the aircraft to "C" Med to obtain medical assistance for the crew chief, where the helo was shut down with extensive transmission damage. A reaction force was lifted into the zone shortly thereafter (AT 962-648). On the second lift into the zone an aerial gunner was hit by shrapnel and received slight back wounds. Two aircraft were hit. Escorting UH-1E's provided suppressive fire until one was hit and forced to return to base by control difficulties. Two additional UH-1E's arrived on the scene but had difficulty determining the friendly positions. More troops were lifted into the zone under fire. Three UH-34D's responded to a call for med-evacs and upon landing found themselves in the midst of the firefight. The helos picked up 2 WIA and 1 KIA before hostile fire made the zone untenable. One of the UH-34D's took five hits but was able to reach "C" Med with the WIA, before returning to base because of damage. F-4C's were called in and conducted strikes controlled by the UH-1E helos. Additional troops and supplies were lifted into the zone and med evacs taken to "C" Med as night fell. All aircraft received fire in the zones. As darkness fell a flare ship began making illumination drops, while additional F-4C's and UH-1E's provided armed escort for the helos and support for Marines on the ground. Over thirty structures were destroyed in the air strikes. At approximately 2045H all aircraft had returned safely to base. At 0245, 16 wounded Marines were helo lifted from "C" Med to Danang Air Force Operations for evacuation by fixed wing aircraft.

4 Oct - At 0500 a briefing for a twenty-five plane strike supported by four UH-1E gunships and fixed wing aircraft of both MAG-11 and MAG-12 got the new day underway. On this strike 426 ARVN and 160 American troops were lifted from Quang Ngai to coordinates (BS 845-450). Seven helos reported receiving fire from coordinates (BT 201-575) but no hits were taken. Post strike activity consisted of eight resupply missions during which 223 passengers and 35,700 pounds of cargo were lifted to various outposts in the Quang Ngai area.

5 Oct - Four UH-34D's and 2 UH-1E's stood by at Quang Ngai in support of Operation "Puff 144", flying resupply and med evac missions. At Huc/Phu Bai 8 UH-34D's escorted by 4 A-4C's carried thirty-eight troops and over 30,000 pounds of cargo from La Vang to Ba Long. 2 UH-1E's were diverted to China Beach where a drowning victim was picked up and taken to "C" Med.

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6 Oct - In the Hue/Phu Bai area of operations 16 UH-34D's of HMM-161 escorted by 4 UH-1E's of VMO-2 carried out an Air Land Assault, lifting 138 troops to an landing zone at coordinates (YD 128-136). Hostile fire was encountered in the vicinity and the gunships laid suppressive fire on the enemy positions. Twelve A-4C's provided escort for the mission. Weather in the LZ area delayed the landing by two hours. Between 2200H and 2300H 2 UH-1E's carried out a night river reconnaissance. Pilots noted that without artificial illumination, an effective night recon requires a clear night with low angle moonlight and flight altitudes of 1000 to 1500 feet above the terrain.

7 Oct - Two CH-37C's of Sub Unit # 1 carried over 37,000 pounds of 115/145 AvGas from Ky Ha Airfield to Quang Ngai, utilizing the 300 gallon external tanks integral to the aircraft for transporting purposes. Two UH-34D's of HMM-361 carried out a Psy War mission, dropping 20,000 leaflets at (AT 95-64), (AT 96-64), (AT 97-64), (AT 95-65), (AT 96-55), and (AT 97-65).

9 Oct - Fifteen UH-34D's of HMM-261 escorted by 4 UH-1E's of VMO-2 and 8 A-4C's of MAG-12 carried 207 troops and 500 pounds of cargo into Landing zones at coordinates (AT 865-654) and (AT 839-672). UH-1E's controlled A-4C's and expended their own rockets on the target. Two UH-1E's of VMO-2 were called to evacuate wounded LLDB personnel from a landing zone south of Ashau Border Surveillance Outpost approximately 45 miles west of Danang. The friendly troops were surrounded by Viet Cong and the zone was under fire. The med evac UH-1E was hit approaching the zone. The escort UH-1E laid suppressive fire on enemy positions but intense fire and insufficient fuel forced both aircraft to withdraw. In the meantime 10 UH-34D's and 3 UH-1E gunships from HMM-261 and VMO-2 were making preparations to lift 110 Nungs from Danang to the relief of the LLDB patrol. UH-34D's rendezvoused with UH-1E's and A-4C's from MAG-12. The only feasible landing place was a high altitude two plane zone with numerous tree stumps. Two of the UH-34D's received slight damage from these stumps. Following the landing of the Nung force, one of the UH-34D's attempted to pick up the LLDB med evacs. Communications with the troops (LLDB) on the ground indicated that they had no contact with the Viet Cong for over an hour. However, on final to an extremely small zone, the UH-34D was taken under fire from a

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twelve o'clock position at close range, receiving 10-11 hits mostly in the engine section. The rescue attempt was aborted and all aircraft returned to base. Later UH-34D's from HMM-161 were launched into the area and effected pick-up of the med evacs.

UH-1E's flew to Aloui on a med evac mission, to a point north of Ashau in dense jungle. The pilot, Captain T. A. COMMON took an armed UH-1E into the zone and beat the foliage down with rotorwash until he was able to land. When the wounded personnel had been lifted into the helicopter he was too heavy for take-off. He then emptied all of his ammo, smoke grenades and other loose gear, and utilizing a tight right-hand spiral to reduce tail rotor power loss, was able to leave the zone with all med evacs on board.

Two CH-37C's of Sub Unit # 1 conducted para drops for 25 recon personnel south of Marble Mountain Air Facility.

LtGen KRULAK, accompanied by BGen MC KUTCHEON toured MAG-16. His visit included lunch and a brief by Colonel T. J. O'CONNOR, MAG-16 C.O. and was followed by an address to the troops of the Group. Senator BREWSTER, D/Maryland visited MAG-16 and was briefed by the C.O. of MAG-16.

10 Oct - UH-1E's of VMO-2, acting in their TAC(A) capability, controlled a fixed wing strike on a bunker at coordinates (AT 807-552), reporting eight structures destroyed.

The first part of a three squadron change of position was completed. Members of HMM-261 went aboard the USS IWO JIMA as HMM-163 came ashore at Marble Mountain Air Facility.

The NORTH WILDWOOD NEW JERSEY BEACH PATROL (Far- Eastern Division) was inaugurated today. (Enclosures 4 and 5)

11 Oct - The main body of HMM-163 departed via KC-130 for MCACF Futeama and HMM-263 arrived at Danang aboard the same aircraft.

Seven UH-34D's of HMM-361, escorted by UH-1E's of VMO-2 and A-4C's of MAG-12 flew a strike to a preselected site at coordinates (AT 965-642). 164 Marines were landed unopposed.

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12 Oct - Two CH-37C's lifted 68 barrels and 38,000 pounds of 115/145 AvGas from Ky Ha to Quang Ngai. The aircraft also took an UH-34D engine and 6 passengers to Tam Ky in support of MAG-36. MAG-16's standby helos were scrambled to lift a recon team from coordinates (AT 838-673) to LZ FINCH and later lifted an additional 23 troops from coordinates (AT 805-833) to the same destination. UH-1E's of VMO-2 flew support on both missions.

13 Oct - UH-34D's of HMM-161 carried out an urgent resupply of ARVN outposts at Ca Lu and Ba Long carrying over 43,000 pounds of cargo and 143 passengers. The resupply mission was made extremely difficult by adverse weather with ceilings down to 300 feet and visibility reduced to one mile. A-4C's from MAG-12 and UH-1E's of VMO-2 were unable to reach the area to provide escort for the UH-34D's, but the flight was carried out without incident.

One aircraft of HMM-263 received a hit from coordinates (BT 113-649) while on a recon mission. There were no injuries and the aircraft completed the mission and returned safely to base.

A UH-1E conducted a Psy War flight to the west and south of Marble Mountain. The Vietnamese broadcaster referred to the Viet Cong as "Paper Tigers" and assured the villages that the RVN troops would prevail in the conflict. Immediately after one such broadcast, intense automatic weapons fire was received from a hamlet at coordinates (BT 04-68). Rifle fire was received from coordinates (BT 11-63) and (BT 07-61). No hits were taken. Apparently the Viet Cong took violent exception to the broadcast.

14 Oct - Adverse weather delayed several missions and forced the cancellation of others.

HMM-361 completed a troop retrograde for 1/1 personnel escorted by UH-1E's of VMO-2. Small arms fire was received in the pick-up zone. The UH-1E's laid suppressive fire and 1/1 Marines returned fire and rifle grenades from the zone and from the helos after take-off. No hits were taken.

The squadron also provided a French speaking interpreter for a MAG-16 civic action dental clinic.

HMM-263 aircraft on a routine resupply mission received fire from coordinates (BT 028-668) while lifting

out of the zone. No hits were taken.

15 Oct - Again weather conditions were poor. A UH-34D of HMM-361 was fired on from coordinates (BT 025-605) but received no hits. UH-34D's of HMM-263 were fired on from coordinates (AT 877-712) and (BT 000-634); one aircraft was hit by small arms fire.

16 Oct - HMM-263 lifted 40 Marines from coordinates (AT 936-753) to (AT 821-754) and from (AT 834-859) to (AT 936-753). Fire was received in the zones but no personnel or aircraft were hit.

17 Oct - 2 UH-34D's of HMM-161, ran into heavy weather while on a routine recon/resupply in the Hue/Phu Bai area. The # 2 aircraft, with ten souls aboard was lost in the storm. Aircraft launched from Hue/Phu Bai on search missions and located the crash site at coordinates (ZD 023-015). Jungle foliage made a landing impossible. Medical personnel were lowered by hoist and the eight survivors were hoisted into the rescue crafts. A platoon from BLT 3/4 was lifted to coordinates (ZD 018-012) to provide security for the crash site and bring out the bodies of the two Marines killed in the crash.

18 Oct - Low ceilings and visibility continued to hamper operations.

The platoon from BLT 3/4 was able to recover the bodies of the two Marines killed in the UH-34D crash on 17 Oct.

19 Oct - Three CH-37C's of MAG-16 Sub Unit # 1 transported nearly five tons of frozen beef to the MAG-12 Air Freight Pad at Chu Lai. In addition the "heavies" lifted a 1,200 pound fuel pump system to Dong Ha (YD 345-605) and externally-allied a 1,700 pound load for the U.S. Army to coordinates (AT 935-688).

20 Oct - 15 UH-34D's of HMM-161 and 4 UH-1E's of VMO-2 lifted 467 troops and 93,000 pounds of cargo to the ARVN troops at Ba Long outpost who had beaten off a large scale Viet Cong assault during the night. Low ceilings and visibility prevented the use of fixed wing escort. The UH-1E's laid suppressive fire at (YD 134-395). A Psy War mission was flown by VMO-2, utilizing 2 UH-1E's for loud-speaker broadcasts and leaflets drops southwest of Danang. The helos were fired on from the vicinity of (BT 035-690). No hits were taken.

The Chief of Hoa Long village was issued a pass and identification card for Marble Mountain Air Facility. Subject discussed with the Chief included local employment of civilians and the exercise of greater control in the matter of curfew enforcements.

21 Oct - Four UH-34D's of HMM-263 escorted by 2 UH-1E's flew "EAGLE" missions in support of ARVN I Corps. Forty troops were landed at coordinates (AT 997-556); receiving mortar and harassing fire in the LZ. They were later pick up at (AT 997-568) where one of the ARVN troops was fatally wounded by sniper fire while boarding the aircraft. One UH-34D received two hits from automatic weapons fire at coordinates (BT 005-610). Another UH-34D was hit at coordinates (BS 51-77). Escort UH-1E's laid suppressive fire on enemy positions near the recovery zone as directed by ground personnel. Several structures were destroyed.

Eight UH-34D's of HMM-361 departed Quang Tin with 10,700 pounds cargo and 7 ARVN passengers for Tien Phuoc (BT 105-137). Escort was provided by two A-4C's of MAG-12. As the aircraft proceeded up the Phuoc Valley, the lowering ceilings forced the A-4C's to circle clear as the helos went on to attempt the resupply. Fire was taken from (BT 203-169). The helos dropped to tree top level to avoid the fire being received at 600 feet. Heavy rain showers forced the helos to turn back short of Tien Phuoc and the return down the valley was also made at tree top level. The escort A-4C's were waiting and rejoined the flight when they reached a relatively clear area. Weather again forced the helos down to low-levels on the return to Marble Mountain. One helo was hit at (BT 04-67) while enroute back to base at an altitude of 1,000 feet and 80 knots.

UH-1E's of VMO-2 utilizing their hoist capability med evaced two Marine WIA from a jungle area with fifty foot trees.

22 Oct - Operation "RED SNAPPER" commenced supported by helos of HMM-161, 361, and VMO-2. Continuous surveillance was flown by UH-1E's operating in sections and reliving on station in the Hai Van Pass area. VMO-2 also provided radio relay service for OLDFIELD units during part of the day. HMM-161 and HMM-361 provided 12 helicopters and med evac standbys for the strike force.

Later in the day HMM-361 attempted to carry out a resupply of Que Son and Tien Phuoc. Heavy rain and ceilings down to terrain level forced the flight to abort. On the return to Marble Mountain, the flight leader elected to remain at low level to minimize the possibility of ground fire. Light small arms fire was received at coordinates (BS 285-382) as the flight proceeded to the coast for an over water return. One aircraft took a round but continued to base.

Six UH-34D's of HMM-361 attempted to resupply the ARVN outpost at Nong Son (AT 823-390) but were forced back by bad weather. Diverted to another mission; three of the helos received hits on a single sortie; one by small arms fire from coordinates (AT 950-585) and two by automatic weapons fire from coordinates (AT 895-518). A crew chief received shrapnel wounds of the leg. He was treated and returned to duty.

A flight of UH-34D's of HMM-263 received small arms fire from (BT 113-650) but there were no hits taken.

23 Oct - A Psy War mission was flown to the hamlets south of Danang in the vicinity of coordinates (AT 999-620). Broadcasts and leaflet drops were made.

A VMO-2 helo was hit in one of the rotor blades while on a recon in the vicinity of coordinates (AT 930-675).

At 0930 an amphibious tractor from "B" Company, 1st Amtrac Battalion struck a land mine. The amtrac burst into flames and the crew abandoned the vehicle. The Crash Crew was notified and at 0950 was on the scene. Despite the fact that the Amtrac was loaded with 30 rounds of 81mm mortar, 300 hand grenades, and 26 boxes of small arms ammo, the Crash Crew began battling the blaze, utilizing an MB-5 crash truck and a 530-B Structural Truck with both foam and dry chemicals. This action by the members of the Crash Crew prevented destruction of the Amtrac and was in keeping with the highest traditions of the Marine Corps.

24 Oct - A combined force of 22 UH-34D's from HMM-161, HMM-263, and HMM-361, escorted by 4 UH-1E's of VMO-2 and 4 A-4C's of MAG-12 executed a retrograde of 150 Marines from coordinates (AT 846-633) approximately 14 miles southwest of Danang. There were no incidents. 2 CH-37's carried 10,500 pounds of frozen turkeys and chickens to

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Ky Ha Airfield and ferried 14,700 pounds of AvGas from Ky. Ha to Quang Ngai. One CH-37C conducted a paradrop mission dropping 74 men.

25 Oct - Operation "RED SNAPPER" was concluded with the lift of 380 Marines from the operating area to Danang and Hue/Phu Bai.

Two CH-37C's transported over 10,000 pounds of frozen foods to the Chu Lai Air Freight terminal. The CH-37C's then carried 20,800 pounds of 115/145 AvGas to the TAFDS at Quang Ngai. On the return to Marble Mountain a passenger stop at Tam Ky was made. After take-off from Tam Ky the CH-37C's received light small arms fire. One helo was hit by a round in the lower fuselage. There were no injuries and the aircraft returned safely to base.

Senator TYDINGS, Senator KENNEDY, Congressman CULVER, [REDACTED] and an entourage of some 30 members of the Press toured the installations of the Danang enclave. VMO-2 and HMM-361 provided helo transportation for the tour.

UH-1E's took a victim of the Marble Mountain surf to "C" Med after his rescue from the water.

26 Oct - UH-1E aircraft of VMO-2 provided convoy escort for an OLDFIELD truck convoy from north of Hai Van Pass down Route 1. One Marine, separated from the convoy was located by aircraft from HMM-263.

A UH-34D of HMM-263 crashed at coordinates (AT 932-767) while in a landing approach to LZ PHEASANT "A". The 12 personnel aboard were flown to "C" Med for treatment of minor injuries and later released.

Six UH-34D's of HMM-161 flew logistic support of the 1st ARVN Division. Supplies were carried between Ca Iu, La Vang, Dong Ha and Ba Long. 81,900 pounds of cargo and 75 passengers were carried. One helo went down for an engine change at La Vang. Engine, crew, and parts were helo-lifted to the site; engine change completed, and the aircraft flown back to Hue/Phu Bai.

Two F-4C's crashed into the side of Monkey Mountain and UH-1E's of VMO-2 were launched within five minutes after the report was received. The area was searched as thoroughly as possible utilizing landing lights but there

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were no survivors. Darkness and unfavorable terrain prevented a landing at the site.

27 Oct - A Psy War mission was flown by UH-1E's of VMO-2 broadcasting from Marble Mountain north to the bridge at Danang.

The Mobile Alert Force was launched. 8 UH-34D's of HMM-361 lifted an 75 man ARVN force from Hoi An Airfield to coordinates (BT 012-485). Moderate to heavy small arms fire was received from coordinates (BT 006-490) and (BT 005-480). Armed UH-1E escort helos of VMO-2 laid suppressive fire on these positions and no hits were taken.

28 Oct - A few minutes after midnight, the Marble Mountain Air Facility was taken under attack by suicide demolition teams. The adjoining MCB-9 area was simultaneously taken under mortar attack. The demolition teams apparently gained access to the flight line areas by knocking out a key bunker on the west side of the aircraft parking mat. The three personnel occupying the bunker took the Viet Cong under fire until all three were wounded in action by the Viet Cong infiltrators. Two teams of approximately ten men each penetrated to the tactical squadrons maintenance and office spaces located in the tents along the western edge of the parking ramp. One of the teams moved north through the VMO-2 area grenading the squadron tents. The other team moved in a southerly direction through the HMM-263 and HMM-361 areas. Personnel of the three squadrons were roused by the explosions and immediately resisted the attackers with small arms fire, killing one Viet Cong. Action by these squadrons significantly reduced the effectiveness of this sapper team. Several personnel from VMO-2 were wounded in action as was one man from HMM-361.

The sapper team attacking the VMO-2 area penetrated the maintenance and admin area and out onto the parking ramp. Once in the parking area they commenced a methodical attack on each helicopter. A Chief Hospitalman, standing his watch in a med evac UH-1E was killed in action.

As the Viet Cong continued across the parking ramp to the east side, they encountered Crash Crew personnel who were engaged in damage control. One member of the Crash Crew was killed in action. Parking ramp sentries and a machine gun bunker took the sappers under fire. The sapper

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teams then broke into smaller teams and moved south through the UH-34D area of HMM-263 and HMM-361, placing demolition charges in aircraft as they moved. Elements of these teams attempted to move eastward to the runway to attack dispersed aircraft in that location. Defenders between the runway and the parking ramp prevented this attempt.

A third team of sappers attempted to penetrate to the H&MS-16 maintenance and supply buildings but were virtually annihilated by personnel from the Avionics and Maintenance section watch, killing seven and wounding four Viet Cong. The attack was accomplished in approximately twenty minutes but sporadic firing at the Viet Cong trapped in the area continued for about an hour. MAG-16 casualties were three KIA and twenty-four wounded in action. This included one killed and five wounded in vehicles which struck mines on the main service road.

Immediately following the attack, MAG-16 personnel of all squadrons moved to the aircraft ramp, reinforced the perimeter defenses, assisted in evacuation of the wounded, and commenced damage control operations. Eighteen MAG-16 casualties were evacuated by helicopter to "C" Med as were approximately forty-four of MCB-9. Operations were rendered extremely hazardous by unexploded grenades, grenade clusters, and other ordnance scattered throughout the parking ramp and tent areas by Viet Cong sapper teams. By 1400H fifteen of the damaged aircraft were again in an "UP" status and with the assistance of HMM-161, UH-34D's from Hue/Phu Bai, were continuing support of the III MAF and ARVN I Corps units.

~~29 Oct~~ - While still policing up the ~~glass~~ from the attack on 28 October, MAG-16 flew 333 sorties carrying 312 passengers and 17 tons of supplies in support of III MAF and ARVN I Corps units.

30 Oct - Six UH-34D's escorted by 2 armed UH-1E's of VMO-2 and 2 F-4B's of MAG-11 carried 1,600 pounds of ammunition and ten medical personnel to Hill 22 (AT 953-667) at 0445 in support of 1/1. Fifty WIA and 12 KIA were evacuated to "C" Med. At 0710 nine UH-34D's of HMM-361 commenced an emergency troop lift of 57 U.S. military and ten ARVN from LZ GOOSE to coordinates (AT 935-680), 5 miles southwest of Danang. The flight was supported by 2 UH-1E's of VMO-2. At 0725, two UH-34D's of HMM-263 lifted 8 U.S. military dog handlers and two dogs from III MAF Pad to coordinates

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(AT 935-663). All of these early morning flights received fire.

At 0915, five UH-34D's of HMM-361, augmented by 2 UH-34D's of HMM-263 and 8 UH-34D's of HMM-362 (MAG-36) flew a strike mission to coordinates (AT 928-628), 8 miles southwest of Danang. A total of 140 U.S. Marines were lifted into the landing zone. Later in the day 140 Marines were retrograded to Landing zones in the Danang TAOR.

A UH-34D of HMM-263 went down at coordinates (AT 871-707). Recovery was attempted, but daylight ran out before the recovery was accomplished. Security personnel were retrograded to Landing zones in the Danang TAOR.

31 Oct - Six UH-34D's of HMM-263 and three armed UH-1E's of VMO-2 coordinated in the lift of a platoon of U.S. Marines and EOD personnel into the site of a downed UH-34D at coordinates (AT 871-707). The aircraft had previously been abandoned and left overnight when daylight ran out on attempted recovery. Recon personnel in the area had reported that Viet Cong were booby trapping the UH-34D after U.S. Marine security personnel had been retrograded from the site last night. Today's recovery force landed in a nearby zone and secured a defense perimeter while EOD personnel dearmed and deactivated mines and booby traps on the downed helo. The first CH-37C lifted the transmission out of the fuselage and returned with it to Marble Mountain Air Facility. The second CH-37C remained in the area until the return of the first aircraft. After an unsuccessful attempt at lifting the fuselage, the pick-up was accomplished and the CH-37C proceeded toward Marble Mountain Air Facility with it's fuselage load beneath. Minutes later the CH-37C was hit by ground fire which severed the fuel pump intake gas line on one engine. Fuel from the ruptured line streamed from the engine presenting a hazardous potential of fire or explosion, but the pilot 1st Lt. COSTA, ignored the danger and kept power on both engines until he was able to set the UH-34D fuselage down in a rice paddy. Only then did he secure the damaged engine and land the CH-37C nearby at coordinates (AT 910-616). The UH-34D's flew the security platoon to the site and once again a perimeter defense was established. The second CH-37C returned and picked up the UH-34D fuselage, carrying it to the Marble Mountain Air Facility. Maintenance personnel were flown to the new site and quickly determined the repairs necessary. Repairs were completed and the CH-37C flew back to base. UH-1E's of VMO-2 flew

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cover over both the UH-34D site and the CH-37C site for a + total of five hours. A short time later while retrograding the security forces a second time the second CH-37C experienced a chip detector light and made a precautionary landing at LZ GOOSE. The trouble was determined to be a malfunction in the electrical system and the helo returned to base. Note of interest: 1st Lt COSTA has a total of 690 flight hours of which 400 are in the CH-37C. He has flown 200 hours as a CH-37C HAC.

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By direction

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Marine Aircraft Group 16, Marble Mountain Air Facility,  
Danang, Republic of Vietnam

Period Covered - 1 thru 31 October 1965

Task Organization:

H&MS-16, Danang, Vietnam (1 - 31 October 1965)  
 MABS-16, Danang, Vietnam (1 - 31 October 1965)  
 VMO-2, Danang, Vietnam (1 - 31 October 1965)  
 HMM-161, Hue/Phu Bai, Vietnam (1 - 31 October 1965)  
 HMM-163, Danang, Vietnam (1 - 11 October 1965)  
 Futema, Okinawa (11 - 31 October 1965)  
 HMM-263, Futema, Okinawa (1 - 12 October 1965)  
 Danang, Vietnam (12 - 31 October 1965)  
 HMM-361, Danang, Vietnam (1 - 31 October 1965)  
 Sub Unit # 1, H&MS-16, Danang, Vietnam (1 - 31 October 65)  
 MATCU-68, Danang, Vietnam (1 - 31 October 1965)

Command Rank Composure:

<u>Billet</u>	<u>Name</u>	<u>Rank</u>	<u>Period</u>
CO, MAG-16	T. J. O'CONNOR	Colonel	1-31 Oct 65
XO, MAG-16	R. L. SIMMONS	LtCol	1-31 Oct 65
Adjutant	E. D. MOSER	1stLt	1-31 Oct 65
S-1 Officer	F. A. MATHEWS	Captain	1-31 Oct 65
S-2 Officer	L. P. GLENN	1stLt	1-31 Oct 65
S-3 Officer	C. A. HOUSE	LtCol	1-31 Oct 65
S-4 Officer	A. MC BARRON	LtCol	1-31 Oct 65
CO, H&MS-16	J. L. GOEBEL	LtCol	1-31 Oct 65
CO, MABS-16	T. E. VERNON	LtCol	1-31 Oct 65
CO, HMM-161	R. C. DENNY Jr.	LtCol	1-31 Oct 65
CO, HMM-163	N. G. EWERS	LtCol	1-31 Oct 65
CO, HMM-263	T. CLARK	LtCol	1-31 Oct 65
CO, HMM-361	L. J. CHILDERS	LtCol	1-31 Oct 65
OIC, SU # 1	G. H. PENNEL, Jr.	Captain	1-31 Oct 65

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<u>Billet</u>	<u>Name</u>	<u>Rank</u>	<u>Period</u>
CO, VMO-2	G. F. BAUMAN	LtCol	1-31 Oct 65
OIC, MATCU-68	R. C. COULTER	Captain	1-31 Oct 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	30	273	0	0
SU # 1	13	62	0	0
MABS-16	12	298	5	11
VMO-2	29	142	•	4
HMM-161	49	184	1	3
HMM-163	52	170	1	2
HMM-263	56	181	1	2
HMM-361	56	180	1	3
MATCU-68	7	57	0	0
<u>TOTAL</u>	<u>304</u>	<u>1547</u>	<u>9</u>	<u>25</u>

Note: HMM-261 not included in totals. Squadron dropped from OPCON of MAG-16 9 October 1965.

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CASUALTIESKILLED IN ACTION

<u>NAME</u>	<u>RANK/SERNO</u>	<u>UNIT</u>	<u>DATE OF INCIDENT</u>
GELLEN, W. J.	HMC/5690990	VMO-2	28 Oct 65
ROWLAND, T. P.	LCpl/2077202	VMO-2	28 Oct 65
GRABOSKEY, E. E.	PFC/2107247	MABS-16	28 Oct 65
CHEMIS, C. R. (*)	GySgt/1125190	HMM-161	17 Oct 65

WOUNDED IN ACTION

<u>NAME</u>	<u>RANK/SERNO</u>	<u>UNIT</u>	<u>DATE OF INCIDENT</u>
MILLIGAN, M. E.	Sgt/1429907	HMM-261	3 Oct 65
SHERLIN, C. H.	Cpl/1803510	HMM-261	3 Oct 65
EARLE, R. A.	PFC/2015546	HMM-361	22 Oct 65
JOHNSON, J. L.	PFC/2024823	HMM-361	3 Oct 65
PIATT, J.	1/Lt/086092	HMM-263	28 Oct 65
DECHANT, G. M.	1/Lt/088452	VMO-2	28 Oct 65
JENNINGS, R.	1/Lt/088539	VMO-2	28 Oct 65
KARR, J. E.	WO/066086	H&MS-16	28 Oct 65
LANIS, H. G.	WO/089226	HMM-263	28 Oct 65
WOOD, R. L.	GySgt/1107014	VMO-2	28 Oct 65
WOOD, L. C.	Sgt/1192673	VMO-2	28 Oct 65
SMITH, H. F.	Sgt/1475567	VMO-2	28 Oct 65
JONES, R. L.	Sgt/1583069	VMO-2	28 Oct 65
DOUGHTY, D. E.	Cpl/1906655	MABS-16	28 Oct 65
PARKIN, L. A.	Cpl/1919975	VMO-2	28 Oct 65
HAYNES, R. E.	Cpl/2006675	VMO-2	28 Oct 65
SCOTT, S. F.	Cpl/2032996	VMO-2	28 Oct 65
RACHEL, J. M.	Cpl/1906614	H&MS-16	28 Oct 65
STARNER, D. R.	LCpl/2046403	VMO-2	28 Oct 65
BROWN, E. C.	LCpl/2031089	HMM-263	28 Oct 65

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~~UNCLASSIFIED~~WOUNDED IN ACTION (con't)

<u>NAME</u>	<u>RANK/SERNO</u>	<u>UNIT</u>	<u>DATE OF INCIDENT</u>
SCHAFER, R.	LCpl/2064569	HMM-263	28 Oct 65
PORTER, R. W.	PFC/2036130	MABS-16	28 Oct 65
SOCORSO, E. A.	Pvt/2067279	MABS-16	28 Oct 65
PIERCE, G. A.	LCpl/2006778	MABS-16	28 Oct 65
PAPP, D. E.	LCpl/2029600	VMO-2	28 Oct 65
CHRISTIAN, P. W.	PFC/2122250	H&MS-16	28 Oct 65
EATABROOK, C. S.	LCpl/1938797	HMM-361	28 Oct 65
SEE, D. C.	LCpl/2028378	VMO-2	28 Oct 65
RYNDERS, M. W.	PFC/2060851	VMO-2	28 Oct 65
WOMAK, R. L.	LCpl/2040616	MABS-16	28 Oct 65
WAGEL, D. E.	LCpl/2061144	MABS-16	28 Oct 65
COUGHRAN, R. P.	LCpl/1985153	MABS-16	28 Oct 65
GENTNER, M. C.	LCpl/2063803	VMO-2	28 Oct 65
MILLER, E. J. (*)	1/Lt/086743	HMM-161	17 Oct 65
OWENS, D. J. (*)	1/Lt/088506	HMM-161	17 Oct 65
MATHEWS, R. A. (*)	PFC/1683895	HMM-161	17 Oct 65

(\*) Non-Combantant casualty.

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**UNCLASSIFIED**MORALE AND WELFARE PROGRAMS

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

Roman Catholic. Daily Mass in Blessed Sacrement Chapel, Marble Mountain Air Facility at 1700. Sunday Mass at 0830. Sunday Mass at 1/9 CP south of of Marble Mountain Air Facility held directly thereafter.

Protestant. Sunday worship at 0830 in Officer Mess. Church party to LDS service in Air Force Chapel, Danang at 1400. Two services were held at "B" Battery, 1st LAAMS on Monkey Mountain. Memorial Services held for men killed in action 28 October on Sunday 31 October.

Several visits to Old Folks Home, Danang. A total of 6,000 piasters and \$50.00 were donated. Three coffins, one truck load of scrap lumber, one bicycle and portions of "C" rations and used clothing were also donated.

Several visits were made to the refugee camp established by the 51st Division ARVN. Distributed candy to approximately 1,800 people and 500 dependents of ARVN Soldiers and donated \$50.00 to the refugee villagers.

The S-3 section of MAG-16 started a Baseball Pool during the World Series. Half of the kitty was donated to the Catholic Orphanage and Nursery south of the airfield.

HMM-161

Daily liberty runs to Hue Citadel were made until 30 October, when all liberty was cancelled by the III MAF. The four squadron clubs are running efficiently and inventories and new purchases of supplies have been made.

~~SECRET~~CIVIL AFFAIRS

The Chaplain's of MAG-16 were active in the Civil Affairs Program throughout the month. Their activities were as follows:

Visited village of Hoa Long. Contributed a total of 6,000 piasters to help with funeral expenses of deceased villagers. Dolls and candy were given to the children of Hoa Long.

A visit was made to the Christian Missionary Alliance Compound in an attempt to arrange transportation to a refugee village south of Marble Mountain.

Visited World Evangelization Crusade Orphanage. Distributed three boxes of candy and clothing donated by the Material Section, MABS-16.

Distributed contributions of the SNCO Club, MAG-16 to orphanages in the Danang and Phu Bai areas. A total of 15,000 piasters was distributed to Roman Catholic, Protestant, and Buddhist Orphanages.

A visit was made to the village of Me Te for the purpose of ascertaining the condition of a boy hit by one of MAG-16's vehicles. The family was donated 600 piasters.

Chaplain TOLAND, MAG-16 and Lt GRAHAM, HMM-361, are teaching English classes at St. John's Seminary on a weekly basis.

HMM-161

During October, interviews were held with Sister Superiors of the Daughters of the Immaculate Mary Convent and the Kim-Long Orphanage in Hue in an effort to determine what type of assistance is needed for these establishments. Requisitions were sent to CARE on 4 October for food, clothing, soap, and building repair kits based on these interviews. A bolt of clothing was donated to the orphanage and the convent on 27 October. The Danang Staff NCO Club donated \$250.00 to the squadron's Civil Affairs program and presently a determination as to the best ways to employ this donation is being reached.

~~SECRET~~PUBLIC INFORMATION/ISO

All units of MAG-16 have established liaison with the Danang Press Center.

HMM-161

Sergeant BEARDSLEY of the LEATHERNECK MAGAZINE staff has been with the squadron since the 26th of October and has taken pictures of combat operations, squadron civil affairs personnel working at the daughters of the Immaculate Mary Convent and Kim-Long Orphanage, as the presentation of sixteen Air Medals at a Squadron Awards Ceremony on the 31st of October.

HMM-263

No PIO releases were initiated during this period although Okinawan newspapers carried accounts of the squadrons participation in the lift of doctors, nurses and medical supplies to Kure-Shima, Ryuku Islands. A plaque was awarded to the squadron in appreciation of its efforts on behalf of the Medical Association of Okinawa.

VMO-2

Squadron aircraft carried reporters from several Japanese periododical, plus the managing editor of "TIME" Magazine. A newsreel team from the ISO Office took sequential pictures to use in an article about the medical evacuation aircraft and mission.

~~SECRET~~AIR OPERATION STATISTICSOCTOBER TOTALS

<u>VMO-2</u>	<u>UH-1E</u>	<u>HMM-161</u>	<u>UH-34D</u>
Pax	370	Pax	6,701
Sorties	650	Sorties	3,395
Cargo	0	Cargo	588.200 lbs
Hours	975.5	Hours	1,300.7
Med Evacs	120	Med Evacs	102

<u>HMM-261</u>	<u>UH-34D</u>	<u>HMM-263</u>	<u>UH-34D</u>
Pax	1,294	Pax	2,604
Sorties	1,047	Sorties	2,495
Cargo	154,326 lbs	Cargo	362,000 lbs
Hours	382.0	Hours	768.0
Med Evacs	21	Med Evacs	170

<u>HMM-361</u>	<u>UH-34D</u>	<u>SU # 1 H&amp;MS</u>	<u>CH-37C</u>
Pax	5,177	Pax	781
Sorties	3,895	Sorties	24 (52 msns)
Cargo	509,046 lbs	Cargo	433,876 lbs
Hours	1,353.3	Hours	160.4
Med Evacs	93		

MAG-16 TOTALS

Pax .....	16,927
Sorties .....	11,507
Cargo .....	2,047,448 lbs
Hours .....	4,939.9
Med Evacs .....	578

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COMMAND AND CONTROLH&MS-16

The squadron transferred its C-117D 17216 to MAG-36 on 20 October 1965.

The following awards were presented to personnel of the squadron: two PURPLE HEARTS; two AIR MEDALS; and one NAVY UNIT COMMENDATION.

MABS-16

Recommendations for decorations to personnel of MABS-16 are: twelve NAVY COMMENDATIONS; three BRONZE STARS, and one SILVER STAR (Posthumous).

HMM-263

Four PURPLE HEARTS were awarded personnel of the squadron during the reporting period.

VMO-2

During the month a total of 43 AIR MEDALS, 5 NAVY COMMENDATION MEDALS, and 16 PURPLE HEARTS were awarded to personnel of VMO-2.

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**INTELLIGENCE**

The MAG-16 Intelligence Section conducted normal intelligence functions throughout the reporting period.

11 Oct - Senator BREWSTER toured the MAG-16 area. Also, attended a briefing by the Commanding Officer.

19 Oct - Arranged the first meeting between the Hoa Vang district chief and the Commanding Officer.

20 Oct - Counter-intelligence personnel provided assistance to the 1st Battalion, 9th Marines in a search and destroy operation.

28 Oct - 0010 MAG-16 attacked by Viet Cong Main Force Unit. Conducted interrogations of VCS's, and debriefs of Staff Officers.

**HMM-161**

During the reporting period the primary interest of the Intelligence Section was the Hue/Phu Bai and northern province of Quang Tri where the squadron has been operating in support of the ARVN 1st Division.

On 31 October at approximately 1203 BARRELHOUSE was advised by 1st ARVN Division that ARVN troops in the Hue/Phu Bai area observed two large VC units in the area. One company size unit at coordinates (YD 83-17) and a force of about 200 at coordinates (YD 96-16)

From 1 - 10 October, the weather was generally fair with mean temperature/humidity of 86/82. On 10 October monsoon type rains began and lasted until 20 October; during this period the Hue/Phu Bai area received 20.6 inches of rain with ceilings generally about one thousand feet. Since the rains ended the Hue Phu Bai area has enjoyed CAVU flying weather.

Squadron aircraft have received small arms fire on eight separate occasions during the reporting period with one hit being inflicted upon the aircraft.

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HMM-263

During the first month of operations in RVN, there were two types of enemy activity which affected squadron operations: VC "Sapper" attack on MAG-16 helicopter, and the incidents of squadron aircraft being hit by hostile ground fire in the local area of the TAOR and in other parts of I Corps.

A VC Sapper Unit with an estimated 30-40 men, entered the MAG-16 compound area about 005, 28 October 1965, with demolitions to destroy MAG-16 aircraft. In this attack, HMM-263, lost one aircraft, had four damaged sufficiently to require overhaul by O&R, and thirteen of the remaining fifteen aircraft sustained damages repairable by squadron personnel. One Sapper team attempted to enter the mat area through the squadron line tents, but were repulsed by squadron personnel in the area, resulting in 5 VC kia, and two VC WIA, captured (of which one later died). Captured from these VC were two Chinese Communist submachine guns, one Chinese Communist automatic pistol, one US caliber .38 revolver, and a variety of grenades.

Friendly casualties from this squadron were limited to one WIA from small arms fire of the VC and two WIA resulting from their jeep hitting a land mine just outside the base during the attack.

Enemy ground fire during the reporting period accounted for seven incidents of aircraft being hit by small arms fire, with no personnel injuries.

Location of aircraft when hit and when fired upon without being hit (14 incidents) indicated that, with the exception of strike zones, there were three (3) areas within the TAOR from which ground fire was regularly received:

1. Grid Squares (AT 88-70), (AT 88-71), (AT 87-70), from villages of Hai Vuc, and Giao Tri.
2. Area near dam at (AT 959-658) and LZ "A" for 3/9.
3. Along the river from railway bridge (AT 998-707) to Marble Mountain Air Facility.

Almost all ground fire incidents occurred within 1,000 meters of company or larger sized VC units operating in the area.

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HMM-361

During the reporting period, the squadron reported a total of 28 ground fire incidents and 35 sightings. A total of 22 hits were taken from enemy ground fire during the month. No count was made of the many hole inflicted during the VC sapper attack 27-28 October.

VMO-2

The squadron continued to fly PSYWAR operations utilizing both the leaflets and the lod speaker system. A total of 2 hits were received during the month due to enemy ground fire.

SU # 1, H&MS-16

One aircraft received one hit during the month. The intelligence program is well organized and functioning within the guidance of the next senior command.

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**UNCLASSIFIED**GROUND DEFENSE

The MABS-16 Security Section comprising of 80 men from all units at Marble Mountain Air Facility provided security during the hours of darkness. During this period there were a number of small probes by group of undetermined size. On 20 October the Security Section was placed under the Group S-3 for Operational Control.

At approximately 0000H, 28 October, the Air Facility came under heavy attack by VC demolition squads who broke through the perimeter and infiltrated positions in a coordinated attack on Marble Mountain Air Facility and MCB-9.

HMM-161

On 31 October at approximately 2045H BLT 3/4 reported contact SE of Phu Bai with 2 VC KIA's resulting. US Marines on the NW perimeter also reported observing 3 VC west of hill 180. As a precautionary measure the perimeter guard was doubled and all bunkers manned with M-60 machine guns. Throughout the night aircraft were kept airborne in the Hue/Phu Bai area. One aircraft was fired on from an area 120 degrees, 3 miles from Phu Bai TACAN. There were no unusual occurrences during the night.

A new security policy is being put into effect within the squadron compound. All Vietnamese nationals that enter the compound on a regular basis will surrender their national identification card and be issued a HMM-161 security badge. Those who come in on an occasional visit will be issued a visitors pass after clearance has been granted by a representative of the S-2. A new sentry booth has been constructed and is located at the squadron entrance. Instructions have been written for this sentry in Vietnamese so that he may show a local national should a misunderstanding occur. An English translation is also on the sheet in the corresponding numbered paragraph.

The security badges are serialized and contain the name, position, date issued and a picture of the individual.

HMM-361

Bunkers for passive defense were constructed in the living area in accordance with Group Orders.

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The attack of 28 October pointed out the need for both shelter and fighting positions in the line area and for active defense positions in the living area. Accordingly, five machine gun bunkers were constructed west of the Office area. These positions will be manned by the squadron damage control party should the necessity arise. Two sandbag shelters were also constructed between the office area and the mat. Fields of fire were established for the bunkers. To aid in covering the most vulnerable avenue of approach from the west, tin can alarms, trip flares made from the night end of day-night flares, and punji stakes installed. Hand-fired parachute illumination flares are also issued to the damage control party nightly. None of these measures are used except for imminent threats of a penetration of the line area. Machine gun positions were also built east and west of the officers' living area and east of both the Staff NCO and enlisted billeting areas. All defensive facilities were still under improvement at the end of the month.

VMO-2

Members of the squadron are assigned to the provisional ground defense company, and the reaction force.

On the night of 27 October these men accounted for themselves exceedingly well during the attack. Subsequent to the attack, the squadron has built many bunkers in the area of the line and working spaces, and maintain an additional ten men to guard the working areas themselves, during the hour of darkness.

In addition the officers and enlisted living spaces all have adequate bunkers and foxholes in the event of any type of attack.

SU # 1, H&MS-16

Complying with existing directives, construction of additional fortifications in areas of responsibility are currently in progress. Aircraft are being dispersed in accordance with Group planning.

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AIRCRAFT MAINTENANCE/LOGISTICS

A detachment of U.S. Army UH-1E's began moving to Marble Mountain Air Facility on 27 October 1965.

HMM-161

Aircraft availability dropped to 75% this month. This was due mainly to 36 AOPC's; 230 hours of scheduled and 1,440 hours of unscheduled maintenance was performed.

Seven (7) engine changes were completed in October.

The squadron is now down to 22 aircraft. On the 17th, one aircraft was lost when it crashed into a mountain. The accident claimed two lives.

The metal shop is installing re-enforced gunner seats and re-installing the crew chiefs seats originally designed by HMM-161. These seats provide greater protection than the standard seats.

The destruction of aircraft at Marble Mountain re-emphasized the need for aircraft dispersion. Each night aircraft of this squadron are dispersed as much as possible within our limited parking area. The parking pattern is changed nightly.

HMM-263

During the month two engine changes were made on aircraft because of high oil consumption.

Sand is our biggest single problem. Sand wears out the impeller oil seal, causing high oil consumption and engine changes. Sand also wears out the leading edges of the main and tail rotor blades, causing more frequent than usual changes.

Because of the sand and climate, the average engine life is around 250 hours, about 30% of allowable engine life.

The major problem of the month was of course the raid by the VC on the night of 27-28 October. On the night of the 27th, the squadron had reached a new high in availability

of 17 "UP" aircraft. The VC totally destroyed one aircraft, and damaged four others badly enough to send to O&R. Of the 20 aircraft on the ramp, 18 were damaged in one way or another. One aircraft had 122 holes in the fuselage from shrapnel.

The squadron also had two "strikes" during the period. One aircraft was lost on 26 October and the other on the 28th of the month.

On 31 October, the squadron had 19 aircraft, of which one was awaiting "strike" and four awaiting shipment to O&R.

The squadron began operating with only 8 "UP" aircraft, the rest being in very poor condition. The average availability during the month was 12 aircraft "UP".

By 1500 on the 28th, the day following the raid, the squadron had 6 "UP" aircraft, and that remained a constant average for the rest of the month.

#### HMM-361

During October, an average of 22.7 aircraft were assigned. Average utilization was 59.6 hours. The average number of aircraft available was 16.1 or 72% for the period.

#### VMO-2

During the month of October VMO-2 aircraft used 76,826 gallons JP-4 fuel; 67,201 rounds of 7.62 ammunition were expended, and 935 2.75 rockets expended.

Aircraft struck from inventory due to the attack on 27-28 October totaled thirteen (13).

One UH-1E received "Bravo" damage and another "Charlie" damage. Three other aircraft received minor damage and were repaired locally and put back into commission.

Two engines were changed due to sand erosion of the compressor section.

Two of the squadron's vehicles were lost the night of the attack. Both vehicles struck land mines on the perimeter road.

CAMP MAINTENANCE

During the month of October, MABS-16 performed routine services in support of VMO-2; HMM-261, HMM-263; HMM-361; HMM-161 and H&MS-16. These services consisted of messing facilities; baking facilities; transportation, heavy maintenance of generators and vehicles; sewage disposal and plumbing installations; communications; and with the TAFDS, provided aviation fuel for the squadrons located at Marble Mountain Air Facility and outlying airfields at Quang Tri, Phu Bai, and Quang Tien.

During this period barber facilities; a PX and Post Office were completed by MABS-16 personnel. Twenty-three strong-back tents were built for quarters, Base Operations; motor transport; dispensary; security and IRO. The 3,000 gallon water tower to provide showers and water for the BOQ area and future officers club was completed. In addition, another 3,000 gallon water tower was constructed for use at the new galley. Also two smaller water towers, supporting 250 gallon aircraft drop tanks, were installed at the barber shop and dental clinic for wash water (new tanks damaged in shipping, beyond use for aircraft). MABS-16 personnel constructed three latrines and poured the concrete slab for refrigerators was poured at the new mess hall. Construction of the new mess hall and galley were continued by MCB-9. MABS-16 personnel began running service wire to provide electricity to all squadrons on the flight line. Additional wiring and fixtures were installed in living quarters as it became available. The MABS-16 utilities shop was relocated. Deck supports for the proposed base chapel was constructed. MABS-16 personnel began construction of the E.M. Lounge. The E.M. Club and SNCO Club are 80% complete as of this date. The water point at the base of Monkey Mountain was closed due to inclement weather and all water for this installation is being hauled from MCB-9 and Danang Air Base. Average consumption runs approximately 18,000 gallons per day. MABS-16 has provided a pump operator at the MCB-9 pumping station during the hours of 1700-0700; the hours MABS-16 is permitted to draw water from the water point. The first well has been sunk at Marble Mountain Air Facility by MCB-9. It is cased and capped off, awaiting arrival of the necessary pumping equipment. A second well is being drilled. Electrical power continues to be a problem due to the high percentage of deadlined generators.

The MABS-16 laundry continued to provide minimum laundry service to personnel at Marble Mountain Air Facility. A critical shortage of Lad Oil at the TAFDS seems to have been overcome. A transportation problem to and from the billeting area at Quang Tri to the working areas at Dong Ha for the TAFDS personnel exists.

COMMUNICATIONS

The move to Marble Mountain has been completed. Communications has been expanding with the internal development of the base. Fulfilling the needs of communications for an Air Group have been developed along guidelines set down by FMFM 10-1 with additional needs being recognized and fulfilled in accordance with the unique status of MAG-16.

Support from the 1st Mobile Communications Unit (Det) Team 42-65 USAF has been outstanding and cooperation and efforts between USMC and USAF Communication Units are extremely harmonious.

Strength of the Communications Section during the month is; 1 Officer and 52 Enlisted. Inter-group transfers were effected on an identical, one for one, MOS basis with MAG-36.

Overall communications both inter group and inter wing has improved considerably with the addition of 5 USAF trunks to FALCON/QUAIL and relocation of the AN/MRC-62 van to the vicinity of the Communication Center. Communications sustained a minimum of damage during the VC attack 28 October. A wire circuit is planned to be installed to MCB-8, MCB-9, USNH and 1st Force Recon to further coordinate movement and defensive fire, along with an FM radio back-up.

The message center is still operating a half/duplex teletype circuit with 1st MAW due to the unavailability of needed equipment at the 1st MAW Communications Center. A courier run is still in effect. A TOP SECRET key list has been allocated for use by this command and a modification to our present KW-7 equipment has been installed.

Approximately 2,500 incoming and 200 outgoing messages have been processed during this period.

During this period 158 pieces of equipment were processed by repair which includes actual repair, sending to higher echelon for repair and minor adjustments. The Group mountout stock was made available to the Communications Section which resulted in putting several pieces of equipment into operational use. The repair section after repeated efforts has brought into suitable operation one TT-4 which inturn has produced messages of a readable nature.

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The radio section continued operations over radio nets. Wing TAC net was established on 8 October both here and Hue/Phu Bai and is operated on a 24 hour basis.

Routine preventive maintenance and minor repair prevailed. Stress was placed on PM and every means is being employed to protect the equipment parts, and batteries from the corrosive atmosphere of Marble Mountain.

Additional equipment was sent to Phu Bai to maintain reliable communications on the Wing TAC net.

Installation and trouble shooting maintained its hectic pace, heavy equipment being the primary contributor to cut and torn out wire lines.

The present loudspeaker and siren system was found inadequate due to the lack of equipment. A letter requesting the additional equipment has been forwarded to the Group S-4.

Resulting damage from the attack on 28 October is:

All wire communications to the flight line was out.

The lines to the Crash Crew were jerked out and cut by the Viet Cong.

A grenade was placed atop wire lines in the rear of the first hangar, thus indicating a definite knowledge of their location. RMK workers (indigenous personnel) are probably responsible for aiding the attackers by disclosing their exact location.

The Security Loop in the vicinity of squad 6 was out as the position was overrun.

Temporary communications was reestablished with the flight line at approximately 0100. The remainder of the lines were installed after daylight, due to ordnance hazards.

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