

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

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FEB 15 1966

From: Commanding Officer
 To: Commanding General, 1st Marine Aircraft Wing (Attn: G-3)

Subj: Command Chronology; submission of (U)

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

Encl: ✓(1) MAG-16 Command Chronology

1. In accordance with references (a) and (b), the Command Chronology is hereby submitted.

2. This letter is downgraded to UNCLASSIFIED upon removal of enclosure (1).

H. W. Steadman

H. W. STEADMAN

By direction

File M&W Sec No.	Copy No.
671-66	2

MAG-16 SEC
 LOG #00199-66
 COPY 1 OF 7

DOWNGRADED AT 3 YEAR INTERVALS
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10

MARINE AIRCRAFT GROUP 16

MARBLE MOUNTAIN AIR FACILITY

REPUBLIC OF VIET NAM

PERIOD COVERED: 1 THROUGH 31 JANUARY 1966

UNCLASSIFIED

PART I

ORGANIZATIONAL DATA1. COMMAND AND RANK COMPOSURE (C)

<u>Billet</u>	<u>Name/Rank</u>	<u>Period</u>
CO MAG-16	THOMAS J. O'CONNOR Col	1-31 Jan 1966
XO MAG-16	ROBERT L. SIMMONS LtCol	1-31 Jan 1966
Adjutant	CLARENCE D. DICKEY Capt	1-31 Jan 1966
S-1 Officer	FREDERICK A. MATHEWS Maj	1-31 Jan 1966
S-2 Officer	LAURENCE D. GLENN 1st Lt	1-31 Jan 1966
S-3 Officer	HENRY W. STEADMAN Maj	1-31 Jan 1966
S-4 Officer	ALDON MCBARRON LtCol	1-31 Jan 1966
CO H&MS-16	JEROME L. GOEBEL LtCol	1-31 Jan 1966
CO MABS-16	LEWIS I. ZEICLER Maj	2-31 Jan 1966
CO HMM-161	REX C. DENNY Jr LtCol	1-31 Jan 1966
CO HMM-163	CHARLES A. HOUSE LtCol	1-31 Jan 1966
CO HMM-263	TRUMAN CLARK LtCol	1-31 Jan 1966
CO HMM-361	LLCYD J. CHILDEERS LtCol	1-31 Jan 1966
CO VMO-2	GEORGE F. BAUMAN LtCol	1-31 Jan 1966
OIC SU #1 H&MS	JAMES C. BROKAW Capt	1-31 Jan 1966
OIC MATCU-68	ROBERT C. COULTER Capt	1-31 Jan 1966

2. TASK ORGANIZATION (C)

H&MS-16 - Marble Mountain Air Facility, RVN
 MABS-16 - Marble Mountain Air Facility, RVN
 HMM-161 - Marine Corps Air Facility, Futenma, Okinawa
 HMM-163 - Hue Phu Bai, RVN
 HMM-263 - Marble Mountain Air Facility, RVN
 HMM-361 - Marble Mountain Air Facility, RVN
 VMO-2 - Marble Mountain Air Facility, RVN
 SU#1 H&MS-16 - Marble Mountain Air Facility, RVN
 MATCU-68 - Marble Mountain Air Facility, RVN

3. AVERAGE MONTHLY STRENGTHS (C)

<u>SQUADRON</u>	<u>USMC</u>		<u>USN</u>	
	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>
MAG-16	289	1552	10	25
H&MS-16	34	286	0	0
MABS-16	13	348	5	6
HMM-161	47	171	1	4
HMM-163	48	169	1	4
HMM-263	48	165	1	3
HMM-361	50	158	1	3
VMO-2	33	142	1	5
SU#1 H&MS	10	56	0	0
MATCU-68	6	57	0	0

4. Important Visitors to the Command (U)

a. VMO-2 - There were many and varied missions with liaison and control functions, and several distinguished visitors carried. Among the latter were included the Commandant of the Marine Corps, Gen. Wallace M. Greene Jr., LtGen. Engler, U.S.A., MajGen's Walt, McCutcheon, and Fields, BrigGen's Carl, Jones, and English. From the Navy, the Squadron carried RAdm's Miller and Monroe. The civilian personnel were represented by Senator's Mondale and Javits. Other distinguished passengers were Sir Stephan Weir, Hasan Istinyeli, LtGen Heintges, Cacabus Van dir Zwaal, Santiago R. Tabanera, Ake Sjolin, Pham Thuy Lu, Rufino Laspiur, Edde Munch, Per Ryding, Philip Habit, B. F. Bolt, and Dr. Fran Van Do.

b. MABS-16. Charlton Heston, toured the area and was well received.

c. H&MS-16. There were two distinguished visitors lifted by H&MS-16's C-117D. They were BrigGen's Carl and Dobson.

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PART II

NARRATIVE SUMMARY

During the month of January the Group carried out normal resupply of ARVN I Corps and III MAF units as well as medevac functions. H&MS-16 carried out fixed wing transport sorties utilizing the Squadrons' C-117D. Operations Eagle 48, War Bonnet, Tam Son 219, Mallard, Long Knife, Long Lance, and Eagle 49 were carried out and supported by MAG-16 aircraft.

The Sparrow Hawk flight was instituted and successfully employed during this period, the Sparrow Hawk being a variation of Eagle Flights of old.

HMM-163 replaced HMM-161 as the latter squadron moved to MCAF Futeima, and the former to Hué Phu Bai on 4 January, where they quickly buckled down to business with Operation Eagle 48 on the morning of 5 January. HMM-161 took with them the warm regard of the 1st ARVN Division in the form of a commemorative plaque. In addition 12 members of the Squadron received the Vietnamese Cross of Gallantry at a formal ceremony on 2 January 1966.

Over 160 Medevac missions were flown by Group aircraft, mostly by VMO's Slick/Gun medevac team, a combination that has proved to be the fastest, most reliable method of evac.

The Marble Mountain Defense perimeter has been extended to the North and South and additional bunkers added. Lt Col House, C.O. of HMM-163, reports that Hué Phu Bai's defensive postions are being strengthened considerably. Sentry Dogs and Seismic Intrusion Devices have assisted guard personnel in detecting the approach of would-be infiltrators on several occasions.

Operation Mallard saw the employment of the MAG-16 Comm-Liaison Party, consisting of 1 officer, 3 enlisted and HF, UHF, FM radio equipment flown to the advanced logistics area. The Comm-Liaison Team coordinated helo requests, deliveries, and greatly assisted in obtaining maximum utilization of helos assigned to resupply missions for the operation. MAG-16 will be prepared to deploy a similiar team on future operations involving a LSA or BSA in which the Group participates.

Construction on a second parking mat for the Air Facility is underway at the present time with hopes that it will be completed prior to the arrival of the CH-46 squadron expected in the future.

1 January 1966

HMM-161 - (U) With the arrival of the new year, the weather finally cleared and the sun shone through the partial overcast for the first time in three weeks.

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ENCLOSURE (1)

With the limited scope of the frags for this date, HMM-161 requested permission from MAG-16 to complete a resupply to the ARVN outposts of Ba Long (YD 175-402) and Calu (YD 011-453) which had been started on 31 December and was not completed because of darkness.

Permission having been granted, and the liaison with the 1st ARVN Division Headquarters in Hue being conducted, 8 aircraft departed Phu Bai for the ARVN loading zone at La Vang (YD 342-507). Escort aircraft were scrambled through CofferDam Alpha. A total of 42,000 lbs. of cargo was lifted into the two outposts without incident.

HMM-263 - (S) Launched two aircraft to Quang Tri to stand SAR North in support of the USAF.

HMM-361 - (U) Eight aircraft from HMM-361 flew an ARVN resupply to Dai Loc and Nong Son led by Maj. R. W. DUPHINEY. The total cargo lifted was 71,720 pounds in 119 sorties and 35.4 flight hours. Forty-one ARVN troops, 94 civilians, and 1 U.S. military advisor were transported.

VMO-2 - (C) Armed escort Huey for Powerglide delivered suppressive fire on an area to the west of landing zone at (AT 875-695) but no damage estimate was available.

2 January 1966

HMM-263 - (S) During a 3rd Marines resupply, small arms fire was received from (BT 189-568); no hits resulting. One VC was lifted on a 9th Marines resupply.

HMM-361 - (U) RAdm. WOOD's party of 12 was taken on an inspection of the various naval facilities in the Da Nang area by Capt. D. L. CHAMBER's section.

3 January 1966

HMM-161 - (U) On the eve of HMM-161's departure of the Phu Bai area, the squadron was committed for standby missions only.

HMM-263 - (S) Supported Operation War Bonnet by lifting 193 U.S. military and 2.5 tons of cargo. Supported USAF by standing SAR North at Quang Tri.

HMM-361 - (C) Maj. P. E. BENET led six aircraft on a sweep and clear action in the vicinity of (BT 154-597). A total of 305 Marines were lifted in two separate flights. One wounded man was also evacuated at this time.

4 January 1966

HMM-161 - (C) A troop lift into (YD 783-126) from the Second Battalion First Marines Command Post was the final mission prior to deployment to Okinawa for HMM-161 in the Viet Nam area. The landing zone was prepped by gunfire from the Fourth Battalion Twelfth Marines for 10 minutes.

Approximately 750 rounds were fired into the zone. The final round fired was White Phosphorous and signaled the aerial observer to mark the landing zone with smoke as the sixteen aircraft, led by Lt Col Denny, The Squadron Commanding Officer, dropped into the zone. No enemy resistance was encountered.

Upon the completion of the troop lift, the squadron conducted a fly over of the Phu Bai Airfield. After landing, all flight commitments were assumed by HMM-163.

By 1700, all squadron personnel were enroute to Okinawa aboard three KC-130 aircraft.

HMM-263 - (C) During recon of the TAOR one hit was received from small arms fire at (AT 960-590).

5 January 1966

HMM-163 - (C) The squadron arrived in country in the afternoon of 4 Jan 1966. On the morning of 5 Jan 1966 Operation Eagle 48 in support of the 1st ARVN Division was initiated. Using 16 Helicopters, 180 ARVN's were lifted to (YD 785-094). The zone was prepared by aircraft and artillery. Approximately two hours later 8 helicopters carried a 90 man ARVN reserve force from Phu Bai to (YD 785-094). The total was 270 ARVN in 16 CT tasks and 16.1 flight hours. No fire was received during this operation.

HMM-263 - (C) Supported Operation Long Lance by lifting 248 U.S. military, 5 VN military, 13 VC prisoners, and 5.1 tons of cargo. During this operation, small arms fire was received from (AT 8856), (AT 8956), and (AT 806-567). Mortar fire was received from (AT 806-567), with no hits resulting.

HMM-361 - (C) Lt Col L. F. CHILDERS commanded a flight of 28 aircraft, 14 of which were from HMM-263, on the initial strike of operation "Long Lance". B Company of 1/1 had moved, by convoy, to Nui Dat the night of 3 January. C and D companies were then lifted to (AT 808-563), on the morning of 5 January, by Lt Col CHILDERS' flight. The battalion command post and a 4.2 in. mortar battery were also lifted into the zone. A total of 244 Marines were carried along with 9,900 lbs of cargo. The zone was hot with occasional mortar bursts and automatic fire received. At one point, an air strike was called in on the village south of the zone, which neutralized much of the hostile fire from that area.

VMO-2 - (C) 4 UH-1E's participated in Operation Long Lance. The aircraft provided a weather recon of the operational area, armed escort for several UH-34D lifts, and TAC(A) for airstrikes by Oxwood. They also placed suppressive machinegun fire on enemy positions and performed a Med Evac of one wounded Marine. One hit was received in the vicinity of (AT 800-558). Damage was slight, and the aircraft continued on its mission with no injury to personnel.

6 January 1966

HMM-263 - (C) Continued support of Operation Long Lance by lifting 148 U.S. military, 1 VN military, 1 VN civilian, and 7.1 tons of cargo to (AT 8365). On this mission, small arms fire was received from (AT 788-652) with no hits. One swimmer was rescued from AT 959-659. I Corps was supported by lifting 6 U.S. military, 14 VN military, 3 VN civilians, and 6.5 tons of cargo to (BS 380-968) (Ha Thanh).

VMO-2 - (C) 4 UH-1E's were committed to Long Lance, flying as TAC(A), TAO missions for Parkgreen 14 F, armed escort, and providing evacuation for one wounded Marine. The med evac aircraft received hostile fire from automatic weapons at (AT 805-565), but no hits were received.

7 January 1966

HMM-263 - (S) On a recon flight, small arms fire was received from (AT 938-581) with no hits. Operation Long Lance was supported by lifting 7.2 tons of cargo and 142 U.S. military and U.S. WIA. Small arms fire was received from (AT 898-599) and (AT 920-595) with one hit. USAF was supported by standing SAR North at Quang Tri.

VMO-2 - (U) The Commandant was carried on a tour of the Danang TAOR. During the hours of darkness, the Medevac aircraft were called to Ashau, 50 miles away from the Laotian border.

8 January 1966

HMM-263 - (U) During recons of the TAOR, small arms fire was received from (BT 040-694) (AT 994-610) and (AT 019-600) with no hits.

HMM-361 - (C) During a retrograde of 98 U.S. troops, led by Maj. R. W. DUPHINEY, PFC JOHN J. GRIFFITH was wounded slightly by a round which passed through the aircraft, through the seat cushion, and into his wallet. The slug cut through the wallet and broke the skin. At the time the round was received, the aircraft was landing on the ground.

VMO-2 - (C) While UH-1E's were performing a visual recon of the Danang TAOR, they encountered light hostile fire from (BT 040-694). Squadron aircraft performed as TAC(A), controlling Oxwood aircraft in an air-strike for Parkgreen 14F in the Mallard area (BT 041-693). The Huey's also expended their own ordnance on the target, in the vicinity of (BT 00-60). Hostile fire was encountered from (BT 019-598) and (BT 005-609) and returned by the armed UH-1E's. Artillery was also directed on the area after several VC were spotted firing from the open. Results were undetermined. On a visual recon mission, encountered light small arms fire areas southwest of Danang at (BT 063-267) and (BT 058-625). No hits were received.

9 January 1966

HMM-263 - (C) Supported I Corps by lifting 6 U.S. Mil, 41 VN Mil, 121 VN civilians and 7.5 tons of cargo to (AT 947-584) (Giao Ai), where intensive small arms fire was received on approach resulting in 3 hits. Small arms fire was also received on a recon of the TAOR from (BT 054-635) with no hits.

VMO-2 - (U) Flew visual and photo recon missions of Danang TAOR and area northwest of Danang. Encountered light small arms fire from (BT 152-612). No hits on aircraft.

10 January 1966

HMM-263 - (C) During passenger run for I Corps, small arms fire was received from (AT 9353) with no hits. One U.S. Mil WIA was lifted from (BT 065-700) to "C" Med.

HMM-361 - (C) Maj. G. M. SHIFFLER and his wingman attempted to pick up two downed jet pilots in the vicinity of (BT 013-505). After remaining on the scene and giving medical aid to the downed airmen, Maj. SHIFFLER was forced to give up the rescue due to the extensive injuries of one of the men. He then called in the Air Force rescue team, which had more suitable equipment for the rescue, and returned to home field.

11 January 1966

HMM-263 - (S) Supported USAF by standing SAR North at Quang Tri. Flew recon of Operation Mallard area receiving small arms fire from (AT 850-549) and (AT 805-545) with no hits. Commenced support of Operation Mallard by lifting 5.4 tons of cargo, 17 ARVN's and 15 U.S. military.

HMM-361 - (C) A force of 147 Marines was lifted into (AT 842-518) by a flight of 24 aircraft led by Lt Col CHILDERES. These troops were to set up a blocking position for operation "Mallard", which started the following day. The flight received fire in the zone while flying 56 sorties. Five VC were shot by squadron crew chiefs and gunners.

VMO-2 - (C) The Squadron committed aircraft to Operation Mallard as TAC(A) and visual recon. Light small arms fire was encountered from (BT 848-541) but no hits were received. While escorting a Tarbush troop lift, UH-1E's encountered hostile fire from (AT 841-515). No hits were received and the aircraft replied to the fire with suppressive rocket and machinegun fire. No damage estimate.

12 January 1966

HMM-263 - (C) 331 personnel of the 7th Marines were lifted into AT 8046 for Operation Mallard. This operation received general support throughout the day by lifting 3.8 tons of cargo, 26 U.S. Mil, 4 U.S. Civ 1 VN Mil, 8 VN civ and 30 Viet Cong suspects. 9 U.S. Mil WIA were taken

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from (AT 845-495) to "C" Med in support of 3rd Marines. Small arms fire was received on this sortie from (AT 9665) with no hits.

HMM-361 - (S) Operation "Mallard" went into full swing with Lt Col CHILDEERS' flight of 16 joining HMM-263 in a combined effort. The day's action consisted of lifting 324 troops and 2,300 lbs of support gear in 34.2 hours and 112 sorties. The strike was preceded by a 40 minute B-52 bombing raid which it was hoped would trap the VC between the incoming troops and the blocking force put in the night before.

13 January 1966

HMM-163 - (C) On 13 Jan 1966 9 aircraft from HMM-163 lifted a company of 136 men from the 1st ARVN Division to LZ "B" (YD 562-232) at 1000H. Simultaneously, 8 aircraft from HMM-163 supported by 6 aircraft from HMM-263 lifted 182 troops from the 1st ARVN Division into LZ "A" (YD 572-235). ARVN intelligence and reconnaissance of the area indicated Viet Cong activity with limited firepower, in the area. To exploit the element of surprise, no preparation of LZ's was employed and all troops were deployed in one wave. One Viet Cong Squad was seen running for the hills in the vicinity of LZ "B". Elements of one or two squads were spotted west of LZ "A" but were caught unaware and unable to bring weapons to bear. A ceiling of 200 to 300 feet enhanced the operation, by giving the Viet Cong a sense of false security. Approximately two hours later a reserve force was flown to (YD 495-273) as a blocking force in 10 aircraft from HMM-163.

HMM-263 - (C) Operation Mallard received routine resupply and administrative runs consisting of 21.9 tons of cargo, 80 U.S. mil, 25 VN Civ, 90 VCS and 64 VC, 3 U.S. Mil WIA were taken to "C" Med and 1 VN civ WIA was taken to the ARVN Hospital in Danang. Small Arms fire was received at (AT 835-483) and (AT 866-558) with no hits resulting. One troop lift carried 208 U.S. Mil to (AT 835-488).

HMM-361 - (U) Maj. P. E. BENET led a flight of six aircraft on an ARVN strike to (YD 585-242). The action was in conjunction with aircraft from HMM-163. Sporadic fire was received at the edge of the zone but the flight took no hits.

VMO-2 - (U) Light small arms fire was encountered on a visual and photo recon mission in the vicinity of (BT 077-622), but no hits were received.

14 January 1966

HMM-263 - (C) While supporting I Corps two aircraft lifting 200 lbs, 5 U.S. Mil, and 5 ARVN received intensive automatic weapons fire from (BT 2428). Lead aircraft received 15 hits and made a semi controlled landing at (BT 234-315). It is estimated 9 VC were killed by the crew chief and gunner.

[REDACTED]

In support of Operation Mallard, 100 U.S. Mil were lifted from (AT 845-532) to (AT 988-677). Other Operation Mallard support consisted of lifting 11.4 tons of captured rice to Dai Loc (AT 885-580) for redistribution to civilians. 11 USMC Mil, 10 VN Mil, and 88 VN Civ were also lifted. One USMC Mil WIA was lifted from (AT 935-603) to "C" Med. Small arms fire was received from (AT 849-549) with no hits.

15 January 1966

HMM-263 - (S) Operation Sparrow Hawk was introduced to this squadron with a practice launch in which 4 aircraft lifted 40 U.S. Mil to (BT 103-645) and recovered them 20 minutes later. Small arms fire was received from (BT 102-653) with no hits. Support of Operation Mallard consisted of lifting 13.5 tons of cargo, 78 U.S. Mil, 4 Japanese photographers, 73 VN civ and 30 VC. Throughout the day small arms fire was received from (AT 820-501) and (AT 855502), automatic weapons fire was received from (AT 865-515) with no hits. Medevacs consisted of lifting one U.S. Mil WIA from (BT 897-514) while receiving intense small arms and automatic weapons fire in the zone. The aircraft was hit twice and the pilot was slightly wounded. A second medevac flight lifted 2 U.S. Mil WIA for (AT 885-518). Automatic and small arms weapon fire was received in the zone with no hits. Launched two aircraft to Quang Tri for SAR North in support of the USAF.

VMO-2 - (C) A UH-1E performed a psywar and visual recon mission for Parkgreen 14 in the area south of Danang, also evacuating one civilian WIA and three USMC WIA. The regular Medevac encountered small arms and automatic weapons fire from (BT 063-625), and while sitting in the zone, received mortar fire, but no hits were received. The Medevac escort laid suppressive fire on the area surrounding (AT 877-520) where other aircraft had encountered fire. Two UH-1E's provided armed escort at night for Tarbush aircraft in the Mallard area, and also flew a night visual recon of the same area.

16 January 1966

HMM-263 - (S) Supported USAF by standing SAR North at Quang Tri. Flight was launched to Laos (XC 820-600) to recover two downed American pilots. Altitude of pick up zone was too high for hovering capability of the UH-34D, and an Air Force helo completed the mission. Supported Operation Mallard by lifting 4.4 tons of cargo, 167 U.S. Mil, 157 VN Civ, 32 VC's, 6 VN Mil, and medevaced 2 U.S. Mil WIA and 13 VN civ WIA.

VMO-2 - (C) A UH-1E with a speaker system attached flew a psywar mission in the Mallard operational area. Two UH-1E's acted as TAC(A) for operation Mallard.

17 January 1966

HMM-163 - (C) On 17 Jan 1966, in the first operation with 1st ARVN Division personnel under U.S. Marine Operational Control, "3

aircraft lifted 119 ARVN troops from Hue Citadel to (YD 884-988) at first light. Simultaneously, 10 aircraft lifted 120 Marines from Phu Bai to (YD 884-987). Both flights received light small arms fire, but no helos were hit. Gunners and Crew Chiefs returned the fire with later reports of 3 VC KIA found in the LZ.

HMM-263 - (C) Two aircraft launched to assist HMM-163 on a strike at (YD 090-025). Operation Mallard was supported by retraction of 3rd Battalion, 7th Marines. The lift scheduled for the morning was postponed due to enemy fire in the pick up zone. It was completed in the afternoon by lifting 2.8 tons of cargo, 270 U.S. Mil, 15 VN Mil, 22 VN civ and 22 VC from (AT 540-893) to Danang Air Base.

HMM-361 - (C) Operation "Mallard" came to a close when Lt Col CHILDERS' 15 aircraft returned 3/7 to their staging area. Flying both morning and afternoon the aircraft lifted 435 U.S. troops and 6 VC prisoners. A total of 164 sorties were flown in 47 flight hours. During the morning retrograde the aircraft were directed into a zone which was receiving fire from three sides. The zone was also under mortar attack. Despite the heavy fire encountered, only two aircraft were hit.

VMO-2 - (a) UH-1E on a Medevac encountered hostile mortar and small arms fire while in the landing zone for the pick up. The aircraft received no hits, and the escort laid suppressive fire on the area, (AT 998-613).

18 January 1966

VMO-2 - (U) UH-1E flew a payjar hop south of Marble Mountain in support of Redwood, utilizing the speaker system and leaflet drop.

19 January 1966

HMM-263 - (C) Sparrow Hawk was launched and carried 42 U.S. Mil to (BT 090-630) and 1 VCS from there to MMAF.

VMO-2 - (C) Armed Huey's flew escort for Powerglide aircraft on a troop lift to (BT 095-632), placing suppressive machinegun and rocket fire on suspected sniper positions. The Squadron also flew a night recon mission for the survivors of an overturned USMC boat at (AT 890-829) with no success.

20 January 1966

HMM-263 - (S) Supported USAF by standing SAR North at Quang Tri.

HMM-361 - (U) 8 aircraft, led by Maj T. C. COX, flew an ARVN resupply to Que Son and to the vicinity of (BT 075-584). A total of 380 ARVN troops were lifted along with 10,500 lbs of cargo. The aircraft made 82 sorties in 23.4 flight hours.

VMO-2 - (U) Flew visual recon missions of the Danang TAOR, and made a psywar broadcast and leaflet drop in the vicinity of (AT 9666).

22 January 1966

HMM-263 - (S) Launched two aircraft to Ba To' (ES 587-423) for emergency resupply but were unable to get through due to weather.

23 January 1966

HMM-263 - (S) Supported I Corps with emergency resupply from Hoi An BT 875-470 to Que Son (BT 040-346). .7 tons of cargo, 5 VN Mil. and 2 VN Civ were lifted. Another attempt to emergency resupply Ba To (587-423) was made but weather again cancelled.

HMM-361 - (S) Capt B. J. NICHOL was called upon to make a rescue attempt north of the DMZ while on SAR north. He and his wingman were launched to grid square (YD 5090). At this point Capt NICHOL was unable to contact the local controlling agency and was forced to return to Quang Tri. Upon their return they learned that the pilot had returned safely.

24 January 1966

HMM-163- (C) Again supporting the 1st ARVN Division, 8 aircraft, supported by 4 aircraft from HMM-263, lifted 102 ARVN's from Phu Bai to LZ Yellow (YD 767-104), while 8 aircraft simultaneously lifted 74 men from Phu Bai to LZ Green (YD 786-091). Using no preparation, the aircraft landed in an area reported as a Viet Cong unit training area, receiving no fire. Overzealous friendly troops did hit YP-3 with two rounds, but no one was injured. As a reserve force, 68 ARVN's were landed at (YD 792-076) after a 10 minute artillery preparation. Upon landing in the zone, new graves and defensive positions were spotted. However, the close timing of the landing after the preparation enabled all aircraft to depart before the Viet Cong were able to re-organize.

HMM-263 - (S) 4 aircraft supplemented HMM-163 on a strike at (YD 767-104) and carried 46 VN Mil in support of I Corps. Received small arms fire from (YD 9518) resulting in two hits. Launched 6 aircraft to conduct a search for two missing F4B aircraft. No contact reported. Supported the USAF by standing SAR North at Quang Tri.

VMO-2 - (C) Two UH-1E's used rockets and machineguns to attack a suspected VC column on trail vicinity of (YD 799-089), in support of Runoff 74. Attack was controlled by Birddog. No damage estimate.

25 January 1966

HMM-263 - (C) Medevac standby aircraft throughout the day lifted one sick U.S. Mil and 3 WIA VN Civ. It received fire and one hit from (BT 105-644). A 9th Marines resupply mission received fire from (BT 0580639) and (AT 986-692) without taking any hits.

VMO-2 - (C) Two UH-1E's flew an armed night recon of (BT 0571) for Redwood 14 and controlled Spooky flareship. UH-1E equipped with speaker performed psywar broadcast and leaflet drop in area between National Route 1 and sea south of Marble Mountain.

26 January 1966

HMM-263 - (C) Lifted 6 tons of cargo, 1 U.S. Mil, and 52 VN Mil to Loc Son (BT 020-288) and Que Son (BT 045-350) in support of I Corps. While escorting a CH-37 on 9th Marines resupply, received small arms fire from (AT 975-665); no hits taken. Sparrow Hawk was launched and carried 24 U.S. Mil to (BT 066-693) and later to (BT 081-674). Automatic weapons fire was received from (BT 083-704) with no hits. A night recovery was made of Sparrow Hawk personnel from (BT 073-669).

VMO-2 - (C) Two UH-1E's provided escort for Sparrow Hawk mission south of Marble Mountain. Aircraft encountered light small arms fire from (BT 079-662) but no hits were received. Suppressive rocket and machinegun fire was placed on the area, setting fire to two houses. Med evac aircraft made a night search for survivors of an overturned tugboat in Danang Harbor, with negative results.

27 January 1966

HMM-263 - (C) Supported I Corps by lifting 17.2 tons of cargo, 65 VN Mil, 182 VN Civ on a routine resupply of Dai Loc (AT 885-580) and Nong Son (AT 836-406).

VMO-2 - (C) The Med evac escort aircraft delivered suppressive fire on VC near the Medevac pick up point at (BT 078-674) after the ground unit reported receiving hostile fire.

28 January 1966

HMM-263 - (C) Sparrow Hawk was launched and 22 U.S. Mil were inserted at (AT 958-637). The insertion and retraction were without incident. Two aircraft were flown to Ky Ha for Medevac standby for MAG-36.

VMO-2 - (C) Two UH-1E's provided armed escort for a Sparrow Hawk mission and laid suppressive fire on escaping VC at (BT 097-527), No damage estimate.

29 January 1966

HMM-263 - (S) While inserting 59 U.S. Mil at (BT 118-618) in support of 9th Marines, small arms fire was received from (BT 125-626) with no hits taken. Supported I Corps by lifting 36 NUNGS in a strike to (YC 745-500).

HMM-361 - (C) Despite ceilings of 300 to 500 feet and no escort, Lt Col CHILDERS took his flight of six into Hui Dau (BS 867-314) to resupply an

ARVN outpost. Just as the last aircraft was approaching the zone, the flight encountered heavy fire and three planes were hit. 1st Lt K. R. POLHEMUS suffered a severe leg wound and had to be evacuated. The crew chief in Lt POLHEMUS' plane, Sgt. T. J. MARABLE, returned the fire and claimed 8 VC KIA's. The mission was discontinued at this point due to weather and heavy enemy fire.

VMO-2 - (C) The Squadron began committing aircraft to Operation Double Eagle, sending them down to Ky Ha Air Field at Chu Lai in support of MAG-36. Recon aircraft observed two VCS at (BT 131-607) and directed their capture by troops flown in by escort aircraft. Recon aircraft captured one VCS at (BT120-610). On its next flight, the recon aircraft carried a squad of Marines to (BT 102-606) and (BT122-620). After the Squad engaged these VC, killing one and capturing two, the aircraft carried the squad, its POW's and six VCS to (BT 193-619). All VG were delivered to Redwood. Performed a night visual recon for Peepsight and encountered moderate .50 cal hostile fire from (BT 034-623) but no hits were received.

30 January 1966

HMM-263 - (C) While standing SAR at Ky Ha, in support of MAG-36, 3 VN Mil WIA were lifted from (BS 389-878) (Trahong) to Quang Ngai ARVN Hospital. Sparrow Hawk was launched and 22 U.S. Mil were lifted to (AT 992-623). They were later extracted from (AT 990-643). Fire was received from (AT 9861) on the Sparrow Hawk insertion with no hits.

HMM-361 - (C) "Sparrow Hawk", the new plan for a quick reaction force. got a stiff test as LtCol CHILDERS led five aircraft on an emergency backup mission in support of this new concept. When his flight arrived, air strikes were being called in on the landing zone and poor weather made separation between the helicopters and the fixed wing support hazardous. Finally the air strike was lifted and Lt Col CHILDERS' aircraft carried a total of 94 Marines into the zone.

VMO-2 - (C) Sparrow Hawk escort aircraft encountered light small arms fire from (AT 996-623) and had another UH-1E conduct an airstrike by Condole aircraft. Medevac aircraft performed several evacuations in the area and encountered light small arms fire. The escort laid suppressive fire on the suspected source.

31 January 1966

HMM-263 - (U) Small arms fire was received on a TAOR recon mission at (BT 0469) with no hits. MAG-36 was supported with 5 HMM-263 aircraft for courier flight, medevac standby and SAR standby.

HMM-361 - (C) 4 aircraft, led again by LtCol L. F. CHILDERS, lifted 240 passengers and 7,250 lbs during a resupply of Que Son. During the 24 sorties flown, light small arms and automatic weapons fire was received.

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PART III

SIGNIFICANT EVENTS1. Personnel (C)

a. H&MS-16, SUB UNIT #1. Three Staff NCO's and three enlisted were transferred out of Sub Unit during the month.

b. MAB6-16. Captain L. JOHNSON was appointed to fill the newly created billet of Industrial Relations Officer on 10 January 1966.

c. HMM-161. Two 1st Lt's were promoted to the rank of Captain and two Corporal's were promoted to Sergeant. There were 1 officer, 2 Staff NCO's, and 3 enlisted joined during the month. There were 16 personnel transferred during this period.

d. HMM-263. Three enlisted joined and 10 were transferred during this reporting period. There were also 37 personnel promoted to the next higher rank.

e. HMM-361. There were 1 officer and 4 enlisted transferred and 11 officer and 11 enlisted joined during this reporting period.

2. Administration (C)

a. H&MS-16. The squadron personnel participated in off duty education programs in the following manner:

19 - Marine Corps Institute courses were enrolled.
 9 - Marine Corps School courses were enrolled.
 3 - USAFI extension courses were taken.
 16 - USAFI courses were taken.

b. HMM-161. The S-1 section packed up and readied their records for shipment to Okinawa which was effected on 4 Jan 1966.

3. Awards (C)

a. H&MS-16.

1 - Bronze Star
 6 - Air Medals
 3 - Purple Hearts
 1 - Air Force Commendation Medal

b. VMO-2. Squadron personnel were nominated for 223 awards during January. These included:

5 - Navy and Marine Corps Medals	2 - DFC's
215 - Air Medals	1 - Purple Heart

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- c. MABS-16. Two enlisted personnel received Good Conduct Medals.
- d. HMM-161. Squadron personnel were presented the following awards by MajGen Chuan, CG, 1st ARVN Division:
 - 5 - Division Cross of Gallantry with Silver Star
 - 7 - Brigade Cross of Gallantry with Bronze Star
- e. HMM-262. During the month of January 1966, application was made to FMFPAC for the following awards:
 - 94 - Air Medals
 - 4 - Purple Hearts
 - 1 - Silver Star
 - 1 - DFC

The following awards were presented during the reporting period:

- 14 - Air Medals
- 23 - Combat Aircrew Insignia
- f. HMM-361. This Unit made the following recommendations during January:
 - 189 - Air Medals
 - 5 - Navy Commendation Medals

4. Casualties (C)

- a. H&MS-16, SUB UNIT #1 - There were two WIA's with minor injuries for this reporting period.
- b. HMM-361 - This Squadron had two personnel sustain wounds for this reporting period.

5. Civic Action (U)

- a. H&MS-16, SUB UNIT #1. This Squadron is presently participating in a School restoration project in Hamlet of My Thi.
- b. VMO-2. The Squadron continued its project of aiding reconstruction of the school in My Thi hamlet, using funds accumulated during 1965 from Stateside friends. Materials were purchased on the open market. The Squadron provided 1500 board feet of lumber, 20 bags of cement, $2\frac{1}{2}$ cubic feet of crushed rock, one roll of screen, and nails and hinges. The rest of the labor and material is being provided by the hamlet. Beginning work on 1 January, the people are making good progress.

The Squadron continued to provide one French interpreter for the Group-sponsored weekly clinic at the convent.

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c. HMM-161 - On 3 January, 500 toys were delivered to the Kim Long Orphanage for distribution on the Buddhist New Year, Tet.

6. Morale/Welfare Programs (U)

a. (See Chaplain report)

b. MABS-16. Two Squadron parties were held in January. Half the Squadron attended on the 22nd and the other half participated on the 23rd.

7. Informational Services (U)

a. The Group Career and Advisory Department has been conducting a weekly information program in the Group Messhall for all hands.

b. HMM-161. Stories concerning the Squadrons activities while in Viet Nam were prepared for release upon arrival in Okinawa, and ISO coverage was provided for awards ceremony conducted on 2 Jan at Hue Phu Bai.

8. Intelligence/Counter-Intelligence (C)

a. The MAG-16 S-2 section fulfilled normal Intelligence and Counter-Intelligence functions during the month of January.

b. H&MS-16, SUB UNIT #1. Intelligence program well organized and functioning within guidelines emanating from next senior command.

c. HMM-361. There were 32 fire reports and 18 spot reports submitted by the Squadron in January.

9. Air Operations (C)

a. HMM-163 - The squadron deployed to the Republic of Viet Nam on 4 January 1966, and commenced air operations.

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b.

AIR OPERATION STATISTICSJANUARY TOTALS

<u>HMM-161</u>	<u>UH-34D</u>	<u>HMM-163</u>	<u>UH-34D</u>
Pax	353	Pax	8,420
Sorties	346	Sorties	5,157
Cargo	70,030	Cargo	759,600
Hours	118.8	Hours	1,335.7
Med Evacs	5	Med Evacs	128
<u>HMM-263</u>	<u>UH-34D</u>	<u>HMM-361</u>	<u>UH-34D</u>
Pax	1,221	Pax	7,380
Sorties	4,707	Sorties	4,919
Cargo	602,098	Cargo	532,497
Hours	1,503.2	Hours	1,335.7
Med Evacs	35	Med Evacs	128
<u>VMO-2</u>	<u>UH-1E</u>	<u>SUB UNIT #1</u>	<u>CH-37C</u>
Pax	759	Pax	385
Sorties	2,281	Sorties	232
Cargo	0	Cargo	127,785
Hours	1,021.7	Hours	94.9
Med Evacs	191	Med Evac	27

MAG-16 TOTALS

Pax	18,305
Sorties.	17,342
Cargo	2,092,010
Hours	5,176.5
Med Evac	468

~~SECRET~~10. Air Control (C)

a. MATCU-68. During the month of January our tower has been in full operation 24 hours a day. GCA has been up for VFR approaches, with a total of 36 for the month. This month marked the birthdate of GCA at Marble Mountain Air Facility.

11. Ground Defense (C)

a. The MABS-16 Security Section comprising of 88 permanent and 96 augmentation personnel from all units of Marble Mountain Air Facility provided security during the hours of darkness. During the month of January there was an average of 9 SID-150's in place with many contacts.

12. Command Relationships/Command and Control (C)a. VMO-2

(1) During the month Squadron personnel were nominated for 223 awards. These included: 5 Navy and Marine Corps Medals, 215 Air Medals, 2 Distinguished Flying Crosses, and 1 Purple Heart.

b. HMM-161

(1) MajGen Chuan, Commanding General, 1st ARVN Division, presented the Vietnamese Cross of Gallantry to personnel of the Squadron during a formal ceremony held at Hue/Phu Bai, Republic of Viet Nam on 2 Jan 1966.

c. HMM-263

(1) During the month Squadron personnel were nominated for 152 awards. These included: 146 Air Medals, 4 Purple Hearts, 1 Distinguished Flying Cross, and 1 Silver Star. Also during this reporting period, personnel of this Squadron were presented with 26 Air Medals and 23 Combat Aircrew Insignia's.

d. HMM-361

(1) During the month of January, recommendations were made for 194 Medals. These included: 189 Air Medals and 5 Navy Commendation Medals.

13. Training (U)

a. During the month of January, 40 personnel attended Jungle Survival School at NAS Cubi Point, Phillipine Islands. Also Vietnamese language classes are being held in the group Messhall on a weekly basis. Combat Operations briefings were given to personnel of MAG-16.

~~SECRET~~14. Logistics (C)

a. Logistic support of all organic units continues. Sources of supply remain the same.

15. Maintenance

a. H&MS 16. SUB UNIT #1. Acquisition of replacement parts is continuing at an acceptable pace. Eight AOCP's as of 31 January 1966. Four engines were changed during the month.

b. VMO-2. Four engines were changed due to either sand erosion or FOD.

c. HMM - 263. The Squadron flew a total of 1503.2 hours during the month. Average availability was 16 out of an average of 21 aircraft in an AI status. The 16 average aircraft up flew an average of 94 hours each, for a utilization figure of 236%.

There was an average of two aircraft AOCP during the month. The Squadron has not yet received AOCP's ordered as long ago as November. Some AOCP's come in right away, but it is obvious that the supply system was not designed to handle combat conditions, as very low usage items or items which usually last the entire service life of the aircraft are extremely hard to get.

The following aircraft were received by the Squadron during the month on date indicated:

UH-34D	EG-2	143979	6 Jan 66
UH-34D	EG-5	145781	11 Jan 66
UH-34D	EG-10	145783	14 Jan 66
UH-34D	EG-14	145770	25 Jan 66

The following aircraft were transferred from the squadron to overhaul on the dates indicated:

UH-34D	150568	16 Jan 66
UH-34D	148788	16 Jan 66

The following aircraft are at overhaul (FAWPRA SMC) and have been there since December; they are in a G-3 status:

UH-34D 148797, 810,816, 818

UH-34D 150573 enroute to overhaul in an F1 status (as of 31 Jan 66).

The squadron is expecting to receive two more aircraft, 148100, 113 in the near future.

~~SECRET~~16. Base Development/Military Construction (C)

a. The MABS-16 plumbing section accomplished the following work during January: Installed one 3,000 gallon water storage tank at the mess hall; installed additional water supply lines throughout the mess hall; modified and reinstalled plumbing and drains at the MAG-16 Dispensary; installed a leach bed and completed plumbing at the barber shop; installed three 3,000 gallon capacity water storage tanks on platforms for water treatment at the waterpoint and three 3,000 gallon capacity water storage tanks on platforms for potable water. Throughout the month latrines, urinals and shower units were serviced and maintained.

b. The following electrical construction was accomplished: Installed electrical utility poles throughout offices and troop living area for the installation of primary electrical supply lines; reinstalled electrical feeder lines to CP bunkers and rewired three CP bunker tents after the perimeter was extended; reinstalled wiring at Group communications building; installed secondary electrical feeder line at the MAG-16 Dispensary for the emergency standby generator. Drafted master plans and ordered required supplies and materials for the revision and complete wiring of the messhall.

c. The refrigeration shop completed the following work during January: Fabricated one ice storage chest from salvaged materials for the ice flaking machine in the messhall; overhauled and completely rehabilitated two ice cream machines; performed daily preventive maintenance of all reefers, ice cream machines, and ice flaking machines; serviced all refrigerators in Hue/Phu Bai area.

d. The following construction was completed by the MAG-16 construction section: Converted and tinned eleven tents in the Officers section; converted and installed plywood siding on the dispensary operating room; removed a partition in the messhall and installed a vegetable reefer; installed partitions in the officers and SNCO's mess; constructed three platforms at the water point; fabricated and painted various signs throughout the Group area, eleven sets of steps throughout the camp area.

17. Communications/Electronics (S)

a. Communications for this period continued at a normal pace. Minimum outages occurred in radio and wire sections whereas increased problems were prominent in message center, due entirely to malfunctioning of field equipment.

b. Forward steps have been taken in the improvement of MAG-16/Phu Bai communications. Additional personnel and equipment have augmented the existing communications system at Phu Bai. In addition a letter is being prepared for assistance from Wing in telephonic improvement. An uncovered teletype circuit has been established between TADC and MAG-16 operations center. Future plans include making this a covered circuit and will be so directed.

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c. Preventive maintenance programs on all equipment are in full progress. At present 90% of all EE-8/TA312's have been rotated so guaranteeing a minimum to telephone trouble. Radio section has given top priority to the care of the BB-451's, working in close coordination with maintenance section to insure accurate records and procedures are maintained.

d. Repair and maintenance section has almost emptied the AP bench by actual repair or evacuation to higher echelon. Their maintenance program is now fully in process and has greatly increased the availability of equipment for communications section.

e. The arrival of an ASRT-DEVASTATE "B" - had placed two commitments on MAG-16 to include one common user into ROSEANN switch board and one "hot" line to Devastate. The "hot" line is terminated in the S-3 operations center SB-22 and switched to Landshark as required.

f. An overall picture of MAG-16 communications has shown increased development and efficiency in the past 4 months. The men, both old and new, are working as hard and efficiently as ever and are making every effort to keep MAG-16 communications operating at peak efficiency.

g. Particular (S)

(1) Repair - During the month of January

156 pieces of equipment were processed
 12 pieces evacuated to higher echelon
 12 pieces returned from higher echelon
 140 pieces returned to sections
 190 new requisitions processed

(2) The present repair operations are held up only by the unavailability of repair parts.

h. Radio

(1) Radio communication of Wing Cmd #2 and Wing TAC net have been excellent. The KAA-60 is now in daily use and all members of radio section are well versed in its employment.

(2) Sandbag revetments for protection of vehicles are in a semi-completed status, this will be finished by March 1.

(3) The communications package (see Command Diary for Dec) was deployed on Operation Mallard. During such operations various personnel are deployed to provide OJT for all members of the radio section.

(4) An AN/TRC-75 was installed within the command bunker powered by a PU-346. This radio is for use only in emergency when all other equipment is inoperable or destroyed. MWHG-1 has taken over the radio/

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relay circuit to 1st MAW, relieving 5th Comm Bn. Good communications have continued and transfer of equipment was accomplished in minutes.

i. Wire

- (1) Trouble shooting continued with maximum effort this period. Although there was a small decrease in trouble calls the causes remain the same, heavy equipment and negligence.
- (2) The phone supply still remains critical with an increasing demand for additional phones. The needed phones should be arriving during February.
- (3) The CO's, XO's and Adj's phones were relocated and a buzzer system installed. The work was accomplished quickly and professionally. Also Sparrow Hawk system was established being controlled by the S-3.
- (4) A wire tapping incident was reported on 20 Jan 66 by L/Cpl DUVALL on one of the security lines. A CIT team investigated the situation and claimed it was not done by the enemy.

(5) A weekly battery report is submitted to radio section who in turn orders batteries for both sections. This system provides better control and issue of the batteries.

j. Message Center

- (1) The total volume of message traffic has decreased considerably from the previous period with a total volume of 2,824 outgoing and 539 incoming.
- (2) Apparently the message reduction program has shown results.
- (3) Due to continual power failure the S-126 van was switched to Air Force power. This switch has greatly cut outage time.
- (4) Equipment outage was negligible except for the last week during which the TT-4's, GGC-3 and TH-5's all had minor break downs. But by constant effort of repair section the equipment was returned to an operable status. The volume of traffic was not hampered due to courier runs and personnel using Wing equipment for outgoing traffic.
- (5) Our problem was small however, compared to the large scale equipment failures at FMAW. Field equipment and outdated equipment can only work for so long, regardless of the infant-like attention and care they are given.

k. Personnel. Departed: GySgt J. E. SMITH, SSgt J. J. REALE, Sgt R. J. MILES, Sgt C. L. WASHINGTON, Cpl W. D. FARRELL. Arrived: GySgt J. R. DETHLOFT, PFC W. M. BLOOM. Effective strength 1 Officer 58 Enlistd.

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