

HEADQUARTERS
 Marine Aircraft Group 16
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96602

3:GER:pdc
 5750
 Ser: 003A10266
 15 April 1966

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

Subj: Command Chronology; submission of (U)

Ref: (a) MCO 5750.2
 (b) WgO 5750.1B

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).

T. Clark
 T. CLARK
 By direction

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

MAG-16 S&C
 00550-66
 COPY 1 OF 6

1st MAW S&C No.	Copy No.
1593-66	1

MARINE AIRCRAFT GROUP 15

MARBLE MOUNTAIN AIR FACILITY

REPUBLIC OF VIET NAM

PERIOD COVERED: 1 THROUGH 31 MARCH 1966

ENCLOSURE (1)

PART I

ORGANIZATIONAL DATA1. COMMAND AND RANK COMPOSITION (C)

<u>Billet</u>	<u>Name/Rank</u>	<u>Period</u>
CO MAG-16	THOMAS J. O'CONNOR Col	1-26 Mar 1966
CO MAG-16	RICHARD M. HUNT Col	27-31 Mar 1966
XO MAG-16	ROBERT L. SIMMONS LtCol	1-31 Mar 1966
Adjutant	HARVEY J. OLITSKY 1stLt	1-31 Mar 1966
S-1 Officer	FREDERICK A. MATHEWS Maj	1-27 Mar 1966
S-1 Officer	CARL B. JOHNSTON Capt	28-31 Mar 1966
S-2 Officer	LAWRENCE D. GLENN 1stLt	1-31 Mar 1966
S-3 Officer	HENRY W. STEADMAN Maj	1-19 Mar 1966
S-3 Officer	TRUMAN CLARK LtCol	20-31 Mar 1966
S-4 Officer	ALDON MCBAERON LtCol	1-31 Mar 1966
CO H&MS-16	JEROME L. GOEBEL LtCol	1-19 Mar 1966
CO H&MS-16	LESLIE L. DAREYSHIRE Maj	20-31 Mar 1966
CO MABS-16	LEWIS I. ZEIGLER Maj	1-31 Mar 1966
CO HMM-161	REX C. DENNY Jr. LtCol	1-31 Mar 1966
CO HMM-163	CHARLES A. HOUSE LtCol	1-31 Mar 1966
CO HMM-164	WARREN C. WATSON LtCol	1-31 Mar 1966
CO HMM-263	TRUMAN CLARK LtCol	1-19 Mar 1966
CO HMM-263	JEROME L. GOEBEL LtCol	20-31 Mar 1966
CO HMM-361	LLOYD J. CHILDERS LtCol	1-31 Mar 1966
CO VMO-2	GEORGE F. BAUMAN LtCol	1-31 Mar 1966
OIC SU #1 H&MS-16	JAMES C. BROKAW Capt	1-31 Mar 1966
OIC MATCU-68	ROBERT C. GCOLTER Capt	1-31 Mar 1966

2. TASK ORGANIZATION (C)

H&MS-16 - Marble Mountain Air Facility, RVN	1-31 Mar 1966
MABS-16 - Marble Mountain Air Facility, RVN	1-31 Mar 1966
HMM-161 - Marine Corps Air Facility, Futenma, Okinawa	1-31 Mar 1966
HMM-163 - Hué/Phu Bai, RVN	1-31 Mar 1966
HMM-164 - Marble Mountain Air Facility, RVN	8-31 Mar 1966
HMM-263 - Marble Mountain Air Facility, RVN	1-31 Mar 1966
HMM-361 - Marble Mountain Air Facility, RVN	1-31 Mar 1966
VMO-2 - Marble Mountain Air Facility, RVN	1-31 Mar 1966
SU#1 H&MS-16 - Marble Mountain Air Facility, RVN	1-31 Mar 1966
MATCU-68 - Hué/Phu Bai, RVN	27-31 Mar 1966

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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	350	1784	10	28
H&MS-16	31	290	0	0
MABS-16	13	359	3	8
HMM-161	51	177	1	3
HMM-163	49	180	2	2
HMM-164	56	186	1	4
HMM-263	48	168	1	3
HMM-361	51	165	1	3
VMO-2	27	140	1	5
SU#1 H&MS-16	8	53	0	1
MATCU-68	6	61	0	0

4. Important Visitors to the Command (J)

a. HMM-164, Important visitors to this command were LtGen KRULAK, V/Adm HAYWOOD, MajGen McCUTCHEON, and BGen CARL.

b. VMO-2, During the month of March the Squadron was privileged to carry Generals KRULAK, WALT, ENGLISH, McCUTCHEON, CARL, PLATT, KYLE, BrigGen MOORE (USAF), GENERAL WESTMORELAND, the Commander of U.S. Forces in Viet Nam, the Commandant of the Korean Marine Corps, MajGen TILSON, BrigGen O. D. JACKSON, Gen CASSIDY, the British Ambassadors to Thailand and Viet Nam, and the Air Attaché from Britain to Viet Nam. Among those civilian dignitaries of note was included the USC Show of Miss Ann Margaret.

c. H&MS-16, VIP's flown by the H&MS-16 were LtGen Yu Commandant of the Chinese Nationalist Marine Corps and MajGen KYLE.

d. MATCU-68, Major General McCUTCHEON, Commanding General, 1st Marine Aircraft wing, and party visited this Unit on 30 March 1966.

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PART II

NARRATIVE SUMMARY

1 March 1966

HMM-361 - (C) Just at dusk, LtCol L. F. CHILDERS took a 10 plane flight into a landing zone in the vicinity of (YD 960-027). The action was in conjunction with HMM-163 and was initiated on very short notice. A total of 77 Marines were put in the zone for the purpose of blocking VC forces retreating from the Phu Bai area. After a hazardous landing by the first division, the rest of the aircraft were able to complete the mission with a total of 43 sorties in 18.6 total flight hours.

VMO-2 - (C) Two UH-1E's (armed) provided visual recon of the Phu Bai TAOR, and escorted Tarbush and Superchief aircraft on a night troop lift to (YD 974-145). Two UH-1E's (armed) provided convoy recon and cover for a "Slow Roll" convoy from (BT 150-450) to (BT 1170). The med evac flew four missions, evacuating one VC, two U.S. and five ARVN.

2 March 1966

HMM-161 - (U) A troop lift involving 6 aircraft carrying 320 troops started the day's operations. Upon completion the aircraft made a 6 plane fly over and Division landings for the benefit of the Chinese Marine onlookers.

HMM-263 - (C) 4 aircraft were launched and lifted 40 U.S. Mil, 101 ROK mil, and 13 Nationalist Chinese mil to 42's Roadrunner, Ax Handle, Kiwi, Finch, and Hilltop. 6 aircraft were launched on the second mission to (AT 985-584). 5 US mil, 123 ARVN's, and 4 VN Civ were lifted and small arms fire was received from (AT 985-584), (AT 975-583), and (AT 985-576), while approaching and departing the zone. No hits were taken.

VMO-2 - (C) One UH-1E flown by BrigGen GARTH, the Assistant Wing Commander, flew visual recon for various units in the Phu Bai area. Two UH-1E's (armed), flying a routine visual recon loop of the Danang TAOR received hostile fire from VC in a trench line at (AT 837-561), and the escort aircraft returned the fire. Damage assessment was unavailable. The medevac aircraft flew 8 missions, evacuating four US, 7 ARVN, and one VCG.

3 March 1966

HMM-161 - (U) A company sized troop lift was conducted into the NTA. Aerial observation flights were flown in support of 3/4 at various times during the day.

HMM-263 - (U) Operation Sparrow Hawk was launched to (BT 007-644). 40 US mil were lifted and the operation was normal.

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HMM-361 - (U) Two R-8E aircraft were hit while escorting LtCol ~~UNIDENTIFIED~~ flight of eight on an ARVN resupply. The helicopters, however, received no fire and lifted 7,000 pounds of cargo and 100 civilian and military pass. Later the same day, Maj R. W. DUPHINEY took 8 aircraft into La Vang (ID 336-508), to resupply the ARVN outposts of Ca Lu (ID 010-455) and Ba Long (ID 163-396). In the three lifts the flight flew 73 sorties in 32.0 total hours. In addition to transporting 187 passengers, the aircraft lifted 19,700 lbs of cargo.

H&MS-16 - (U) The H&MS-16 C-117D carried LtGen Yu Commandant of the Chinese Nationalist Marine Corps.

4 March 1966

HMM-263 - (C) 8 aircraft were launched to Ky Ha and participated in a strike at (BS 590-690). This was in support of the III MAF's Operation UTAH. 4 of the aircraft received airburst from (BT 215-215) and small arms fire from (BT 3620) while enroute to Ky Ha.

HMM-361 - (U) Maj DUPHINEY led a flight in a resupply mission to Tien Phuoc (BT 113-137), Phuoc Trach (BT 205-570), and Khong Duc (KC 150-540). Six aircraft flew 63 sorties and lifted 40,000 lbs of combat support gear and food and 160 civilian and military personnel.

VMO-2 - (C) Two UH-1E's flying as TAG(A) for an operation over a downed UH-1E at (BS 532-818) fired on two VC, but were unable to determine their effectiveness. During the whole time they were on station, they received intense A/A fire, and one aircraft took a .50 caliber round through the rotor blade. They also suspected possible 20 mm fire, but it was not confirmed. Two more UH-1E's from the Squadron joined the fight, and when they dropped red smoke on the target, four plumes of yellow smoke immediately rose in the same area, but there were no friendly forces anywhere near. It was a VC ruse, and all four aircraft expended all their ordnance on the targets. 11 med evac missions were flown, evacuating 11 US, one ARVN, and one civilian.

5 March 1966

HMM-263 - (S) 261 US military were inserted to (BS 635-930) and (BS 356-788). 7 of the 12 aircraft took many .30 caliber and .50 caliber hits while on the deck in the LZ at (BS 356-788). 1 aircraft had to be left in the zone because of hits taken in the engine, and 3 of the aircraft were hit badly but managed to return to an air field at Quang Ngai. At LZ (BS 585-805), the aircraft took automatic weapons fire and one aircraft was hit and was left in the zone.

VMO-2 - (C) In the opening hours of Operation UTAH two armed UH-1E's from the squadron flew escort for a treeplift by Stationbreak aircraft to (BS 556-738). They received heavy small arms and automatic weapons fire, and returned the same on VC that were seen in the area. One aircraft took two hits, and the other took one hit, with no serious damage, and no injury to

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personnel. They continued to act as TAG(A) for Oxwood and Condole aircraft with airstrikes. The medevac aircraft flew six missions, evacuating five US, one ARVN, and two CIV.

6 March 1966

HMM-164 - (U) Squadron transferred aircraft and equipment from the USS Princeton to the USS Valley Forge (17.6 hours).

HMM-263 - (U) 4 aircraft lifted 11,500 lbs cargo, 15 US military, 24 VN mil, and 32 VN civilians from Hoi An to (BT 014-567), Duc Duc, and (AT 985-583). Small arms fire was received from (BT 014-567) and (BT 020-583), with one hit being taken.

7 March 1966

HMM-263 - (U) 6 aircraft were launched on an ARVN resupply. 11,150 lbs cargo, 56 VN military, and 139 VN civilians were lifted from Hoi An to Nong Son (AT 826-383), Dai Loc (AT 913-583), and Duc Duc.

VMO-2 - (C) Two UH-1E's flew as TAC(A) for Condole and Oxwood aircraft, also expending their own rockets. Fourteen structures were damaged or destroyed. One secondary explosion was observed at (BS 541-797). The medevac aircraft launched on 9 missions, evacuating four US, 3 ARVN, and four CIV.

8 March 1966

HMM-161 - (U) Helo support was again provided 2/5 in the form of troop lifts into the northern training area. A rappeling demonstration for the Chinese Marine Commandant was held at Camp Sonwab. The Demo consisted of rappeling by various means from various altitudes. A flight carrying 3 Generals and 9 high ranking civilians was flown by 2 aircraft overflying various points on the island.

HMM-164 - (U) Squadron transferred aircraft and equipment from USS Valley Forge to Marble Mountain Air Facility, Republic of Viet Nam (83.8 hours).

HMM-263 - (S) 8 aircraft lifted 19,140 lbs of cargo, 15 VN military and 161 VN civilians between Danang Air Freight, Que Son (BT 005-350), and Hoi An. 6 Aircraft lifted 16,000 lbs cargo, 9 US military, and 15 VN military from Danang Air Freight and Hoi An to Nong Son (AT 845-405). Small arms fire was received from (BT 115-530), (BT 106-552), and (BT 180-580) with no hits taken. 2 aircraft stood SAR North at Quang Tri in support of the USAF. The aircraft were launched to As Hau (YG 495-835) on medevac mission. As the aircraft entered the zone, they received heavy small arms fire resulting in the #2 aircraft being hit and left in the zone. The lead aircraft picked up the pilots, crews, weapons and classified gear.

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9 March 1966

HMM-161 - (U) A total of 16 A/C were involved in a company sized lift of 2/5 into the NVA. The flights were escorted by sections of VMFA 115 A/C in a simulated combat condition.

VMO-2 - (U) Two UH-1E's on a routine visual recon spotted several VC trying to escape west below them at coordinates (AT 947-573), and the VC opened fire on the A/C. The fire was returned, but no damage estimate was available. The med evac A/C performed 14 missions, evacuating 13 US, three ARVN, and 3 CIV.

10 March 1966

HMM-161 - (U) 120 troops airlifted to the NVA on a simulated strike. VMFA 115 A/C flew support.

HMM-163 - (C) From 9-12 March, HMM-163 was involved in the evacuation of survivors from the Special Forces Camp at Ashau. On 9 March, 2 weather recon missions attempted to reach Ashau. The first one, on the afternoon of the 9th reached Ashau but found the weather unsuitable for bringing in reinforcements. The second recon was at night and was unable to go any further than (YD 540-150). On the morning of the 10th, another recon was sent out but again was unable to reach Ashau. After several futile attempts, it was decided to try to evacuate the survivors. Two 8 plane flights departed Phu Bai at approximately 1635, escorted by 4 UH-1E's. The plan was to land two flights at approximately a 15 minute interval. When the first flight landed, it came under heavy fire, including mortars. Upon returning to Phu Bai, reconstruction of events indicated that two aircraft had been shot down, and 5 crew members were missing. The second flight had never landed due to intense, lethal fire and not seeing any survivors in the zone. Weather was now down to approximately 100' AGL and rescue attempts were called off. At this point, 6 US and 66 ARVN's had been evacuated from Ashau by HMM-163 aircraft.

HMM-164 - (U) 10-13 March Squadron pilots received area check outs by MAG-16 pilots. 17 aircraft flew 30.3 hours.

HMM-263 - (C) 55 US military were lifted to Hill 55 (AT 970-620); automatic weapons fire was received from (BT 005-593) as the aircraft departed the zone. No hits were taken. 1 VN military and 5 VN civilian were evaced from (AT 983-581) and (AT 947-584) in support of the III MAF. 4 hits were taken from small arms and automatic weapons fire while approaching LZ (AT 947-584). The aircraft were escorted by a UH-1E and one aircraft had to be left in the zone because of the hits taken. The crew was picked up by the second aircraft.

VMO-2 - (C) This day marked the first day that the Squadron began participating in the "Evacuation of Ashau". Two aircraft escorted Superchief back to the Ashau valley, but due to inclement weather were unable to get into the cupost. They received hostile fire from the vicinity of Aloui, and

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returned same. On a later flight that same afternoon, two more UH-1E's again escorted Superchief aircraft into the Ashau valley, in marginal weather. The flight leader, Maj Clifford REESE, was engaged constantly with extremely heavy automatic weapons fire. The second aircraft, flown by Capt J. W. RIDER, was also heavily engaged with the enemy, and after receiving permission from his flight leader, went down into the landing zone to try and rescue the crew of an H-34 that had been shot down. Upon landing, ARVN troops mobbed the aircraft to try and climb on board. Capt RIDER crashed twice from low altitudes due to his overloaded status, but finally managed to get the aircraft into the air. Both planes then returned to Phu Bai under IFR conditions. Both aircraft expended every round of ammunition and rockets that they had on board. Four other UH-1E's, led by LtCol G. F. DAUMAN, went to Phu Bai, thence to Ashau to act as TAC(A), medevac, and escort. By the time they arrived, the weather was deteriorating rapidly, but they remained on station until their fuel was dangerously low, then returned to Phu Bai to refuel. By this time the weather was too bad to attempt any further work in the mountains, so they returned to Marble Mountain. The Medevac aircraft working out of Marble Mountain evacuated 10 US, 5 ARVN, and 3 CIV in 11 missions.

11 March 1966

HMM-163 - (C) 3 aircraft launched to Ashau at approximately 1330. Due to maintenance difficulties, one aircraft had to return and after changing aircraft, departed with a wingman, now having 4 aircraft attempting to make pickups. Two more aircraft launched during the afternoon but were unable to reach Ashau due to weather. The original four aircraft made two trips, evacuating 8 US and 52 ARVN's. During the pickups, one aircraft was shot down and two of the crew members were left behind. Attempts were made to reach them, but weather forced the search to be called off.

VMO-2 - (C) Once again two armed UH-1E's returned to Phu Bai to continue to escort Superchief in the evacuation of any survivors of the Ashau attack. They again encountered heavy enemy fire, and the lead aircraft took two hits, although no serious damage was done, and no personnel were injured. The medevac aircraft flew four missions, evacuating 5 US and 2 CIV.

12 March 1966

HMM-161 - (U) MajGen Fields and BGen Kyle were airlifted to various places at various times throughout the day.

HMM-163 - (C) 4 more aircraft launched at 0830 to continue the search and rescue at Ashau. The remaining two crew members were picked up, plus 5 more US and 27 ARVN's. 3 more aircraft were called for because all rescues were being made by hoist and 4 aircraft couldn't work fast enough. Shortly after the arrival of the other 3 aircraft, the zone started receiving fire and new zones were searched out. One aircraft received indirect hits from 4 Mortar rounds while making a pickup at the airfield at TaBat, but was flown home with the clam shell doors sprung open, and all four blades heavily damaged by shell fragments.

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[REDACTED]

[REDACTED]

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During the four day period, 44.2 flight hours were spent in picking up 21 US and 145 ARVN survivors from Ashau, including seven crew members from HMM-163.

HMM-361 - (U) Despite ceilings as low as 500 feet with one mile visibility, LtCol CHILDERS led a flight of six aircraft into Dai Loc (AT 916-580). A total of 135 ARVN troops and civilians were lifted in addition to 22,500 lbs of food and support gear. The flight took no fire but poor weather made the task hazardous.

VMO-2 - (C) This marked the last day of the Ashau evacuation, and once again two UH-1E's took part in the search for the remaining American advisors and two members of the downed H-34 crews. Both aircraft received light to moderate small arms and automatic weapons fire on several occasions, and returned the same, also directing a fixed wing airstrike by A-1 HOBO aircraft. Then the two Hueys escorted a damaged H-34 back to Phu Bai, after it had taken moderate damage from mortar fire. Two UH-1E's escorting a Powerglide medevac aircraft made several strafing runs on (AT 947-584) after the H-34 took one hit. The crew chief in the second UH-1E fired on a VC that was sniping at them, and hit him with his door gun, for one probable MBA. The same crew chief, Sgt JONES, saw a secondary explosion after a strafing run on (AT 947-584). The medevac aircraft flew 9 missions, evacuating 5 US and 6 ARVN's.

14 March 1966

HMM-161 - (U) RCT training was conducted at Camp Hansen, involving short troop lifts, externals and other operations where a shore party would have to direct helo's with hand signals and assist in loading aircraft, both internally and externally. MajGen Field was airlifted to Camp Courtney. Aerial Gunnery was conducted at a Hansen range for the benefit of the crew chiefs and gunners who will be returning to RVN.

HMM-164 - (C) Maj O. G. McDONALD with a flight of 4 supported the ARVN forces at Duc Duc (AT 877-464) and Nong Song (AT 812-392) by airlifting 79 passengers and 36,900 lbs of supplies into the two outposts in 11.3 hours.

HMM-263 - (U) Operation Sparrow Hawk was launched to (AT 958-691) with 22 US military being lifted. The operation was normal. While supporting the 9th Marines on a routine resupply, small arms fire was received from (AT 943-620) during the departure from (AT 973-662).

VMO-2 - (C) Two UH-1E's acting as TAC(A) for Condole aircraft expended all their own ordnance in marking and in attack runs on automatic weapons positions at (AT 955-590), (AT 945-577) and (AT 958-568). They received light to moderate small arms fire on all passes, but no hits taken. The medevac aircraft launched on a night mission to Thanh Phu around midnight, in IFR weather to evacuate a critically wounded U.S. Army advisor, when the aircraft from Chu Lai were unable to do so. The mission was difficult due to the fact that the lead aircraft had no DME on his TACAN, and the chase aircraft had no TACAN radial information. The second aircraft had extreme difficulty in maintaining contact with lead, due to the clouds and haze, plus darkness. In other missions, the medevac aircraft launched 9 times, evacuating 10 US, two ARVNs and one CIV.

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15 March 1966

HMM-161 - (U) Gen's Krulak, Van Stockham, Fields and Kyle were airlifted to all the Marine Bases and Camp Hué Hospital. 170 troops were lifted in a simulated raid in the NVA.

HMM-164 - (C) LtCol W. C. WATSON and a flight of 3 transported 157 passengers and 16,300 lbs of equipment from Hué Phu Bai to La Vang (YD 338-506), Pa Long (YD 162-396) and Ca Lu (YD 010-455) in 12.7 flight hours.

16 March 1966

HMM-161 - (U) An A/C accident occurred at Haissen Range 9 on an approach to a landing, no injuries. The accident board convened.

HMM-164 - (C) 1/Lt B. L. NALE and section on local recon flight received the first aircraft damage due to ground fire. Both aircraft were hit. Cpl E. E. WATSON, the gunner on the second aircraft, received a leg wound. Casualty was taken to C Med.

VMO-2 - (U) A UH-1E, while reconning areas for VIP flight saw a USMC truck roll off an embankment. The aircraft, piloted by Capt J. W. RIDER, landed, and the crew chief, SSgt W. P. GANTZ, crawled under the precariously perched wreckage to attempt a rescue. While removing large boulders and debris with great difficulty, he became soaked with gasoline leaking from the damaged vehicle and could have been killed had a fire burst out. Once the Vietnamese had been gotten out of the wreckage, they carried him to the aircraft, and the co-pilot, 1t S. W. WALTRIP, called for medical aid, then flew the aircraft out of a confined zone with five people on board and went to "C" med. The Squadron maintained two UH-1E's on a night patrol for mortar flashes throughout the TAOR. The medevac aircraft flew three missions, evacuating three ARVN's and two CIVs.

17 March 1966

HMM-164 - (C) Maj O. G. McDONALD's 4 plane division lifted 32 passengers and 46,845 lbs of cargo to landing zones (AT 812-391), (AT 985-585), and (BT 016-569). One aircraft was hit by ground fire at (AT 985-585) and another at (BT 016-569) with no serious damage incurred in 15.4 flight hours.

HMM-16 - (U) The HMM-16 C-117D carried MajGen W. B. KYLE USMC.

18 March 1966

HMM-161 - (U) Adm Hyland, MajGen Fields and BG Van Stockham were airlifted today. 2/5 was supported today with a tactical troop lift into and out of the NVA. Two astronauts were airlifted from NAF Naha to Kadena AFB.

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HMM-263 - (S) 1 Aircraft was launched at night on an emergency resupply in support of the III MAF. As the aircraft approached the LZ at (BT 004-612), small arms fire, automatic weapons fire and mortar fire was received from the surrounding area. The aircraft was hit and remained in the zone with Marine elements and was subjected to heavy small arms fire, automatic weapons fire, and mortar fire throughout the night.

HMM-361 - (S) Phong Nhieu (AT 985-584) was supposedly a secure zone. However, Maj G. M. SCHIFFLER'S 6 plane flight found it very hot. They reported fire from all directions as soon as they reached an altitude of 10 feet on lift off. To further complicate matters, the U.S. advisors insisted that they had friendly forces throughout the area, so the flight could not return fire. Lac Son (BT 022-268) was also resupplied. The totals for the day's work were: 11,200 lbs cargo, 17 passengers, 21.8 flight hours and 56 sorties.

VMC-2 - (S) Two UH-1E's (armed) on a routine reconnaissance mission were called upon by Parkgreen 14 F to help deliver suppressive fire on coord (BT 004-612). They fired up all their rockets, then were asked to suppress moderate sniper fire coming from (AT 993-510). About this time the ground troops began to receive heavy automatic weapons fire plus a few mortar rounds, and the two attacking Hueys began to receive heavy automatic weapons fire. The second aircraft received three hits, one from a .50 caliber, but no damage other than the loss of an FM radio was received and no injuries occurred. The two aircraft returned later in the evening escorting an emergency resupply by Powerglide, but the enemy fire in the area was still intense, and one UH-34 was shot down in the zone. The two Hueys remained on station to coordinate medevac attempts, but the medevac was aborted due to the intense fire, and the two orbiting UH-1Es received mortar airbursts suffering no damage. The medevac aircraft performed 10 missions, evacuating 18 US, and one CIV.

19 March 1966

HMM-161 - (U) A VIP flight carrying Gen Fields and an Admiral plus party was flown to the NTA and returned to Camp Courtney.

HMM-164 - (U) Maj T. S. RRAT with 4 aircraft in support of I Corps transported 123 troops and 38,000 lbs cargo from Danang to Thong Due (ZC 145-535) and Dai Loc (AT 918-579). (12.7 hours).

HMM-361 - (S) 4 Aircraft of a flight of 12 were hit by enemy fire as LtCol CHILDERS led them into a strike zone at (BT 010-597). A total of 175 troops were landed in the zone in two trips. None of the aircraft were hit seriously and the gunners gave a good account of themselves as they poured approximately 1,000 rounds into the hot areas.

VMO-2 - (U) Nothing unusual, except the continuation of the attempt to get the casualties from Parkgreen 14 F out of the zone. This was finally accomplished early in the morning, with three H-34's and three UH-1E gunships, plus the UH-1E Medevac aircraft. The medevac aircraft performed 15 missions, evacuating 43 US, 2 ARVN's, and 4 CIV.

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SU #1 - (U) Retrieved UH-34D from (BT 009-614),

H&G-16 - (U) The C-117D carried Col AXTELL USMC.

20 March 1966

HMM-163 - (C) After having been delayed due to weather 8 UH-34D's from HMM-163, supported by 8 CH-46A's from HMM-164, and UH-1E gunships from VMO-2, carried troops from Phu Bai to (YD 550-435) without meeting enemy opposition. On the last trip, light automatic weapons fire was received from (YD 556-435), but no hits were taken. A total of 229 Marines were carried in during the assault. That afternoon contact was made with the enemy and two aircraft started carrying med evacs out and medical supplies back in. Later in the afternoon more cargo were called for and 7 aircraft carried 54 Marines to (YD 548-435). On the return trip, more med evacs were carried to "A" Med at Phu Bai.

HMM-164 - (C) LtCol W. C. WATSON with 9 aircraft completed the first troop strike participated in by the Squadron. The 9 aircraft made two trips from Phu Bai to the landing zone (YD 550-435) transporting 363 troops in support of III MAF in Operation Oregon. Aircraft received fire in landing zone but sustained no hits in 33.8 flight hours. Maj C.G. McDONALD with 2 aircraft transported a disassembled UH-34 helicopter from the landing zone at (BS 423-363) to Ky Ha Air Facility in support of Operation Texas. The UH-34 had been disabled by enemy ground fire earlier in the day. (8.5 hours). Capt TUBBS and division of 4 aircraft transported 12,400 lbs of supplies into landing zone (BS 495-825) and retrieved 1 KIA and 44 WIA US medevacs for transport to "B" med in support of Operation Texas.

HMM-263 - (U) LtCol J. L. GOEBEL relieved LtCol T. CLARK as Commanding Officer of HMM-263 today. The change of command ceremony was held at the Marble Mountain Air facility at 1100. A Distinguished Flying Cross was awarded to Major D. A. SPURLOCK, Executive Officer of the squadron during an awards presentation. No flight operations were conducted.

HML-361 - (C) Preceded by an effective and well-timed artillery barrage, LtCol CHILDESS led a 14 plane flight into a strike zone at (BT 009-570). The whole operation proceeded smoothly and a total of 157 US Marines were dropped into the zone in the three trips. Later the same day, Capt C.B. JOHNSTON lifted 25,200 lbs of cargo, 58 U.S. troops, and 20 VC prisoners and ARVN troops with only two aircraft participating. The pilots flew 73 sorties in 13.4 total flight time. They were also diverted from their original mission to evacuate 4 U.S. casualties.

VMO-2 - (C) Two UH-1E's sent to Phu Bai to escort a trooplift from Super-chief, discovered and fired on VC vicinity coord (YD 550-428), and received fire in return. While working with Parkgreen 14 F and E, the lead UH-1E of a two plane recon flight took one hit, with little damage and no injury, from coord. (BT 009-570). The Sparrow Hawk aircraft switched once to support ground forces, and received moderate small arms and automatic weapons fire from (BT C15-583), and returned the same. The medevac aircraft flew 11 missions, evacuating 9 US, 1 ARVN, and 4 CHV.

ENCLOSURE (1)

SU #1 - (U) Hauled 50,120 lbs cargo from LZ Sandpiper to Hill 55.

21 March 1966

HMM-161 - (U) A 2 star Admiral and party were airlifted and a 170 man troop lift to the NTA made up the commitment flying for today.

HMM-163 - (U) More troops were carried in, this time 12 UH-34D's from HMM-163, 8 UH-34D's from HMM-261, 2 CH-37C's carried 484 Marines to (YD 527-438), as Operation Oregon got into full swing. Again, no enemy opposition was met on the assault.

HMM-164 - (U) Capt W. J. SELLERS flight of 4 aircraft transported 12,400 lbs of supplies into landing zone (BS 498-825) and retrieved 1 KIA and 44 WIA US, medevacs for transport to "B" Med in support of Operation Texas, flying 13.6 hours.

HMM-263 - (U) One SAR mission was flown in support of the USAF. One survivor of a helicopter crash was picked up at (YD 237-600).

HMM-261 - (U) Capt G. M. BAILEY took 8 aircraft to conduct an ARVN resupply to Que Son (BT 045-350). The weather was down to 700 feet over the landing zone but the escorting A-4C stayed with the flight all the way. The mission was accomplished without difficulty and 51,000 lbs of support gear as well as 63 passengers were lifted.

SU #1 - (U) Hauled 96 troops and two radio jeeps from Hue Phu Bai to (YD 529-438).

22 March 1966

HMM-164 - (C) Capt J. L. JAMES with two Sparrow Hawk aircraft placed 23 strike troops into landing zone (BT 011-599). Small arms fire was received in landing zone with no damage to aircraft flying 2.7 hours.

HMM-263 - (C) 11 Aircraft flew a strike mission in support of the III MAF with 159 US military and 1 VN military lifted from (AT 998-602) to (AT 948-586). Automatic weapons and small arms fire was received from (AT 990-608) and (BT 002-602), 5 hits were taken by 1 aircraft.

23 March 1966

HMM-161 - (U) 2/5 was again supported with 11 aircraft for an operation which involved a recon Plt, a Company, 106 MMRR Plt, Bn Cmd Group, 81 MM mortar Plt and the Bn Commander lifted from Camp Schwab to a training area just north of Camp Hansen.

HMM-163 - (U) A retrograde of Operation Oregon was begun. 11 UH-34D's from HMM-163 and 4 UH-34D's from HMM-263, escorted by 2 UH-1E's commenced the retrograde about 1300 and 6 hours later had returned 448 marines to Phu Bai enclave. Two companies were left in the area to continue their sweep.

ENCLOSURE (1)

HMM-164 - (U) LtCol W. C. WATSON with 4 aircraft in support of I Corps shuttled 168 passengers and 32,300 lbs cargo between Hoi An and Duc Duc (AT 873-467) in 13.7 flight hours.

VMO-2 - (C) The Squadron committed its first aircraft to what was to become Operation Texas, north of Hue Phu Bai. They received and returned moderate automatic weapons fire from (YD 582-410). No hits were received. In other action on the same day, two UH-1E's (armed) providing escort for White Gold medevacs when they ran into intense automatic weapons fire from (BS 487-813). Fire was neutralized by a fixed wing aircraft, but not before one bird took two hits. On return to base, the lead aircraft picked up one KIA.

SU #1 - (U) Hauled 171 troops, two radio jeeps and 3500 lbs miscellaneous cargo from (YD 524-438) to Hue Phu Bai.

24 March 1966

HMM-161 - (U) Rear Adm McDonald, BGen Van Stockham, Gen Fields and 12 Officers in the Chinese Army were airlifted to various places at various times throughout the day. 300 troops were lifted for 2/5 in the NTA. Resupply flights were flown in support.

HMM-164 - (U) Capt R. E. JOHNSON with 2 aircraft launched on Sparrow Hawk. Unit was picked up at Eagle (22 troops) and put into the landing zone at (AT 896-706) on a sweep and block operation. Troops were later retracted.

HMM-263 - (U) 2 aircraft stood SAR north at Quang Tri in support of the USAF. The aircraft were launched to (YD 3595), but the mission was cancelled while the aircraft were airborne.

25 March 1966

HMM-164 - (U) LtCol W. C. WATSON with 4 aircraft in support of I Corps shuttled 61,850 lbs of cargo, 19 U.S. troops, 61 ARVN troops and 154 civilians between Quang Tin (BT 308-214) and Tien Phouc (BT 112-137).

26 March 1966

Maj O. G. McDONALD with 6 aircraft made two strikes into two different zones (AT 943-554) and (AT 942-562). A total of 320 US troops were landed in the two zones with aircraft being fired upon during the approach to each zone. One VC POW was returned to pickup zone.

VMO-2 - (C) Two UH-1E's on a TAC(A) hop, controlling Condole aircraft, received mortar fire as well as small arms fire from (AT 954-546). Later in the day, at the same coordinates, while on an escort mission for Northbrook 1-1, one aircraft, making a low identification pass over a trenchline, received fifteen hits at one time, wounding the co-pilot, Lt. John MASTERS in the leg, forcing his evacuation. This was the largest number of hits that any of the squadron's aircraft had received at any one time. The medevac aircraft flew seven missions, evacuating 9 US, 3 CIV, and VGO.

ENCLOSURE (1)

27 March 1966

HMM-163 - (U) Operation Oregon was completed when 12 UH-34D's of HMM-163 and 4 UH-34D's of HMM-263, escorted by 2 UH-1E's from VMO-2 lifted Marines from (YD 542-428) to (YD 635-246), where they set up camp and are presently operating from. HMM-163 carried a total of 473 troops during the lift.

HMM-164 - (C) Capt C. S. TUBBS with 2 Sparrow Hawk aircraft flew a strike mission with 33 US troops into landing zone (BT 058-811). Later 4 VC PCWs and Sparrow Hawk troops were retracted to landing zone Buzzard.

VMO-2 - (C) One UH-1E on escort for a Sparrow Hawk mission received three hits from recoil (BT 058-616), and returned fire with rockets. No injuries and no damage estimate available. The med evac aircraft flew 4 missions evacuating 6 US, and 2 CIV.

28 March 1966

HMM-161 - (U) LtGen Casity (Chief of Army Eng.) was given a recon of southern Okinawa.

HMM-163 - (C) On the evening of 27 March, HMM-163 received word that US Special Forces and ARVN Rangers were in trouble and it had been requested that HMM-163 make the rescue. Due to weather and nightfall, the mission was postponed until 28 March.

On the morning of 28 March, the original plan was to land 125 troops in the area to pick up the survivors and clear a landing zone for the pickup. Due to the fact that there were no suitable landing zones available, it was decided that hoisting the personnel would be much simpler than trying to land troops and then having to return and pick them up. Utilizing 4 UH-34D's, 2 UH-1E's gunships from VMO-2, 2 gunships from the Army and one slick C&C from the Army, 4 US and 1 ARVN were rescued from (YD 746-943) with no enemy opposition or operational discrepancies.

HMM-164 - (U) Maj T. S. REAP with a 2 Plane section supported Operation Indiana by lifting 19 U.S. troops into landing zone (BT 058-811). Later 4 VC PCWs and Sparrow Hawk troops were retracted to landing zone Buzzard.

HMM-263 - (C) 2 aircraft retrograded 34 US military from (AT 997-605) in support of the 9th Marines. Small arms fire was received from (AT 998-604) while departing the zone.

HMM-361 - (C) Maj H. W. STEADMAN led eight aircraft in a three-pronged attack at (BT 009-601), (AT 999-611), and (BT 015-609). The three areas were attacked without prior artillery preparation and moderate to heavy small arms fire was encountered in all three. One man, Sgt B. L. BARNHART, was wounded during the lift. The afternoons work consisted of 211 US troops carried in 70 sorties and 13.9 total flight hours. Throughout the mission, crew chiefs and gunners maintained suppressive fires on VC positions around the landing zones.

ENCLOSURE (1)

VMC-2 - (C) Flew a Blue Spring which was routine, followed by a psy war hop in the areas of (BT 0160) and (BT 0263), using both speakers and leaflets. Two UH-1E's flying escort for Tarbush into a LZ at (BT 009-601) received moderate small arms fire and returned it, receiving one hit in the aircraft, causing no serious damage and no injury. The medevac aircraft launched on 8 missions, evacuating 3 US, and 2 GIV.

29 March 1966

HMM-161 - (U) Airlifted Maj Gen Fields, BGon Stiles, BGon Van Stockham and aides from Camp Courtney to MCaf Futenma and return. Airlifted a howitzer Plry into place, from Camp Hansen to the range area. 4 aircraft completed the lift. 45 members of the national war college were give a fly over of Okinawa.

HMM-164 - (C) Capt J. L. JAMES flew a Sparrow Hawk strike mission placing 21 troops into the landing zone at (BT 031-665). The aircraft were fired on in the zone but were not hit. Troops were later retracted.

30 March 1966

HMM-164 - (C) Capt R. W. SECREST landed 33 US Sparrow Hawk troops with two aircraft into the landing zone at (BT 980-605). Capt C. S. TUBBS with two Sparrow Hawk aircraft positioned 16 US troops into landing zone located at (BT 034-665) on a strike mission. Aircraft received fire in landing zone. Suppressive fire was supplied by the CH-46A .50 Caliber machineguns to allow troops to pull out of the zone.

VMC-2 - (C) One UH-1E on a Sparrow Hawk mission delivered suppressive and harrassing fire on VC trying to escape across a river at (BT 041-674). One UH-1E with a CH-46D chase on a recon hop of the TAGR flushed about 20 VC from hiding at (AT 990-598). The VC fired on the aircraft, and the Huey returned their fire, then called in the Sparrow Hawk aircraft and returned to home base when he went bingo fuel. The med evac aircraft flew 12 missions, evacuating 11 US, 4 GIV, 1 VCC.

31 March 1966

HMM-161 - (U) A change of Command Ceremony was conducted in the morning with LtCol Quinn relieving LtCol Denny as Commanding Officer of HMM-161. Those present were Col T. J. O'CONNOR, Col DELONG, LtCol HOLLAND and all Squadron personnel. Refreshments were served in the hangar following the ceremony.

HMM-164 - (U) Maj E. G. HERTBERG with 6 aircraft supported I Corps by transporting 287 passengers and 41,990 lbs cargo from Dong Ha (YD 245-605) to Ca Lu (YD 012-452), Bi Long (YD 164-403).

HMM-263 - (U) 6 aircraft lifted 25,700 lbs cargo, 11 VN military and 106 VN civ from Hoi An to (AT 813-390). 13 US mil were inserted at (ZG 195-842) and 51 US mil were retrograded from (AT 805-847), (AT 877-648) to LZ Finch.

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PART III

SIGNIFICANT EVENTS

1. Personnel (C)

a. HMM-161 - For the month of March a total of 14 enlisted and 5 officers were dropped and 22 enlisted and 7 officers were joined. 9 Corporals were promoted to Sergeant on 1 March. Master Sergeant W. A. Lambright received his promotion on 14 March. Captains F. F. Stansfield and M. G. Claiborne were promoted on 18 March. On 31 March a change of command ceremony was held. LtCol R. G. Denny Jr. relinquished command of the squadron to LtCol W. R. Quinn.

HMM-163 - There were three reenlistments and one extension in March. Three new Captains and one Major were promoted to their present rank. Seven enlisted personnel were promoted.

HMM-164 - 15 enlisted were transferred and 7 joined. There were two officers promoted, one to Captain and one to 1stLt.

HMM-263 - 2 officers and 4 enlisted joined in March while 14 enlisted and 3 officers were transferred. 6 officers and 2 enlisted were promoted to their present rank.

HMM-361 - 2 officers were transferred while 1 officer was joined. 6 enlisted were transferred with 6 enlisted joining.

SU #1 - Joined six LCPL's and one PFC. Transferred one CPL.

HMS-16 - Maj Leslie L. DARBYSHIRE assumed command from LtCol Jerome L. GEEBEL.

2. Administration (C)

a. HMM-161 - On 23 March the administration section was reinspected by the Wing Adjutant's section. They reported no discrepancies.

b. SU #1 - 24 rotation tour dates adjusted in accordance with published guidance.

3. Awards (C)

a. HMM-163 - 137 Air Medals were awarded. Also, squadron personnel received two Purple Hearts, two Navy Commendation Medals, one Bronze Star, and six Good Conduct Medals.

b. HMM-164 - 1 Purple Heart was awarded and 26 Air Medals recommended.

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HMM-263 - The following awards were given in March: 1 Silver Star Medal, 1 Distinguished Flying Cross, 1 Bronze Star with "V", 427 Air Medals, 8 Navy Commendation Medals with "V", 6 Purple Hearts, 12 Combat Aircrew Insignias, and 5 Good Conduct Medals. Awards recommended were 4 Distinguished Flying Crosses, 1 Bronze Star Medal with "V", 139 Air Medals, 14 Navy Commendation Medals with "V", and 1 Purple Heart.

HMM-361 - A total of 173 Air Medals and 1 Purple Heart. Recommendation were submitted by this command during the month of March.

VMO-2 - 234 Air Medals and one Purple Heart were awarded in March.

H&MS-16 - Four Air Medals were awarded during March.

MATU-68 - 1 Navy Commendation Medal with Combat "V" and 5 Good Conduct Medals were awarded in March.

4. Casualties (C)

HMM-163 - On 20 March 1966, at 2000, YF-18 was launched as the number 2 aircraft on a med evac mission from Phu Bai to Danang. The weather at Phu Bai was clear and Danang was reported as 17,000 overcast. The flight loaded its passengers and then took off on the coastal route to Danang. Upon reaching the mouth of the river, approximately 110 degree radial, 8nm from channel 69, YF-18 lost contact with the leader and turned back towards Phu Bai. The leader, upon noticing his wingman had left him, also turned back. Just before reaching the field, the two aircraft joined up again and started back to Danang. Prior to reaching Hyvan Pass, the weather deteriorated to such a state that YF-18 again broke off from the leader. The leader at this time decided to climb up above the existing overcast and contact Danang Approach Control in the hopes they could give him a radar vector to the field. The pilot of YF-18 elected to attempt to stay VFR beneath the overcast while the leader executed the climb. While orbiting over the water, according to the crew chief's statement, the pilots were monitoring the leaders radio transmissions with Approach Control. The crew chief, from his vantage point by the cabin door, was looking outside to catch a glimpse of the shoreline. He looked down and noticed the reflection of the aircraft running lights in the water and yelled into the ICS "Pull Up", but it was too late. The aircraft struck the water with its gear and did a forward flip over on its back and sunk within a matter of a minute or two. The crew chief escaped through the hatch and inflated his Mae West. He noticed the gunner hanging on to the tail pylon and going down when the plane sank. On his way to shore, he noticed one of the pilots trying to swim in but lost sight of him and did not see him again. The crew chief went to shore, where he remained until being picked up by SAR planes the following morning.

The accident occurred at about 2200. Both the crew chief and gunner had on Mae Wests. The Pilots had both declined them when they were offered to them. The corpsman had a troop vest and a troop vest was laid by the patient, although he was unconscious and therefore unable to use it.

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The aircraft was considered missing by HMM-163 at 202130H and presumed down at 202340H. MAG-16 S-3 was contacted approximately 202145H and as it became apparent the aircraft was down, search operations were conducted by MAG-16.

At this time, the bodies of all the crew except the co-pilot have been found and he has been officially declared dead. The accident occurred in the Gulf of Tonkin, 320 degrees radial, 17nm from Danang (Ch 37).

D. J. BURKINSHAW, Capt., 085035/7335, USMC, pilot
 A. J. REACH, Capt., 080673/7335, USMC, Co-pilot
 M. F. GOODMAN, 1Cpt., 2055955/6422, USMC, Gunner

HMM-164 - Capt. R. E. WATSON - gunshot upper right thigh.

HMM-361 - Sgt. B. L. BARNHART was wounded in action on 28 March 1966.

VMO-2 - One WIA, 1stLt. John F. MASTERS.

SU #1 - Air Evacuated one non-battle casualty on 4 March 1966.

5. Civic Action (U)

HMM-161 - The Squadron continued to support the Kim Long Orphanage in Hue. During this month the squadron forwarded three hundred lbs of medical and nursery supplies to HMM-163 for delivery to the orphanage.

SU #1 - School restoration project in hamlet of My Thi complete.

Group Chaplain - Catholic projects: 8000 piasters to Sacred Heart Orphanage, 16000 Piasters to St. John Seminary, and 5000 Piasters to Infant Orphanage plus 25 lbs of baby clothes, 1 case of "C" rations, and 20 lbs of Soap.

Protestant projects were one roll of blanketing material given to World Evangelical Crusade for use at the Leprosarium. Also 2 Cases of soap. One roll of blanketing material to the World Evangelical Crusade Orphanage for use of the children.

Joint projects were one roll of blanketing material given to Father Huan for use with his refugees, as well as 2 cases of soap. With Commanding Officer, joined in a dinner for Bishop Chi, to introduce the new Commanding Officer of MAG-16.

6. Morale/Welfare Programs (U)

a. Group Chaplain - Church services were held at scheduled hours for both Catholic and Protestant men. Special services were held for neighboring units.

7. Informational Services (U)

HMM-161 - Publicity was given to local squadron activities including awards ceremonies outlined in awards paragraph. Articles concerning the squadron

ENCLOSURE (1)

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have appeared weekly in the "Rotor Blade", the MCaf Putema paper, and the March 28th issue of "Stars and Stripes". Home town news releases on promotions and awards have been forwarded for release.

HML-263 - Approximately 60 releases on squadron personnel being submitted to the Fleet Home Town News Center. These releases consisted mainly of personal decoration awards and receiving of Combat Aircrewman Wings. In addition, one release was sent to the MCaf, Putema "Rotor Blade"; one to "Stars and Stripes", one to the "Sea Tiger" and two to the "Surf and Sand", the local MAC-16 paper.

SU #1 - Articles and photographs have appeared in local and CONUS publications, liaison continuing.

8. Intelligence/ Counter Intelligence (6)

HMM-163 - During the month of March the Intelligence Section compiled and issued individual map packets. The enemy Order of Battle for the I Corps area was maintained. Preparations were completed for mount out and classes were held on the subject of Escape and Evasion, Counterintelligence, and Recognition.

HMM-163 - During the month of March, HMM-163 S-2 developed and implemented an active and aggressive policy of rapid collection and dissemination of intelligence data. By monitoring all FM radio transmissions during the AS ECs operation, we were able to provide our pilots with the latest information concerning that area, thereby averting probable catastrophe and loss of many lives. This method was also used on Operation Oregon to great effectiveness. Radio monitoring, plus a close liaison with all participating units enabled us once again to have a completely accurate and up to date intelligence picture.

HMM-164 - During period 31 aircraft were involved in 22 ground fire incidents. 6 aircraft received a total of 7 hits resulting in minor damage.

HMM-263 - During March the squadron sustained the highest number of hits from hostile fire since squadron operations began in Viet Nam. This fact is directly attributable to three factors: (1) A significant increase in the pace of friendly operations in the vicinity of the Danang TAOR. (2) Squadron support of Operation UTAH (northeast of Quang Ngai city). (3) Two aircraft receiving record number of hits both prior to and after being forced to land.

The numerical statistics are as follows: A total of 48 hostile fire incidents against squadron aircraft, with 21 aircraft receiving a total of 179 hits. Included in the latter figure were two aircraft which sustained 70 and 60 hits respectively from small arms and mortar fire. One of these was on an emergency resupply run carrying ammunition into a company position within the Danang TAOR which was under mortar and small arms fire; the other occurred in the initial helilift of troops into the landing zone for operation UTAH.

HMM-361 - 36 Fire Incident Reports and 18 Spot Reports submitted in March.

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~~SECRET~~9. Air Operations (C)MARCH TOTALSHMM-161UH-24D

Pax 3782
Sorties 422
Cargo 15,925
Hours 774.4
Med Evac 2

HMM-163UH-24D

Pax 8566
Sorties 4076
Cargo 658,000
Hours 1324.8
Med Evac 339

HMM-263UH-24D

Pax 5422
Sorties 4441
Cargo 531,155
Hours 1422.7
Med Evac 226

HMM-361UH-24D

Pax 5796
Sorties 4889
Cargo 637,890
Hours 1443.4
Med Evac 182

VMO-2UH-1E

Pax 783
Sorties 289
Cargo 0
Hours 1391.0
Med Evac 426

SUB UNIT #1CH-370

Pax 1856
Sorties 560
Cargo 431,330
Hours 219.6
Med Evac 0

H&MS-16C-117D

Pax 222
Sorties 41
Cargo 37,500
Hours 61.5
Med Evac 0

HMM-164CH-46A

Pax 3710
Sorties 1690
Cargo 784,600
Hours 842.4
Med Evac 81

MAG-16 TOTALS

Pax 30,067
Sorties 19,944
Cargo 3,158,060
Hours 7,479.2
Med Evac 1,254

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

MATCU-68 - During the month of March our tower has been in full operation 24 hours a day. CGA was up for VFR approaches through 20 March 1966, with a total of 147 for the month.

11. Ground Defence (G)

HMM-163 - Work continued on Camp defenses, wire and bunkers. Guard quarters were moved to the tent directly behind the Ready Room to improve reaction time in the event of the Guards's employment.

12. Training (T)

HMM-161 - Pistol range, M-60 firing and ground training consisting of escape and evasion, Pictures on the PEC 10 and M-17 gas mask and procedures made up this months training schedule.

HMM-163 - One officer and one enlisted attended the JEST Course at Cubi Point in the Philippines.

GT #1 - CJT training continued.

HMM-161 - 3 personnel were sent to Jungle Environmental and Survival Training (JEST) course in the Philippine Islands.

13. Logistics (G)

HMM-161 - The past month has been spent preparing for reentry of the squadron "in country" and the rotation of equipment between HMM-161 and HMM-361. Embarkation liaison has been completed between the two squadrons and their advanced parties are in place. Final embarkation plans were finalized on 25 March 1966 and 4 aircraft from VMGR-152 will provide transportation for the rotation of squadrons on 1 and 2 April 1966. Although the equipment of this squadron is not rotating and will be turned over to HMM-361. The readiness of Marine Corps Property stands at 81% and at this time Navy Property at 98%. The logistics department was inspected by MAC-16 this month and all sections received a satisfactory mark. Particularly note worthy was a numerical grade of 95% received by Navy Supply.

HMM-163 - As the first quarter of the squadrons' combat operations in the Republic of Viet Nam ends, it is appropriate to point out some the Logistics Department's accomplishments.

During January, February, and March the department has performed many non-glamorous, but highly essential tasks in support of the squadrons' combat mission. The department has been fully occupied during the quarter carrying out the normal Material, Motor Transport, and Ordnance functions, as well as operating its squadron's independent camp. The headquarters' Commandant, the Logistics Officer, has supervised camp tasks which include camp maintenance, mess and billeting, the laundry, and Industrial Relations.

Some of the note-worthy accomplishments are that the Material section has processed 2991 requisitions. The Camp Maintenance Section has maintained a camp consisting of 39 general purpose hardsack structures and also semi-

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permanent structures which include the messhall, the showers, and four clubs. The road and drainage of the camp has been vastly improved and a vigorous sanitation and camp police program has been maintained. Camp Maintenance has also laid a concrete foundation for and built a food storeroom and a Pots and Pans shack, has constructed a flag pole arrangement and Public Address system, and has rebuilt the Ready Room. It also has built three additional hardback structures and all new tables for the enlisted mess during the month of March.

HMAC-16 S: Logistic support of all organic units continues, sources of supply remain the same. One Butler building was completed for supply officer's stores. Another Butler building is under construction, 100% of the 1st increment of the east helicopter parking apron has been completed. Strength-backs for command operations, materiel and maintenance for HMM-164 have been completed.

14. Maintenance (U)

HMM-161 - 24 UH-34D aircraft were assigned to HMM-161, 22 aircraft at Futenma, Okinawa and 2 aircraft at FAN PRA. YR-5 recovered from site #9, evaluated as Charlie damage. Presently awaiting field team, aircraft will be repaired at Futenma. Painted 5 aircraft. Pack up completed 31 March 1966 for return to South Viet Nam on 1 April 1966. HMM-161 is returning to Viet Nam with 106 enlisted Maintenance personnel, 42 short.

HMM-163 - The metal shop proved themselves again this month following the 4 day operation at Ashau. All aircraft that had been damaged there were returned to service in a minimum of time, the result of close cooperation of all hands.

HMM-164 - Average daily availability was 12.2 and the average AOPC rate for month was 7 reflecting critical lack of spare parts in supply system. The average percent daily availability was 54.2% and average utilization was 82.9%.

HMM-263 - Squadron flight time for the month was 1422.7 hours for an average daily flight usage rate of 46 hours. Average aircraft availability was 14 aircraft per day. This figure represents a slight decrease over the previous month, due primarily to heavy battle damage suffered during operation UTAH. Based upon the daily average of "up aircraft", the utilization rate was 102 hours/255% utilization. All status aircraft average for the month was 21, with 2 aircraft in an AOPC status. This factor yielded a 74% availability factor. During the month, the maintenance department experienced a sharp increase in manhours expended due primarily to the necessity of 12 engine changes caused by metal contamination and high oil consumption.

An above average rate of "battle damage" was experienced during the month. One aircraft was shot down in the Special Forces compound at As Hau during Med evac operations, and was ultimately destroyed in order to prevent capture shortly before the camp was overrun by insurgent communist forces. Another aircraft was downed during resupply operations in the TACR and was recovered the following day with extensive battle damage necessitating H&MS

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repair. During Operation UTM, five aircraft received moderate to severe battle damage, two of which required recovery operations in hostile areas. During the month two aircraft were received and two inducted into C&R.

HMM-361 - Average number of aircraft was 24, with an average utilization of 60 hours. Daily average availability was 83% and the actual percent of availability was 81%. Squadron aircraft took a total of 8 hits.

VMC-2 - 9 tail rotor blades were changed, and 9 main rotor blades also were changed. 3 engines were changed. Several Squadron aircraft sustained previous small arms hits. One aircraft was damaged while rescuing 16 people, in addition to the crew of four.

SU #1 - One additional aircraft picked up at Cubi Point, R. P. Logs and records mailed from NORIS never received. Engine operating data acquired from BuWeps File Rad Rep NAS Jax. Aircraft Status changed to A-1.

HMM-16 - A total of 26 engines were rebuilt and issued to the HMM squadrons of the group. 5 aircraft with fuselage and structural damage due to combat were repaired. One of the aircraft had a total of 64 holes.

15. Base Development/Military Construction (C)

HMS-16 - Under the supervision of 1stLt Raymond C. PARKER group Special Service Officer, and a member of HMM-16, the construction of an amphitheater with an estimated seating capacity of 2,000 men was begun.

MASS-16 - The following construction was completed by the MAB-16 construction section: Constructed 16 strongback tents for the HM-164 flight line; built 16 complete tin 16'x32' buildings for HM-164 enlisted living quarters; constructed and installed 3 new decks for the heads and built 1 six-hole head for use with bunks; cut out 11 kits for converting tents to tin buildings; constructed 3 strongback tents for the MAG-16 guard; constructed 1 20'x20' dry storage building and cut the ladder for 1 water tower for the messhall at Phu Bai.

The electrical section installed 50 electrical poles throughout the Group area; wired 16 tents in the 164 flight line, and installed the primary service; finished wiring up the Officers Club, made various electrical repairs throughout the camp.

The refrigeration section placed 2 ice machines, 2 beer coolers, 1 freezer, and 1 domestic refrigerator in service at the Officers Club; and 4 air conditioners, 8 domestic refrigerators, 3 ME-10s and 1 MQ-5L-E were repaired.

The plumbing section installed drainage and water service lines in the Officers Club; started cutting and fabricating water and drain lines for the ice block plants; and dug up and unplugged various drain lines in and around the messhall.

The water supply point produced 765,036 Gallons of potable water and received 26,500 gallons of raw water.

The laundry processed 30,500 lbs of clothing during the month.

ENCLOSURE (1)

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16. Communications/Electronics (C)a. General

MAG-16 Communications varied considerably during this reporting period. Radio, Wing CMD #2 and TAC net have been temporarily terminated due to the lack of 400 cycle power, our converters and generators are soon expected from higher echelon.

With the installation of a TEC-27, four(4) additional channels are available with 1st MSG to include two (2) common uses, one (1) teletype (TADG-3-3) and (1) hotline (MASS-2 Det/LANDSHARK). This has greatly relieved the overburdened group/wing communications. There still exists however the need for rapid "hotline" communication with the displaced squadron at Phu Bai.

The arrival of HM-164, had placed additional requirements on communication but they have been fulfilled with a minimum of delay. In conjunction with HM-164's arrival, MAG-16 has been relocated at Phu Bai. Their communications requirements have been handled similarly.

Considerable outage was experienced in Message Center due to equipment failure and Radio Relay difficulties. Marked improvement has been noted in reproduction due to the arrival of the AN/TGG-14A(V) which provides a readable "MAT". Message Center SOP is being revised and is expected in two (2) months.

Capt M. R. ROGERS will relieve Capt John S. SROTNIAK as group Communication Officer on 2 April 1966, the latter to be Asst Comm Officer until detached.

Radio section provided additional men and equipment for troop movement operations with HM-163. One additional operator and required equipment will be always available for use by this displaced squadron.

The excess equipment situation still exists but gradually is being rectified. Supply and Communications have become closer in coordination and operations. All repair and maintenance to higher echelon will be submitted thru MSGO for cognizance and control.

b. Particular(1) Message Center

As stated before the combined usage of the TI-4 and AN/TGG-14A(V) have provided excellent results. However this period should be considered a test stage for the new AN/TGG-14A(V) and close observation will be continued.

The AN/TGG-3 has been in a varying up/down status. It's problem being wear and age. This has caused delay in transmission of messages and smooth functioning of the message center.

Total messages handled by communication center incoming 3258 outgoing 717 to be considered a busy month, considering manpower and equipment. This total is excluding services, mail and retransmissions.

(2) Radio

Radio experienced severe difficulties with 400 cycle power and during the latter part of this period was unable to maintain communications

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on Wing CMD #2. Our TAG-net is limited to USB only by PRC-47 and Wing could not cooperate since they primarily use LSB and a frequency beyond the range of the PRC-47.

One AN/MRC-30 has been declared "X" code and a new one placed on order.

Communications at Phu Bai remained "up" and reliable. Constant support is readily available for the displaced squadron.

(3) Repair

Repair continued working at their productive pace and has concentrated on evacuating AF equipment. Contrary to last month's report MWG-1 is now the next echelon for repair work. Direct liaison with FLSG is no longer authorized. The monthly summary of work is:

1. 127 pieces of equipment processed
2. 24 pieces of equipment evacuated to higher echelon
3. 35 pieces of equipment returned from higher echelon
4. 87 pieces of equipment returned to sections
5. 53 new requisitions processed

(4) Wire

With the arrival of 4 new wiremen this section is now up to an operating strength. Training of these new men is in full process and results being achieved.

New phones and one (1) speaker have been installed to further expand MMAF telephonic communications. All areas of MMAF are now covered by speakers but for an effective system three (3) additional speakers are still needed.

A 56 pair cable has been laid and buried to the southeast mat in anticipation of further buildup in that area. This field wire cable will be replaced by 10 pair cable upon its arrival.

c. Personnel

Departed

COLE, B. LCPL
DELGADO, E. J. LCPL
STAPLES, J. T. LCPL

Arrived

SSGT NADEAU, A. J. Jr.	PFC WINNING, D. T.
SSGT ROHAN, D. F.	PFC PATTERSON, B. W.
CPL SLINEY, J. Jr.	PFC RODRIGUEZ, A.
LCPL POE, A. L.	PVT COUGER, D. R.
PFC BLADES, O. S.	PVT BELL, H. W.
PFC ALARCONCORDOVA, V.	

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66 Enlisted / 2 Officers

HFM-163 4 In addition to the normal work load, Aviations constructed a 37 foot tower which, they give the base radio increased range. The radios and controls at base were moved to give the QDC's more room and make maintenance easier. Now the technician may be worked on without having to enter the Ready Room.

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