

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

3:GER:rcv  
5750  
Ser:003A13466  
14 May 1966

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

Subj: Command Chronology; submission of (U)

Ref: (a) WgO 5750.1B

Encl: ✓(1) Marine Aircraft Group 16 Command Chronology

1. In accordance with reference (a), the Command Chronology is hereby submitted.

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

*T. Clark*  
T. CLARK  
By direction

MAG-16 S&C  
LOG #00741-66  
COPY 1 OF 10

1st MAW S&C No.	Copy No.
2061-66	1

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MARINE AIRCRAFT GROUP 16

MARBLE MOUNTAIN AIR FACILITY

REPUBLIC OF VIET NAM

PERIOD COVERED: 1 THROUGH 30 APRIL 1966

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

ENCLOSURE (1)

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## PART I

ORGANIZATIONAL DATA1. Command and Rank Composition

<u>Billet</u>	<u>Name/Rank</u>	<u>Period</u>
CO, MAG-16	R. M. HUNT, Col	1-30 Apr 1966
XO, MAG-16	R. L. SIMMONS, LtCol	1-30 Apr 1966
Adjutant	H. J. CLITSKY, 1stLt	1-20 Apr 1966
Adjutant	H. W. ROSS, Capt	21-30 Apr 1966
S-1 Officer	C. B. JOHNSTON, Capt	1-30 Apr 1966
S-2 Officer	L. D. CLENN, 1stLt	1-5 Apr 1966
S-2 Officer	P. E. JONES, 1stLt	6-30 Apr 1966
S-3 Officer	T. CLARK, LtCol	1-30 Apr 1966
S-4 Officer	A. McBARROW, LtCol	1-30 Apr 1966
CO, H&MS-16	L. L. DAREYSHIRE, Maj	1-30 Apr 1966
CO, MABS-16	L. I. ZEIGLER, Maj	1-20 Apr 1966
CO, MABS-16	W. J. WEBSTER, LtCol	21-30 Apr 1966
CO, HMM-161	W. R. QUINN, LtCol	1-30 Apr 1966
CO, HMM-163	C. A. HOUSE, LtCol	1-30 Apr 1966
CO, HMM-164	W. C. WATSON, LtCol	1-30 Apr 1966
CO, HMM-263	J. L. GOEBEL, LtCol	1-30 Apr 1966
CO, VMO- 2	G. F. BAUMAN, LtCol	1-8 Apr 1966
CO, VMO- 2	A. W. BARDEN, LtCol	9-30 Apr 1966
OIC, SU #1, H&MS	J. C. BROKAW, Capt	1-30 Apr 1966
OIC, MATCU 68	R. C. COULTER, Capt	1-30 Apr 1966

2. Task Organization (C)

H&MS-16 - Marble Mountain Air Facility, RVN	1-30 Apr 1966
MABS-16 - Marble Mountain Air Facility, RVN	1-30 Apr 1966
HMM-161 - Marble Mountain Air Facility, RVN	1-30 Apr 1966
HMM-163 - Hue Phu Bai, RVN	1-30 Apr 1966
HMM-164 - Marble Mountain Air Facility, RVN	1-30 Apr 1966
HMM-263 - Marble Mountain Air Facility, RVN	1-30 Apr 1966
VMO- 2 - Marble Mountain Air Facility, RVN	1-30 Apr 1966
SU #1, H&MS-16 - Marble Mountain Air Facility, RVN	1-30 Apr 1966
MATCU 68 - Hue Phu Bai, RVN	1-30 Apr 1966

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SECRET3. 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>
H&MS - 16	32	319	0	0
MABS - 16	14	432	4	8
HMM-161	48	165	1	3
HMM-163	49	178	2	3
HMM-164	56	187	1	3
HMM-263	47	160	1	2
VMO - 2	35	156	1	5
SU #1, H&MS-16	10	64	0	1
MATCU 68, MABS-16	7	79	0	0

4. Important Visitors to the Command (U)

a. VMO - 2 During the month of April, this squadron carried USMACV Commander, General WESTMORELAND, USA; III MAF Commander, Lieutenant General WALT; Generals CARL, ELWOOD, ENGLISH, FIELDS, FREUND, KYLE, McCUTCHEON, PLATT, Van STOCKUM, and RESSON (USA); Admiral SHARP; Rear Admiral WESCHLER; Brigadier General LONG, Royal Australian Army; General DINH, Commander, I Corps, ARVN; Under Secretary of the Air Force CHARLES; and a group of members of Congress, the senior of whom was Senator McGEE.

b. HMM-164 Major General McCUTCHEON and Brigadier General Van STOCKUM were transported on 20 April and 9 April respectively.

c. HMM-161 Generals KYLE, ENGLISH, Van STOCKUM, and ELWOOD were airlifted to various points during the month.

d. H&MS-16 Generals WALT and KYLE, Colonels AXTELL and CALLENDER (USMC) and HAMBLER (USA), were transported at various times during the month.

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## PART II NARRATIVE SUMMARY

1 April - (C) Two UH-1E's from VMO-2 flew TAC(A) for the start of Operation ORANGE. After the air and artillery preparation, two UH-1E's escorted 16 UH-34D's and 8 CH-46A's in the lift of 656 troops from LZ Turkey to LZ's at (ZC 143536) and (ZC 166556). After the troop lift was completed, the UH-34D's carried 11,495 pounds of cargo into the operational area. 17 CH-46A's lifted 137,621 pounds of cargo, including two 105 Howitzers and two radio jeeps into the same areas. During the late morning and afternoon, two CH-37C's from SU #1, carried 24,000 pounds of cargo and 43 troops from LZ Turkey to LZ Albatross. They then carried 11,000 pounds of ammo, two mules and three troops from Albatross to ASP-1. The C-117D from H&MS-16 flew from DaNang to PHU Bai and Chu Lai. Colonel AXTELL, USMC, from First Marine Aircraft Wing Headquarters was the pilot during the flight.

2 April - (C) As support of Operation ORANGE continued into its second day, two CH-37's flew 17,750 pounds of cargo from ASP to (ZC 156540). Both aircraft received fire but no hits were sustained. HMM-263 continued their support of the operation by carrying 25,000 pounds of cargo, 261 U.S. troops and 16 U.S. Med Evacs. During the days operations, squadron aircraft received fire from ten (10) different locations in the operational areas. As one of the aircraft was making an approach to (ZC 193537), it received heavy automatic weapons fire from (ZC 185536), sustaining several hits. The pilot, crew and 1 U.S. Med Evac evacuated the aircraft and left it in the LZ which was held by friendly troops. Later, during the night, the aircraft was accidentally burned.

Also, 8 CH-46A's from HMM-164 flew a 242 man troop lift into LZ Rock (ZC 148539). The aircraft received ground fire and 2 aircraft were hit. Sergeant N.F. HOLLIESTER became the squadrons second casualty when he was wounded in the leg. They also lifted 41,000 pounds of cargo, 52 troops and 12 Med Evacs around the ORANGE area during the day.

3 April - (C) As Operation ORANGE went into its third day, HMM-263 carried 464 U.S. troops, 47,000 pounds of cargo, 12 U.S. WIA's and 7 KIA's. Small arms fire was received from (ZC 133564) and (ZC 161537). One of the aircraft received a hit and the corpsman, HN3 J. S. GODWIN, USN, was seriously wounded during an attempt to evacuate a U.S. Med Evac from (ZC 160534). HMM-164 lifted two 105 Howitzers from Hill 41 (AT 933660) and two from LZ Albatross (ZC 147530) to (ZC 150538). HMM-163 lifted 713 ARVN troops from (YD 550328) to (YD 550500). From there, the ARVN troops swept in a westerly direction. In the afternoon, after making no VC contact, 353 of the ARVN's were lifted from (YD 520540) back to (YD 550328).

4 April - (C) HMM-263 continued support of Operation ORANGE by carrying 51,000 pounds of cargo, 251 U.S. troops and 27 VC's in the operational area.

4 April - (S) Two aircraft from HMM-161 were launched on SAR North to (YD 6123) to search for downed Mohawk aircraft and crew. One of the aircraft received two hits from enemy ground fire. Unable to locate the downed crew, the two aircraft returned to Dong Ha, (YD 245605) with Ringo fuel state. HMM-164 and SU #1 supported Operation ORANGE by hauling 60,672 pounds of cargo and 37 troops.

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7 April - (C) HMM-263 and HMM-164 continued support of Operation ORANGE by carrying 57,560 pounds of cargo, 81 troops, 23 VC's.

8 April - (C) HMM-263 continued the support of Operation ORANGE which was in its eighth day by carrying 25,000 pounds of cargo and 105 troops into the operational area. Two aircraft from HMM-164 returned from deployment aboard the USS PRINCETON. While deployed during the period 4-7 April, they carried 14,000 pounds of cargo, 373 ARVN troops and 187 U.S. troops in support of Operation "JACK STAY".

9 April - (C) The evacuation of foreign nationals from DaNang was begun with HMM-161 lifting 183 troops into (BT 033798) and (BT 043794) to set up a perimeter defense around the helo LZ's. All the civilian and military personnel were lifted out and the evacuation completed by 1400. VMO-2 provided speaker ships to fly over the city, advising the personnel where the helo pickups were being made. HMM-164 and 263 carried 263 U.S. troops and 51,700 pounds of cargo in support of Operation ORANGE. As two aircraft from HMM-263 were lifting out of LZ Buzzard on the afternoon 9th Marine resupply, a U.S. military truck hit a landmine on the road adjacent to the LZ. The two helicopters immediately landed, gave assistance to the personnel in the truck and removed them to G-4 Hospital. Two CH-37C's carried four 105 Howitzers to (AT 923791) in support of Operation ORANGE. The aircraft received fire and sustained 1 hit.

10 April - (S) HMM-164 and SU #1 started the backloading of Operation ORANGE by lifting 121 troops and 124,000 pounds of cargo from (ZC 153547) back to ASP-1. HMM-263 had two (2) aircraft launched on SAR North. On the first launch, they picked up one (1) Laotian military WIA. The second launch, to (XE 600002) was to rescue survivors from a damaged PT boat. The USN made the actual pickup while the two aircraft orbited.

11 April - (C) The backloading from Operation ORANGE continued with SU #1, HMM-164 and HMM-263 lifting 60,000 pounds of cargo and 729 U.S. troops from (ZC 152540) to Hill 55 (AT 970620) LZ Turkey (AT 942786) and ASP-1 (AT 990737).

13 April - (S) VMO-2 and HMM-164 launched on a Sparrow Hawk mission to (BT 104630) the CH-46 received fire from (BT 099632) and observed 4 VC running to a bunker there. The UH-1E fired upon this bunker and then marked it with red smoke. The ground troops moved on the bunker and captured 15 VCS. The CH-46A's again received fire from (BT 108638) when they landed to pickup the Sparrow Hawk troops and sustained one (1) hit. The UH-1E then made 3 gun and rocket runs on VC positions in a road line at (YD 746090). Two aircraft from HMM-161 were launched on SAR North to pickup the pilot of a downed O-1. The pilot was picked up in Laos and returned to Khe Sanh.

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17 April - (C) LtCol J. L. GOEBEL led 16 aircraft of HMM-263 on a strike from Dai Loc (AT 915577) to LZ's at (AT 945574) and (AT 943557). 311 U.S. troops and 1100 pounds of cargo lifted during the operation. TAC(A) was flown by VMO-2 and the LZ's were prepared by Oxwood 48-1 flight. The UH-1E's and A-4's then gave close air support to the helicopters by providing suppressive fire in all quadrants during the lift.

18 April - (S) HMM-263 launched two aircraft on SAR North to (XD 390740) for pickup of downed pilot, but upon arrival they found the pickup had already been accomplished. HMM-164 supported I Corps by lifting 187 passengers and 24,000 pounds of cargo between Dai Loc (AT 918579), Hoi An (BT 043578) and Nong Song (AT 812391). They also lifted 106 passengers and 14,000 pounds of cargo from La Vang (YD 341507) to Ba Long (YD 164403) and Dong Ha (YD 244598).

19 April - (C) HMM-163 started Operation VIRGINIA off by lifting a company of U.S. Marines from Khe Sanh to (XD 9048). After the U.S. troops made their sweeps, HMM-163 picked up all three companies and returned them to Khe Sanh.

20 April - (C) Operation GEORGIA commenced today with HMM-263 lifting 242 U.S. troops and 3,000 pounds of cargo to the strip at An Hoa (AT 873477). SU #1 lifted 13,000 pounds of cargo from LZ Buzzard to An Hoa also. Two UH-1E's escorted HMM-163 to (YD 8300) to drop troops in a search for a missing Marine. After two lifts into the area, one UH-1E spotted the yellow smoke of the missing Marine directed HMM-163 aircraft in for the pickup. HMM-161 and HMM-163 then lifted 400 ARVN troops on a strike in the Hue area.

21 April - (S) The support of Operation GEORGIA continued today with HMM-263 lifting 221 U.S. troops and 4200 pounds of cargo. Most of this was accomplished at night and the aircraft received small arms and automatic fire at both the pickup LZ and drop LZ's. One aircraft received one hit but the damage was only minor so it continued the flight until the mission was completed. During the day, two aircraft standing SAR North were launched into Laos to rescue the crew of a downed USAF F-4. The lead rescue aircraft received heavy automatic fire while attempting to pick up the crew and the pilot (Capt. Gerald C. HUGGIN, 079914, USMC) was wounded while the aircraft was heavily damaged. The wingman (1stLt David E. WALKER) then made the pickup under hazardous conditions and both aircraft returned to Khe Sanh. The crew-chief of the second aircraft, Sgt. D. D. GORDON, effected a heroic rescue of the RIO by leaping from his aircraft while under intense fire and assisting the injured crewmember up the hill and into the aircraft.

22 April - (C) HMM-263 continued their support of Operation GEORGIA by flying 7175 pounds of cargo and 165 U.S. troops.

24 April - The C-117D from H&MS-16 flew LtGen. WALT, MajGen. KYLE, Colonel CALLENDER and Colonel HAMBLER (U.S.A.) from DaNang to Nha Trang and returned.

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25 April - (C) HMM-263 flew a strike in support of Operation GEORGIA. Eight aircraft lifted 42 U.S. and 99 ARVN troops from An Hoa to (AT 905516).

26 April - (C) Two large strikes were flown today in support of Operation GEORGIA. On the first lift, 10 aircraft lifted 176 U.S. and 24 ARVN troops from An Hoa to (AT 820443). The second lift consisted of six aircraft lifting 117 U.S. troops and 58 VN troops from (AT 807464) and (AT 823473) back to An Hoa. Also, 6,000 pounds and 158 U.S. troops were lifted to various LZ's in the GEORGIA area. HMM-164 supported Operation VIRGINIA by lifting 302 troops and 71,105 pounds of cargo from Phu Bai to Khe Sanh and Ca Lu (YD 010415).

27 April - (C) A large troop lift was flown in support of Operation GEORGIA today by HMM-263. Eight aircraft lifted 99 U.S. troops from An Hoa to (AT 947465). Four aircraft from HMM-164 supported I Corps by transporting 161 VN troops and 27,000 pounds of cargo. The pickup was at Dong Ha (YD 245598) and the troops were dropped at Ba Long (YD 164403), D-5 (YD 090520), and La Vang (YD 342507).

29 April - (C) HMM-263 and HMM-161 picked up 320 U.S. troops at (AT 989571) and dropped them at (AT 989562). A large amount of fire was received from all quadrants adjacent to the LZ, but only two aircraft were hit. Then during the afternoon, the aircraft returned to (AT 973583) and retrograded the troops. Again heavy fire was received and two hits were taken.

30 April - (C) Two aircraft from HMM-263 performed an emergency retrograde of a Recon Team from (BT 005495). The Recon Team was taking fire in the LZ and darkness had already moved in by the time the aircraft arrived. As the aircraft were landing they received small arms fire from (BT 008500). They returned the fire and picked up all the troops in the LZ. HMM-161 flew a resupply mission in support of I Corps. A total of 24,000 pounds of cargo and 223 ARVN troops were lifted between Nong Son (AT 814383) Que Son (BT 045345) and Dai Loc (ZC 193863).

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## PART III

## SIGNIFICANT EVENTS

1. Personnel

a. HMM-163 - (U) Nine Lance Corporals were promoted to Corporal during the reported period.

b. HMM-164 - (C) A total of 14 promotions were effected, three officers being promoted to Captain, one NCO to Staff Sergeant, and ten Lance Corporals to Corporal. Two enlisted were transferred from the Squadron.

c. HMM-161 - (C) For the month, a total of 14 officers and 33 enlisted were transferred out of the Unit and 9 officers and 35 enlisted were joined. Twelve Lance Corporals were promoted to Corporal and eight Private First Class were promoted to Lance Corporal.

d. HMM-263 - (C) During the month, 4 officers and 20 enlisted were joined, and 6 officers and 9 enlisted were transferred out of this unit. Fourteen promotions to Corporal and fifteen promotions to Lance Corporal were effected.

e. SU #1, H&MS-16 - (C) Three officers and three enlisted were joined, while one enlisted was transferred.

f. MABS-16 - (U) Lieutenant Colonel W.J. WEBSTER assumed command of the Squadron on 21 April 1966, relieving Major L. I. ZEIGLER who became Executive Officer.

g. MATCU 68, MABS-16 - (U) During the month, six Corporals were promoted to their present rank.

2. Administration

a. HMM-161 - (U) The First Marine Aircraft Wing sent Administrative and Materiel Inspection Teams in the Legal and Career Advisory/Education fields to inspect the Squadron. All discrepancies were noted and corrective action taken.

3. Awards

a. MABS-16 - (U) Four Air Medals and one Navy Commendation Medal, with Combat "V" were awarded.

b. SU #1, H&MS-16 - (U) Twenty Air Medals and eight sets of Combat Air Crew Insignia were awarded.

c. H&MS-16 - (U) Eight Air Medals were awarded.

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d. HMM-263 - (U) Two hundred and forty four Air Medals, two Purple Heart Medals, eight Good Conduct Medals, and thirteen Combat Air Crew Insignia were awarded.

e. HMM-164 - (U) One Purple Heart Medal and fifteen Air Medals were awarded.

f. HMM-161 - (U) Two Distinguished Flying Crosses, and eight Air Medals were awarded.

g. VMO-2 - (U) One Distinguished Flying Cross and one hundred and fifty two Air Medal were awarded.

h. HMM-163 - (U) Seventeen Air Medals and one Purple Heart were awarded.

#### 4. Casualties (C)

a. HMM-164 - Sergeant N. F. HOLLISTER, 1800232, USMC was wounded in action on 2 April 1966.

b. HMM-161 - Captain G. C. HUGGIN was wounded in action on 21 April 1966.

c. HMM-263 - On 6 April 1966, HM3 J. S. GODWIN died of wounds received in action on 4 April 1966. Corporal Danny N. BRAY was wounded in action on 17 April 1966. Sergeant G. E. WALLER and Corporals M. E. JOHNSON and L. M. SZYMANIK were also wounded in action during the month.

d. SU #1, H&MS-16 - One officer and one enlisted man received minor wounds on 29 April 1966.

#### 5. Civic Action (U)

a. Group Chaplin - Catholic projects: 17,700 plasters donated to St. John's Seminary; 18,645 plasters donated to the Sacred Heart Orphanage. 106,200 plasters (900 dollars) was donated by Father Paul TOLAND to Bishop CHI for aid to the Catholic refugees in the Diocese of DaNang.

Protestant projects: Attended ground breaking for Protestant School (Tin Lah); donated three loads of scrap lumber for Protestant Orphanage.

Joint projects: 6 large cases of clothing, 3 rolls of blanketing material (150 blankets), 16 cases of soap, 8 cases of "C" rations, 3 cases of dried milk, 31 bolts of clothing material, 1 case of candy and toys, 2 cases of medical supplies, and lumber for crutches were donated to the Protestant Leprosarium for the use of patients and refugees.

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SECRET6. Morale/Welfare Program

a. HMM-161 - (U) Two softball teams were organized within the Squadron in anticipation of the proposed First Marine Aircraft Wing softball tournament. Implementation of the Squadrons R&R program is awaiting the assignment of R&R quotas.

b. SU #1, H&MS-16 - (U) A unit party was held on 15 April 1966.

c. Group Chaplain - (U) Church Services were held at scheduled hours for both Catholic and Protestant personnel. Special services were held on request for neighboring units. Nine lectures on the Religions and Culture of Vietnam were conducted for personnel of this Command and one lecture was conducted at a neighboring unit.

7. Informational Services

a. HMM-161 - (U) News articles of the Squadron Awards Ceremony have been written and are now in the process of being forwarded to home town news media and for Far East military newspapers.

8. Intelligence/Counter-Intelligence

a. HMM-164 - (C) During the reported period, forty-eight aircraft were involved in thirteen ground fire incidents. Four aircraft received a total of six hits resulting in minor damage.

b. HMM-161 - (S) During the reported period, normal intelligence functions were conducted. The enemy "Order of Battle" for I Corps was maintained, and in addition, a situation map of the entire I Corps area was mounted in the ready room. The purpose of this is/was to enable the pilots to see the enemy situation at a glance. A half hour lecture was presented to all enlisted personnel on "The Importance of Security To Them" and reporting observations while flying. A handout concerning the personal responsibility for Counter-intelligence prepared and distributed and posted conspicuously within the squadron. Normal intelligence training was conducted for the intelligence personnel utilizing MCI courses and OJT. The Group Order on SERE requirements was received. The equipment required for each aircraft was not available; however, it has been ordered and will be utilized as it becomes available.

c. HMM-263 - (1) (C) Following March's record for highest number of hits on squadron aircraft as a result of hostile ground fire, squadron operations during April resulted in a squadron record for the highest number of hostile fire incidents during a calendar month. This significant increase was attributed to two factors: The squadron's assumption of the majority of the helicopter support role during Operations ORANGE and GEORGIA and squadron support of "Search and Destroy" missions undertaken to expand the Southwest portion of the DaNang TAOR down to the Song Thu Bon River.

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(2) (C) Squadron aircraft experienced a total of 85 hostile fire incidents, which resulted in 32 aircraft receiving a total of 38 hits.

9. Air Operations - April 1966 (C)

<u>HMM - 161</u>	<u>UH - 34D</u>	<u>- HMM - 163</u>	<u>UH - 34D</u>
Passengers	8,886	Passengers	9,246
Cargo (pounds)	911,000	Cargo (pounds)	820,000
Med Evacs	69	Med Evacs	308
Sorties	6,764	Sorties	4,873
Hours	1,752.9	Hours	1,472.1
<u>HMM - 164</u>	<u>CH - 46A</u>	<u>HMM - 263</u>	<u>UH - 34D</u>
Passengers	4,964	Passengers	9,010
Cargo (pounds)	880,000	Cargo (pounds)	776,457
Med Evacs	7	Med Evacs	160
Sorties	1,802	Sorties	6,688
Hours	662.8	Hours	1,721.4
<u>VMO - 2</u>	<u>UH - 1E</u>	<u>SU #1, H&amp;MS - 16</u>	<u>CH - 37C</u>
Passengers	1,026	Passengers	2,620
Cargo (pounds)	0	Cargo (pounds)	582,230
Med Evacs	224	Med Evacs	0
Sorties	3,698	Sorties	898
Hours	1,341.9	Hours	316.8
<u>H&amp;MS - 16</u>	<u>C - 117D</u>		
Passengers	53		
Cargo (pounds)	2,200		
Med Evacs	0		
Sorties	14		
Hours	15.5		

MAG - 16 Total

Passengers	35,805
Cargo (pounds)	3,971,887
Med Evacs	768
Sorties	24,737
Hours	7,264.7

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SECRET10. Air Control

a. MATCU 68 - (C) During the month, the Tower, which was deployed to Phu Bai the end of March, was in full operation on a 24 hour-a-day basis, the GCA making a total of 101 VFR approaches and 49 IFR approaches. Flight checks on 18 and 19 April by the Flight Check Division of the 1964th Air Force Communications Group determined that this Unit was fully operational.

11. Training

a. HMM - 161 - (U) With the arrival of the squadron, the Training Department prepared and delivered a lecture covering the operating area in Viet Nam. Three of the squadrons personnel were sent to Escape and Evasion School. The Administrative and Materiel inspection of this department revealed no significant discrepancies.

b. H&MS-16 - (U) A total of three personnel were sent to schools. One to ARC-94 Radio School, and one to Corrosion School (both in Japan), while the third man went to the Jungle Environmental and Survival Training (JEST) Course in the Philippine Islands.

12. Logistics

a. HMM - 161 - (U) The squadron has been inventorying and surveying squadron property. Navy Property Section has been busy annotating the Individual Material Readiness List, compiling an inventory of organizational property as shown in the IMRL, computing an excess list, and submitting requisitions for needed items of Navy property. The Armory was inventoried and one pistol was missing. A report to that effect was submitted and an investigation initiated.

(1) (S) Many items of Marine Corps Property were received which brought the unit readiness up to 90 per cent.

b. MABS-16 - (C) - The TAFDS Section continued its support of units at Marble Mountain Air Facility and outlying fields, dispensing 470,132 gallons of AVGAS and 274,108 gallons of JP fuel.

c. Group S-4 (U) - Logistics support of all organic units continues. During the evacuation of DaNang, the section processed 231 military and 222 civilian personnel. Billeting and messing at this station were provided for 105 military and 44 civilian personnel for various periods during the evacuation operation.

13. Maintenance

a. HMM-164 - (C) The average daily availability for this squadron was 34.8%, with an average aircraft utilization figure of 92% (base on 30 hours per aircraft per month). A total of 20 engines required change due to sand erosion and foreign object damage.

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b. H&MS-16 - (C) A total of 47 engines were issued to the HMM Squadrons of the Group and 13 were rebuilt. Three aircraft with fuselage and structural damage due to combat were repaired.

c. VMO-2 - (C) The average number of AOCF's for the month was 90 plus. A total of seven aircraft received battle damage, and one aircraft received minor damage when the tail rotor drive shaft sheared while on ground turn-up. Six T53L-11 engines were changed due to sand erosion, two tail rotor blades were changed due to link damage, and four main rotor blades were changed due to sand erosion and battle damage.

d. HMM-161 - (S) The average aircraft availability was 77%, or a little better than 18 out of 24 aircraft in commission during during the month. Five per cent of the 23% unavailable were attributable to AOCF's and 2% to calendar inspections. Maintenance strength was 133 personnel, 15 below manning level. There is a critical shortage of senior (Gunnery Sergeant) Staff NCO's in the OF 6422. Guard, mess, and life guard details create additional shortages.

e. HMM-263 - (1) (C) April was the largest flight hour month for the squadron to date with a final total of 1721.4 hours. The average number of "up" aircraft was 16, representing an increase over the previous two months. Of the squadrons two AOCF aircraft, enough parts arrived during the month to allow one to be brought into an "up" status on the 25th. The squadron had an average of 22 aircraft assigned in A-1 status. The above data yields a utilization of 107.6 flight hours per up aircraft for a utilization rate of 269%. The high number of flight hours necessitated a great deal of maintenance; as an example; 57 thirty-hour inspections were pulled during the month.

(2) (C) Again during April, battle damage was significant. Only 5 aircraft did not receive battle damage during the month. A total of 45 aircraft hits were taken. On the afternoon of 2 April, EG-5 (145781) was shot down by heavy ground fire while on final approach to a company landing zone. During the night the aircraft was completely destroyed by fire, severely burning several Marines who were guarding it, one fatally.

(3) (C) EG-23, which was sent to overhaul on the 27th, probably set a record for the most time in a single tour, flying 1,832 hours since January 1963, most of the time being accumulated in Viet Nam.

#### 14. Base Development/Military Construction (U)

a. The following construction was completed by the MABS-16 construction section: Constructed 4 complete 16'x 32' tin buildings at Phu Bai; 5 heads (barrel type), one 12' water tower for 3000 gallon tank at Phu Bai and one 4' platform for 3000 gallon tank at Marble

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Mountain, screen and two dressing rooms at Amphitheater, two generator sheds, a shed room over the reefers at the Messhall, cut out 20 conversion kits (CP tents to tin buildings), continued construction of utilities shop, completed pouring concrete slab for permanent M. T. shops and office, poured concrete and began construction on ice plant, and repaired heads throughout the camp. The sign shop painted some 50 signs of various sizes.

b. The plumbing section installed a 3000 gallon water tank, plumbing necessary to Messhall at Phu Bai, installed plumbing to hot water tank at Officers Club, serviced field bath unit at Phu Bai, and began developing a well dug by MCB-9.

c. The water supply point produced 659,211 gallons of potable water and issued 51,600 gallons of raw water.

d. The electrical section rewired the Messhall, ran new power lines to ZULU Company CP, wired the SNCO and Officers shower for use as a temporary Chapel, installed panel control board and connected a 100 KW generator at H&MS Avionics, rewired and reworked electrical system throughout Camp in HMM-163 area at Phu Bai, reworked and balanced secondary power system and installed 50 junction boxes, 50 circuit breakers and 72 insulator assemblies in the Officers and SNCO living areas, and Officers Club, received and placed into service two 60 KW generators.

e. The refrigeration section began construction of equipment for an ice block plant, prefabricated and installed air conditioner in CP bunker, made major repairs on MQ 51E and ME-10 reefers at the Messhall, and produced 300 gallons of ice cream.

f. The MABS-16 laundry processed 30,650 pounds of clothing.

## 15. Communications

### a. General

(1) (U) The only common user telephone channel we had to Phu Bai was made a three pronged hot line from MMAF to Wing G-3 to Super-Chief (Phu Bai). It is unsatisfactory, at best, due to the limitations of the present radio relay equipment.

(2) (U) Equipment failures have diminished considerably with the installation of fixed plant teletype equipment on temporary loan from Wing. We still depend on courier service for approximately 50% of the traffic between MMAF and Wing.

(3) (U) The Radio Section supplied men and equipment in the support of two operations in April. They were Operation VIRGINIA (in the Phu Bai TAOR) and Operation GEORGIA (in the DaNang TAOR).

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(4) (U) Of great concern to the Command is our serious lack of generator power. We have several generators deadlined and one on order.

b. Particular

(1) Communications Center

(a) (U) The installation of the AN/FGC-9 teletype on 20 April has improved our equipment reliability about 200%.

(b) (U) Stationary items, particularly ditto fluid and run-off paper, have been in short supply, and have caused us to go to external sources on many occasions. It takes approximately 6 to 8 cans of ditto fluid and 40 reams of run-off paper to operate the CommCenter for one week.

(c) (C) Troop strength is critical in the CommCenter. We are operating three watch sections, one of three and two with four men. There should be at least five men on each watch in order to maintain optimum efficiency.

(d) (C) Total traffic processed by the CommCenter in April was 2700 incoming and 627 outgoing messages. These figures do not show the services and retransmissions processed, which would raise the total to well over 4000 messages.

(2) Wire

(a) (U) The switchboards are worn out which accounts for most of the delays in the switchboard service by the ROSE ANN operators. The parts we need are just not available in the supply system, and until they are, the situation will get worse. We have borrowed an SB-22 switchboard from the 5th Communications Battalion which has helped somewhat.

(b) (C) The wire equipment we have, even when at 100% efficiency, is not adequate to operate a facility of this size. The T/E needs revision.

(3) Radio

(a) (U) Operation of the Wing TACAN Net and the MAG-16 Command Net to Phu Bai was limited due to generator failures. All of our 400 cycle generators were deadlined. We are operating now with a 400 cycle converter borrowed from 5th Communications Battalion.

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SECRET(4) Repair

(a) (U) Repair has worked at a heavy pace in order to maintain our equipment. The biggest drawback is a lack of parts in the system.

(b) (U) The Communications-Electronics supply point has been moved from Marine Corps supply to Comm with an addition on our present building which was built by Comm personnel. This will improve our spare parts availability.

(c) (U) The following transactions took place:

- (1) 193 pieces of equipment processed
- (2) 5 pieces of equipment evacuated to higher echelon
- (3) 5 pieces of equipment returned from higher echelon
- (4) 175 pieces of equipment returned to sections
- (5) 125 new requisitions processed

c. Personnel (U) - During the period, one Officer and six Enlisted were transferred while nine Enlisted were joined.

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PART IV

SUPPORTING DOCUMENTS: none

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## PART V

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