

TEMP

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

3:GER:rcv
 5750
 Ser:03A16966
 18 June 1966

SECRET

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

Subj: Command Chronology; submission of

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).

R. M. HUNT

DISTRIBUTION: "A"

81-9661

Navy MAW (741)

MAG-16 S&C
 LOG #00402-66
 COPY 1 OF 6

1st MAW S&C No.	Copy No.
2496-66	1

SECRET

UNCLASSIFIED

Marine Aircraft Group 16

Marble Mountain Air Facility

Republic of Viet Nam

Period Covered: 1 through 31 May 1966

UNIVERSITY CLASSIFIED

PART I

ORGANIZATIONAL DATA

1. Command and Rank Composition

<u>BILLET</u>	<u>NAME/RANK</u>	<u>PERIOD</u>
CO, MAG-16	HUNT, R. M.	Col
XO, MAG-16	SIMMONS, R. L.	Lt Col
Adjutant	ROSS, H. W.	Capt
S-1 Officer	JOHNSTON, C. B.	Capt
S-2 Officer	JONES, P. E.	1st Lt
S-3 Officer	CLARK, T.	Lt Col
S-4 Officer	MCBARRON, A.	Lt Col
CO, H&MS-16	DARBYSHIRE, L. L.	Maj
CO, MABS-16	WEBSTER, W. J.	Lt Col
CO, HMM-161	QUINN, W. R.	Lt Col
CO, HMM-163	HOUSE, C. A.	Lt Col
CO, HMM-164	WATSON, W. C.	Lt Col
CO, HMM-263	GOEBEL, J. L.	Lt Col
CO, HMM-265	MENDENHALL, H. E.	Lt Col
CO, VMO-2	BARDEN, A. W.	Lt Col
OIC, SU #1	BROKAW, J. C.	Capt
OIC, MATCU 68	COULTER, R. J.	Capt
OIC, MATCU 68	BERCHIOLLI, K. V.	Capt

2. TASK ORGANIZATION

H&MS-16 - Marble Mountain Air Facility, RVN
MABS-16 - Marble Mountain Air Facility, RVN
HMM-161 - Marble Mountain Air Facility, RVN
HMM-163 - Hue Phu Bai, RVN
HMM-164 - Marble Mountain Air Facility, RVN
HMM-263 - Marble Mountain Air Facility, RVN - Departed RVN on 22 May
for MCAF, Futenma, Okinawa
HMM-265 - Marble Mountain Air Facility, RVN - Arrived RVN on 22 May
from CONUS
VMO- 2 - Marble Mountain Air Facility, RVN
SU #1, H&MS-16 - Marble Mountain Air Facility, RVN
MATCU 68- Hue Phu Bai, RVN

UNCLASSIFIED

3. AVERAGE MONTHLY STRENGTHS

	USMC		USN	
	Off	Enl	Off	Enl
H&MS-16	36	327	0	0
MABS-16	13	478	3	10
HMM-161	49	169	1	3
HMM-163	52	164	1	2
HMM-164	56	187	1	3
HMM-265	56	186	1	3
VMO- 2	34	149	1	4
SU #1	13	63	0	1
MATCU	7	82	0	0

4. Important Visitors to the Command

(a) General KRULAK spent approximately 45 minutes at the H&MS-16 maintenance line. General YOUNGSDALE spent one afternoon aboard the Air Facility. Both were primarily here to discuss problem areas of the CH-46A and UH-1E aircraft.

DECLASSIFIED

UNCLASSIFIED

PART II

Narrative

DECLASSIFIED

UNCLASSIFIED

1 MAY Two aircraft from HMM-161 lifted four RVN civilians, including Bishop CHI, from MMAF to Hoi An Air Strip. When the aircraft returned to Hoi An to pick up Bishop CHI and party, enemy mortar rounds began to explode in the immediate area of the LZ. However, no damage or injury was sustained by the aircraft, crew or passengers. HMM-163 supported Operation VIRGINIA by carrying 12,000 lbs and 65 passengers.

2 MAY Aircraft from HMM-161 and HMM-163 departed Hu Phu Bai at 0600H on a tactical troop movement. After an artillery prep, the initial assault landing was made at (YD 752-114) and (YD 767103), with no reported resistance. Twenty minutes later, the second wave of ARVN troops was landed at (YD 780087) and (YD 790065) to complete the ARVN portion of the lift. The blocking force, two assault waves of U.S. Marines, was lifted to (YD 779120). The entire operation was completed at 0824H. Aerial support was provided by Oxwood A-4's and two Deadlock UH-1E's, with a U.S. Army O-1E acting as TAC(A). A total of 456 troops were lifted.

3 MAY A two plane section from HMM-164 launched on Sparrow Hawk. Pick-up zone for 16 troops was Hill 55 (AT 970620) drop zone (AT 965635). Both aircraft were hit by ground fire in the drop zone. Moderate structural damage required that both aircraft return to home plate.

5 MAY Aircraft from HMM-161 and HMM-163 and VMO-2 participated in Operation CHEROKEE. At 0648H, the first division of four departed Hu Phu Bai with U.S. Marines to serve as a blocking force along a mountain range 14 miles Northwest of Phu Bai. The first landing zone, (YD 570028) consisted of a series of small single aircraft zones, requiring individual approaches rather than wave approaches. The troops were debarked without incident. The rest of the troops were picked up at Phu Bai and debarked at the second LZ (YD 593234) located on a ridge crest. No fire incidents were reported throughout the entire landing operation. Six aircraft from HMM-164 in support of I Corps transported 65,600 lbs of equipment and 253 Vietnamese between Hoi An (BT 152578) and Que Son (BT 045345). The H&MS-16, C-117D flew from DaNang to Chu Lai to Que Shon to Au Khe to Chu Lai to DaNang. LtGen. WALT, MajGen. FIELDS were aboard.

6 MAY Eight aircraft from HMM-161, in support of I Corps, flew 13,850 lbs of cargo plus 34 ARVN troops from Nong Son and Que Son. One enemy air burst was observed at (BT 1243), however, no aircraft received damage. Four Oxwood A-4's provided aerial cover. HMM-163 continued support of CHEROKEE by lifting 76 troops and 2,200 lbs of cargo.

7 MAY HMM-163 again supported Operation CHEROKEE by lifting 121 troops and 33,000 lbs of cargo into the operation area.

8 MAY Eight aircraft from HMM-161 in support of I Corps, carried 37,550 lbs of cargo and 201 ARVN troops between Hoi An, Nong Son, Dai Loc, and Que Song. Two UH-1E's provided suppressive fire at (AT 982589) in support of Northbrook on a Sparrow Hawk mission. Three Med Evacs were flown, evacuating eight U.S. casualties.

UNCLASSIFIED

9 MAY Nine aircraft from HMM-161 augmented MAG-36 for Operation MONTGOMERY. After the LZ was thoroughly prepped with both air and artillery, the first portion of the lift was commenced. RVN Marines were lifted from Quang Ngai (BS 648730) to LZ BROWN (BS 450742) at the preplanned L hour of 0900H. Sporadic small arms fire was initially encountered but it was soon suppressed by the RVN Marines and U.S. Army UH-1B gunships. Subsequent waves into the area proceeded without further incident and the lift was completed with HMM-161 carrying 346 RVN Marines from Quang Ngai to LZ BLUE (BS 414765). Again sporadic fire was received and quickly suppressed. During this phase of the operation, both the aircraft crews and the embarked troops wore gas-masks. The lift was completed by 1215H and HMM-161 returned to MMAF after lifting 165 U.S. Marines. LtCol. WATSON with 10 aircraft from HMM-164, in support of Operation MONTGOMERY in the Ky Ha area, transported 434 troops and 36,200 lbs of equipment. Staging area was Ky Ha Air Facility with the major part of the lift going to landing zones located at (BS 429749), (BS 435750) and (BS 524-840). Aircraft were fired on with no hits received. HMM-163 flew normal resupply, admin, and troop lift.

10 MAY HMM-163 augmented by HMM-161 supported Operation WAYNE by carrying 693 troops and 22,000 lbs cargo. HMM-164, in diversionary support of Operation WAYNE, utilized 13 aircraft to transport 870 troops of the 1st RVN Division from the pick-up zone (YD 635250) to landing zones (YD 575160) and (YD 687093). VMO-2 provided a command and control aircraft and a TAC(A) for the control of 15 flights of fixed wing in bombing grid squares: YC 9199, 9299, 9399, and YD 9200, 9300, 9201 and 9301) as its role in Operation WAYNE. In addition carried 9 Med Evacs, one VCS, and 15 U.S. casualties from the thick jungle area.

11 MAY HMM-163 supported Operation WAYNE carrying 59 troops and 37,000 lbs of cargo.

12 MAY Twelve aircraft from HMM-161 departed MMAF at 0600H for a tactical troop lift from Hoi An to (AT 876464). Sporadic small arms fire was received and VC with arms and packs were observed fleeing the area. Suppressive fire from the UH-34D's quickly diminished the enemy fire. The succeeding waves of troops were landed without further incident, and no aircraft were hit during the operation. A total of 201 U.S. Marines and 90 ARVN troops were carried in three waves.

Four CH-46's from HMM-164 lifted 47 U.S. Marines from Dai Loc (AT 918-579) to (AT 920550) where a VC contact with a possible company had been made. The aircraft landed in the LZ and as they started to lift back out they came under heavy fire with four aircraft sustaining hits. The last aircraft was damaged heavily, number 263 made precautionary landings at Hill 55 and Dai Loc. The other aircraft was able to return to MMAF. Later, another CH-46A was also hit at the same area as it dropped off repair crews for the three down aircraft and picked up some Med Evacs. Extensive damage to this aircraft caused it to have to return immediately to MMAF.

UNCLASSIFIED

9 MAY Nine aircraft from HMM-161 augmented MAG-36 for Operation MONTGOMERY. After the LZ was thoroughly prepped with both air and artillery, the first portion of the lift was commenced. RVN Marines were lifted from Quang Ngai (BS 648730) to LZ BROWN (BS 450742) at the preplanned hour of 0900H. Sporadic small arms fire was initially encountered but it was soon suppressed by the RVN Marines and U.S. Army UH-1B gunships. Subsequent waves into the area proceeded without further incident and the lift was completed with HMM-161 carrying 346 RVN Marines from Quang Ngai to LZ BLUE (BS 414765). Again sporadic fire was received and quickly suppressed. During this phase of the operation, both the aircraft crews and the embarked troops wore gas-masks. The lift was completed by 1215H and HMM-161 returned to MMAF after lifting 165 U.S. Marines. LtCcl. WATSON with 10 aircraft from HMM-164, in support of Operation MONTGOMERY in the Ky Ha area, transported 434 troops and 36,200 lbs of equipment. Staging area was Ky Ha Air Facility with the major part of the lift going to landing zones located at (BS 429749), (BS 435750) and (BS 524-840). Aircraft were fired on with no hits received. HMM-163 flew normal resupply, admin, and troop lift.

10 MAY HMM-163 augmented by HMM-161 supported Operation WAYNE by carrying 693 troops and 22,000 lbs cargo. HMM-164, in diversionary support of Operation WAYNE, utilized 13 aircraft to transport 870 troops of the 1st RVN Division from the pick-up zone (YD 635250) to landing zones (YD 575160) and (YD 687093). VMO-2 provided a command and control aircraft and a TAC(A) for the control of 15 flights of fixed wing in bombing grid squares: YC 9199, 9299, 9399, and YD 9200, 9300, 9201 and 9301) as its role in Operation WAYNE. In addition carried 9 Med Evacs, one VCS, and 15 U.S. casualties from the thick jungle area.

11 MAY HMM-163 supported Operation WAYNE carrying 59 troops and 37,000 lbs of cargo.

12 MAY Twelve aircraft from HMM-161 departed MMAF at 0600H for a tactical troop lift from Hoi An to (AT 876464). Sporadic small arms fire was received and VC with arms and packs were observed fleeing the area. Suppressive fire from the UH-34D's quickly diminished the enemy fire. The succeeding waves of troops were landed without further incident, and no aircraft were hit during the operation. A total of 201 U.S. Marines and 90 ARVN troops were carried in three waves.

Four CH-46's from HMM-164 lifted 47 U.S. Marines from Dai Loc (AT 918-579) to (AT 920550) where a VC contact with a possible company had been made. The aircraft landed in the LZ and as they started to lift back out they came under heavy fire with four aircraft sustaining hits. The last aircraft was damaged heavily, number 2&3 made precautionary landings at Hill 55 and Dai Loc. The other aircraft was able to return to MMAF. Later, another CH-46A was also hit at the same area as it dropped off repair crews for the three down aircraft and picked up some Med Evacs. Extensive damage to this aircraft caused it to have to return immediately to MMAF.

[REDACTED]
UNCLASSIFIED

At 1745H, twelve aircraft from HMM-161 launched on an emergency troop lift to the same area, (AT 920550). They picked up the U.S. troops at Hill 55 and proceeded to (AT 920550) where approximately U.S. Marines were engaged in a fire fight with a VC force of superior numbers and were reporting intensive mortar and small arms fire. As the first three aircraft commenced a high speed approach, they received intense small arms and mortar fire. As their troops debarked, they were immediately pinned down. The lift continued until all aircraft had made three lifts into the LZ. Six aircraft were damaged by small arms fire and one was damaged by mortar shrapnel. A total of 193 combat troops and 4, 200 lbs of ammo and supplies were lifted into the LZ and 2 WIA's and 2 KIA's plus the crew from the disabled CH-46A were evacuated from the zone.

Six UH-1E's were used to fly TAC(A) and fire suppression missions against the VC during this operation.

14 MAY Four aircraft from HMM-161 were launched on a Sparrow Hawk mission. 26 U.S. troops were lifted into (BT 003611). Heavy small arms fire was received but the aircraft debarked the troops without incident and departed the LZ. As the number three aircraft was climbing through 1100 feet, it received a round through the tail pylon causing the loss of directional control. After approximately six 360° rotations around the vertical axis, the aircraft crashed in a tree line at (AT 996608). The downed crew with their weapons were evacuated by the division leader despite intense enemy fire. All four members of the downed aircraft received injuries from the crash and the gunner of the number two aircraft was wounded in the arm. Three of the four aircraft from the flight sustained damage due to hostile fire. Two maintenance Aircraft, attempting to fly crews to the downed aircraft but were driven off by intense fire. During the night the downed aircraft was destroyed by enemy forces.

HMM-164 aircraft were on stand-by status for possible evacuation of friendly personnel from DaNang from 14 - 17 May.

17 MAY HMM-163 lifted 29 Med Evacs from (YD 525263). The evacs were the result of an early morning mortar and satchel charge attack on the 1st Bn., 4th Marines CP. In other medical evacuations, 15 U.S., one ARVN and two civilian casualties were carried by VMO-2. On one Med Evac mission to (AT 941586), the flight leader, Maj. MATTHEWS, landed and was waiting for the casualty to be brought aboard when his aircraft came under enemy fire. Maj. MATTHEWS was seriously wounded but directed his co-pilot, Lt. INGVOLDSTAD, who was also wounded, to remain in the zone until the casualty was aboard, though he, himself, required immediate attention. He turned the aircraft over to the co-pilot but continued to handle the radio communications, directing his escort aircraft to attack the enemy positions. When the casualty was safely aboard, Maj. MATTHEWS directed the co-pilot to fly to the Medical facility.

18 MAY Six aircraft from HMM-164 supported III MAF in the Hu Phu Bai area by transporting 324 U.S. troops and 9000 lbs cargo from the landing zone at (YD 545318) to two landing zones (YD 811156) and (YD 569245). Aircraft were fired upon but not hit. HMM-164 launched on a Sparrow Hawk mission. Troop pick-up zone was Hill 55 (AT 970620) and drop zone was

UNCLASSIFIED

(AT 946604). Aircraft received fire on approach to the landing zones with the wingman receiving one hit. GySgt. J. A. ARNOTE 814141, the aircraft gunner, received a gunshot wound in the left hip and was taken to 3rd Med. Bn.

The Ashau rec verywas conducted for the purpose of recovering the bodies of 5 USASF and to bury indigenous bodies lying in the open, without further loss of U.S. lives. The operation was based on the assumptions that no major enemy forces remained in the vicinity of Camp Ashau and that any minor forces, if remaining, could be neutralized by air support for 30 minutes. On 18 May the operation began. Planes 1 and 2 of a 7 bird Superchief flight discharged the security detail at points A and B (see map). These details reconned the camp ending at point C Charlie (map) where, upon reaching and ascertaining that there was no enemy activity in the camp, a green smoke grenade was popped. This was the signal for remaining birds, which had been orbiting, to land. Four birds landed between points A and B, discharged their details, and remained on the deck until the scheduled return of their troops 30 minutes later. The seventh Superchief aircraft remained airborne as an aerial recon and to search for a USASF body located in the area of point D (map). Thirty minutes after touchdown, the exact allotted time for the mission, the troops were aboard the aircraft with their mission complete and the birds returned to Phu Bai.

19 MAY HMM-163 flew a total of 137 wounded ARVN troops from the ARVN outpost of Gio Lin and brought in reinforcements to this same outpost which had suffered an early morning VC attack.

20 MAY HMM-163 flew a Recon Insertion into coordinates (YD 715082). As soon as the aircraft set down in the zone the VC opened fire. The main rotor blade of one aircraft was hit by an enemy grenade fragment. During debrief of the mission, the pilots reported that the VC were within 20 meters and completely surrounding the landing zone.

VMO-2 began watching the develcpment of the local political situation especially as it involved the ARVN troops in the DaNang area. Ten Med Evacs were flown evacuating 12 U.S., one ARVN and 3 civilian casualties. The Med Evacs on this day were characterized by especially hot landing zones. On one flight both aircraft were hit and the slick, piloted by Lt. SPINK, was forced to land on Hill 55 streaming smoke and fuel. The Hill 55 area was among the hot landing zones, but another Med Evac flight was sent and the casualty on the groung was picked up. Later, a maintenance crew was sent to the site and had the aircraft operational in time to fly it home by nightfall.

HMM-161 had three aircraft supporting the 9th Marines which were launched on an emergency Med Evac mission to (AT 960650). Sporadic small arms fire was received. Six U.S. Marine Battle casualties were extracted from the zone and flown to 3rd Med. Bn. Courage in the highest traditions of the Marine Corps was displayed by the crew chiefs of the rescuing aircraft, when, despite sniper fire, they left the relative safety of the aircraft to carry wounded Marines back to the planes. Three aircraft later flew an emergency resupply of critically needed ammunition totaling 3,600 lbs to the same area. No battle damage was sustained by either flight.

UNCLASSIFIED

The H&MS-16 C-117D flew from DaNang to Chu Lai. Their passengers were MajGen. YOUNGDALE, Col. HAN, and Col. REED.

22 MAY The H&MS-16 C-117D flew from DaNang, to Saigon to DaNang carrying 10 KIA's from DaNang to Saigon.

23 MAY Under extremely adverse weather conditions, HMM-161 launched two aircraft at 1010H for an emergency recovery of a reconnaissance patrol consisting of 9 U.S. Marines. Two VMO-2 UH-1E's accompanied the flight to assist in locating the patrol and provide aerial cover, if possible, under the existing weather making the approach and landing attempts extremely hazardous. The skill and determination of the pilot flying the lead aircraft paid off and he was able to effect a landing under instrument conditions. Sufficient power at the altitude of the zone necessitating a landing by the second aircraft which was finally accomplished after several hazardous abortive attempts. An IFR take off and departure from the mountain area was successful and the troops were returned to LZ FINCH without incident. Both crews displayed outstanding professional ability.

25 MAY The H&MS-16 C-117D flew from DaNang to Saigon to Chu Lai to DaNang. Their passengers were MajGen. YOUNGDALE, Col. O'DONNEL, Col. BROWLER.

27 MAY Two UH-1E's escorted Superchief 10-5 on insertions at (YC 742083) and (YC 878942). The extraction at (YC 857977) was an emergency - the ground unit being under heavy automatic fire. The UH-1E's suppressed the fire, shooting into (YC 857982) and calling Condole '65-1 on the same area. The fire was silenced after the initial Deadlock runs and did not recur. Nine Med Evacs were flown evacuating 8 U.S., 1 ARVN, 1 VCC and two VCS casualties.

H&MS-16 C-117D flew from DaNang to Chu Lai to DaNang. Their passengers were MajGen. YOUNGDALE, Col. HARNED.

28 MAY A three plane division from HMM-164 supported I Corps in the Hoi An area by transporting 55 troops and 2,200 lbs of cargo to Duc Duc (AT 873467). Another three plane division had launched on the same mission earlier. The third aircraft in this flight crashed and burned shortly after take-off at Hoi An. Section aborted mission and remained at the crash scene to render assistance. The crew of the downed aircraft suffered only minor cuts and bruises and all passengers escaped without injury. The aircraft was a strike.

29 MAY Two aircraft supporting III MAF flew to Phu Bai with BGen. ENGLISH and party. While waiting for the General these same aircraft were diverted for Med Evacs to (YD 525625). Although intense small arms fire was received, three landings were made in the zone evacuating 4 KIA and 12 WIA, U.S. Marines with one aircraft sustaining battle damage.

30 MAY Six aircraft of HMM-164 completed a troops exchange between Hill 22 (AT 953677) and landing zone (BT 092658) in support of III MAF. A total of 328 troops and 1,830 lbs of cargo were carried.

~~DECLASSIFIED~~1. Personnel

a. HMM-163 - (U) Promotions: 1 2/Lt to 1/Lt; 2 LCpl to Cpl; 2 Pfc to LCpl.

b. MABS-16 - (C) Joined 57 for the month. Promotions: 20 E-4s to Sergeant; 4 LCpl to Cpl; 3 Pfc to LCpl; 15 Pvts to Pfc. 1 GySgt was commissioned a Second Lieutenant on 27 May. Three Meritorious Masts were awarded. OF 03 strength was increased by 30 new arrivals.

c. MATCU 68 - (C) Promotions: 1 LCpl to Cpl; 1 Pfc to LCpl. Captain K. V. BERCHIOLLI relieved Captain J. C. COULTER as Officer in Charge.

d. HMM-161 - (C) Transfers: 5 officers and 8 enlisted. Joinings: 5 officers and 2 enlisted. Promotions: 1 1/Lt to Captain; 1 2/Lt to 1/Lt; 1 Cpl to Sgt; 2 LCpl to Cpl; 2 Pfc to LCpl and 2 Pvts to Pfc. All promotions were effective 1 May.

e. HMM-164 - (C) Transfers: 2 officers and 3 enlisted. Joinings: 3 enlisted. Promotions: 1 Cpl to Sgt; 2 LCpl to Cpl; 2 Pfc to LCpl and 1 Pvt to Pfc.

f. SU #1, H&MS-16 - (C) Transfers: 1 officer and 2 enlisted. Joining: 1 enlisted. Promotion: 1 LCpl to Cpl.

2. Administration

(a) During May, MAG-16 Special Services was reinspected by the Wing Special Services Officer. Discrepancies were noted and corrective action is being taken.

3. Awards

(a) The following awards were distributed for presentation during May:

VMO- 2

2 Distinguished Flying Crosses
4 Navy Commendation Medals
4 Purple Heart Medals
206 Air Medals

HMM-161

6 Purple Heart Medals
67 Air Medals

HMM-163

78 Air Medals

UNCLASSIFIED

HMM-164

2 Purple Heart Medals
47 Air Medals

HMM-263

4 Purple Heart
129 Air Medals

HMM-361

34 Air Medals

H&MS-16

2 Purple Heart Medals
22 Air Medals

MABS-16

2 Navy Commendation Medals
1 Purple Heart Medal
2 Air Medals

4. Informational Services

(a) The below listing is the participation in the Fleet Home Town News program:

H&MS-16	None
MABS-16	None
HMM-161	3
HMM-163	107
HMM-164	14
HMM-263	19
HMM-265	None
VMO- 2	4

(b) These releases were mainly awards, new joinees, promotions. Numerous stories both newsworthy and humorous were submitted to CIB for processing. Photographs with short stories appeared in the Stars & Stripes and the Sea Tiger.

5. Casualties

a. HMM-164 - (C) GySgt. Jackson A, ARMOTE was WIA on 18 May. He was evacuated to USNH, Yokosuka, Japan.

UNCLASSIFIED

b. HMM-161 - (C) Capt Z. V. LAMASCUS, 1stLt W. G. DWINELL, Sgt K. G. SANDBERG, Cpl M. J. HEWITT and LCpl R. J. CALMES Jr. were WIA on 14 May 1966. Capt LAMASCUS and Cpl HEWITT were returned to duty and the remaining three were evacuated to hospitals in CONUS.

c. VMO-2 - (C) WIA: Maj J. E. GILLIS, 21 May; Maj F.A. MATTHEWS, 17 May; Capt J. W. RIDER, 21 May; 1stLt O. INGVOLDSTAD III, 17 May; Sgt J. W. HODSON, 18 May. Major MATTHEWS was evacuated to CONUS; Captain RIDER returned to duty; Major GILLIS evacuated to 3rd Medical Battalion; 1stLt INGVOLDSTAD evacuated to USS Repose; Sgt HODSON returned to duty.

6. Civil Affairs. In May 1966 MAG-16 began organizing the civic action program in Hoa Long Village which is in District #2 of the civic action areas of responsibilities. The organizations operating in this area are: MAG-16, MCB-6, MCB-11, 5thComm Bn, and USNH. These units have been given areas of responsibilities as have each of the squadrons in MAG-16. MCB-11 has security having right in their assigned hamlet of My Thi. Fifth Comm is responsible for Da Man Hamlet. Son Thuy, being the largest hamlet was divided into three sections. MCB-6 was given one of the sub hamlets. The other two sections were given to squadrons of MAG-16 along with the fourth hamlet of Dong Hai. All units have appointed civic action officers. All activities are coordinated through a weekly meeting of all units.

One of the first jobs was to organize the medical programs in the village at certain locations at specified times. Each sick call is staffed by: two doctors, one dentist, and a large number of corpsmen. Over 800 persons were treated at sick calls in May. Medcap patrols are still sent out to treat minor cases. Any difficult cases are treated by the naval hospital. One example was an eight year old girl with a cleft palette and hair lip. It took three major operations to help her.

The town of Son Thuy was placed in an off limits status because of prices of merchandise sold and prostitutes. The village chief has submitted a price list of articles sold in town, which was received favorably by us. The major problem was that all merchants did not agree on the prices. An attempt was made to move the prostitutes out of town, but due to political influence it was made impossible.

The census of three of the hamlets has been completed. The census of Dong Hai, the last hamlet, was begun and will be finished soon. Each hamlet has a chief. The village has a village chief and a staff consisting of: Assistant village chief, village secretary, chief of police, and popular forces advisor. Four elementary schools are operating in the village with an enrollment of over 250 students. Three of the schools are private hamlet schools with one teacher. The one public school is staffed by three government paid teachers.

Due to the departure of 3-9 the people of the area began moving into the dump operated by NSA at Marble Mountain. The village chief agreed at a meeting to provide popular forces to keep the civilians out of the dump.

The Buddhist priests of Marble Mt. requested that a pond, supposedly destroyed by MCB-8 when building their positions, be rebuilt. The Buddhists were contacted and said no claim would be submitted in regard to the land destroyed in building the pond. Agriculture experts from USOM came out and picked the best site. Work was begun late in May. Work also was started by MCB-11 in repairing a dike supposedly destroyed by amtracks.

~~DECLASSIFIED~~

The catholic chaplains have made contributions to charities in the area in the following amounts:

Sacred Heart Orphanage	- 600 lbs of sugar
	5,500 dong
Danang Charities	- 5,900 dong
Catholic Refugee Program	- 76,200 dong

In cooperation with the Protestant chaplain HMM-163 gave the following items to the listed organizations in the Hue area.

Kim Long Orphanage	- 11,800 dong
	250 lbs of clothing
Thuy Puc Orphanage	- 12,980 dong
	85 lbs of clothing

The MAG-16 civic action officer attended the advisors orientation course in Saigon. Various projects of a smaller scale are being conducted throughout the village; e.g. building of showers and head facilities. The village officials are becoming more active in the program with the exception of the village chief, who has submitted his resignation.

7. Morale/Welfare Program

a. Group Chaplain - (U) Church services were held at scheduled hours for both Catholic and Protestant personnel. Plans for construction of a permanent chaple for all faiths of MAG-16 are being developed. Services were provided for adjacent activities as requested.

b. HMM-164 - (U) A squadron party was held for all hands at the Marble Mountain Air Facility Beach on 31 May.

c. HMM-163 - (U) A continuing program of religious services by the Squadron Chaplain was conducted throughout the month.

d. MABS-16 - (U) A Group Amphitheater was completed and the first movie shown on 18 May 1966.

e. MAG-16 - (U) A Sergeant's Club was erected and became operable as a branch of the MAG-16 Staff NCO Club during the month. This club is temporary and will be closed at such time as a permanent E-4/E-5 Club is built.

8. Intelligence/Counterintelligence

a. During the month of May, normal Intelligence and counterintelligence functions were conducted by Group S-2 and Squadron S-2 sections.

b. No items of special significance were reported in squadron S-2 section chronologies.

~~DECLASSIFIED~~

[REDACTED]
[REDACTED]
[REDACTED]

c. The Group S-2 section has the following events of minor significance to report:

- (1) The MAC-16 Intelligence SOP was rewritten to conform with changes in the new 1stMAW SOP.
- (2) HMM-265 was given the standard Intelligence area briefing by the Group S-2 section upon arrival in country.
- (3) Extensive liaison was conducted with the Air Force throughout the month with the aim of improving intelligence support for SAR missions flown by the group.
- (4) An Order of Battle briefing was given the Squadron S-2 sections by Group S-2.
- (5) The Group Intelligence Officer published a Special Intelligence Report on Enemy Capabilities for Espionage/Sabotage/Terrorism aboard MMAF and at Hu Phu Bai airfield.

UNCLASSIFIED

~~SECRET~~

9. Air Operations - May 1966

HMM-161UH-34D

Sorties	5841
Hours	1538.4
Evacs	61
Cargo	533,500
Pax	7312

HMM-163UH-34D

Sorties	4263
Hours	1323.8
Evacs	522
Cargo	512,000
Pax	7257

HMM-164CH-46A

Sorties	1484
Hours	531.8
Evacs	6
Cargo	349,000
Pax	4683

HMM-263UH-34D

Sorties	4202
Hours	961.5
Evacs	141
Cargo	460,000
Pax	5670

HMM-265CH-46A

Sorties	635
Hours	362.1
Evacs	0
Cargo	383,200
Pax	359

VM0-2UH-1E

Sorties	3692
Hours	1124.7
Evacs	568
Cargo	0
Pax	1570

SU #1CH-37C

Sorties	880
Hours	331.3
Evacs	0
Cargo	1,430,400
Pax	3029

H&MS-16C-117D

Sorties	15
Hours	18.5
Evacs	0
Cargo	17,000
Pax	77

MAG-16TOTAL

Sorties.....	21,012
Hours.....	6,192.1
Evacs.....	1,298
Cargo.....	3,685,100
Pax.....	29,957

UNCLASSIFIED

10. Air Control

a. MATCU-68 - During the month of May the tower and TSQ-18 were in full operation 24 hours a day. GCA made a total of 284 VFR and 26 IFR approaches. There was a total of 91 civil and 386 military instrument operations, and the tower at Phu Bai and Marble Mountain conducted 8,515 and 13,413 operations respectively.

11. Communications. The communications section was reorganized by relocating the CommO's office into a smaller area in order to provide more storage space for the wire and radio sections.

The justification for the retention of excess equipment, in the form of a Request for Modification of Allowance, was forwarded to CMC via the chain of command. Certain difficulty is being experienced in obtaining the proper AN/PRC-6 crystals for the Provisional Rifle Company. Consequently, a frequency is being used that is not assigned, but for which crystals are available.

The new teletypes installed in April continue to give excellent availability. Outage time was less than 10%. Total traffic processed by the Comm Center was 4,489 messages for the month of May.

Telephone service has improved with the addition of another SB-86 from MWHG-1 on a temporary basis.

The following transactions took place within the repair section:

- (1) 186 pieces of equipment processed.
- (2) 155 pieces of equipment returned to sections.
- (3) 33 new requisitions processed.

12. Maintenance

a. HMM-161 - Maintained an average availability of 72.4% during May. Also during May the total number of squadron aircraft was restored to the usual 24.

b. HMM-164 - A total of 38 engines were changed this month, with the large percentage going for sand erosion. Hopefully, this number will decrease with the incorporation of an improved inlet filter. Average daily availability was 9 aircraft.

c. HMM-265 - After coming aboard in fine fashion, HMM-265 has maintained a high percentage of availability with no major problems presenting themselves to date.

d. HMM-163 - This squadrons total number of aircraft was also increased to 24 by the receipt of 5 aircraft from HMM-263.

UNCLASSIFIED

e. VMO-2 - The average number of AOPC's for VMO-2 was over 80 for the month. 12 aircraft received battle damage. In addition, 3 engines and 2 main rotor blades were replaced due to link damage.

f. SU #1 - Changed 4 engines during May. Assorted surplus parts were acquired from the 339th Transportation Company, U.S. Army at Nha Trang.

g. H&MS-16 - Repaired 3 battle damaged aircraft for different squadrons. A total of 81 engines were processed. A new tool room was established within the Sts Shelter, allowing expansion of the hydraulic shop. 9 aircraft were accepted into the H&MS-16 pool, and one was transferred. An average of 3.8 man hours per day was spent performing non-aeronautical work in support of other base activities. Examples of this are; construction of sinks and steam tables for messhalls, welding and machine lathe work for MABS, manufacture of gas caps for field ranges, etc.

13. Base Development/Military Constructions. MABS-16 continued base development by drilling and developing a new well, installing a new pump and 700 feet of pipe from the new well site to the water point. The water supply point produced 817,765 gallons of potable water and issued 32,000 gal of raw water. Construction of several tin buildings, two 20' high water towers, and ice block plant and an amphitheater stage, dressing rooms and projection booth was completed.

DECLASSIFIED

SECRET

PART IV

SUPPORTING DOCUMENTS:

SECRET

~~SECRET~~

PART V

TABLE OF CONTENTS

<u>Part/ Paragraph Number</u>	<u>Part/ Paragraph Title</u>	<u>Page</u>
PART I	ORGANIZATIONAL DATA	
	1. Command and Rank Composure	2
	2. Task Organization	2
	3. Average Monthly Strengths	3
	4. Important Visitors to the Command	3
PART II	NARRATIVE SUMMARY	4
PART III	SIGNIFICANT EVENTS	
	1. Personnel	10
	2. Administration	10
	3. Awards	10
	4. Informational Services	11
	5. Casualties	11
	6. Civil Affairs	12
	7. Morale/Welfare	13
	8. Intelligence/Counter-Intelligence	13
	9. Air Operations	15
	10. Air Control	16
	11. Communications	16
	12. Maintenance	16
	13. Base Development/Military Construction	17
PART IV	SUPPORTING DOCUMENTS	
	1. Map of Camp Ashau, (Original Only)	18
PART V	TABLE OF CONTENTS	19

~~SECRET~~

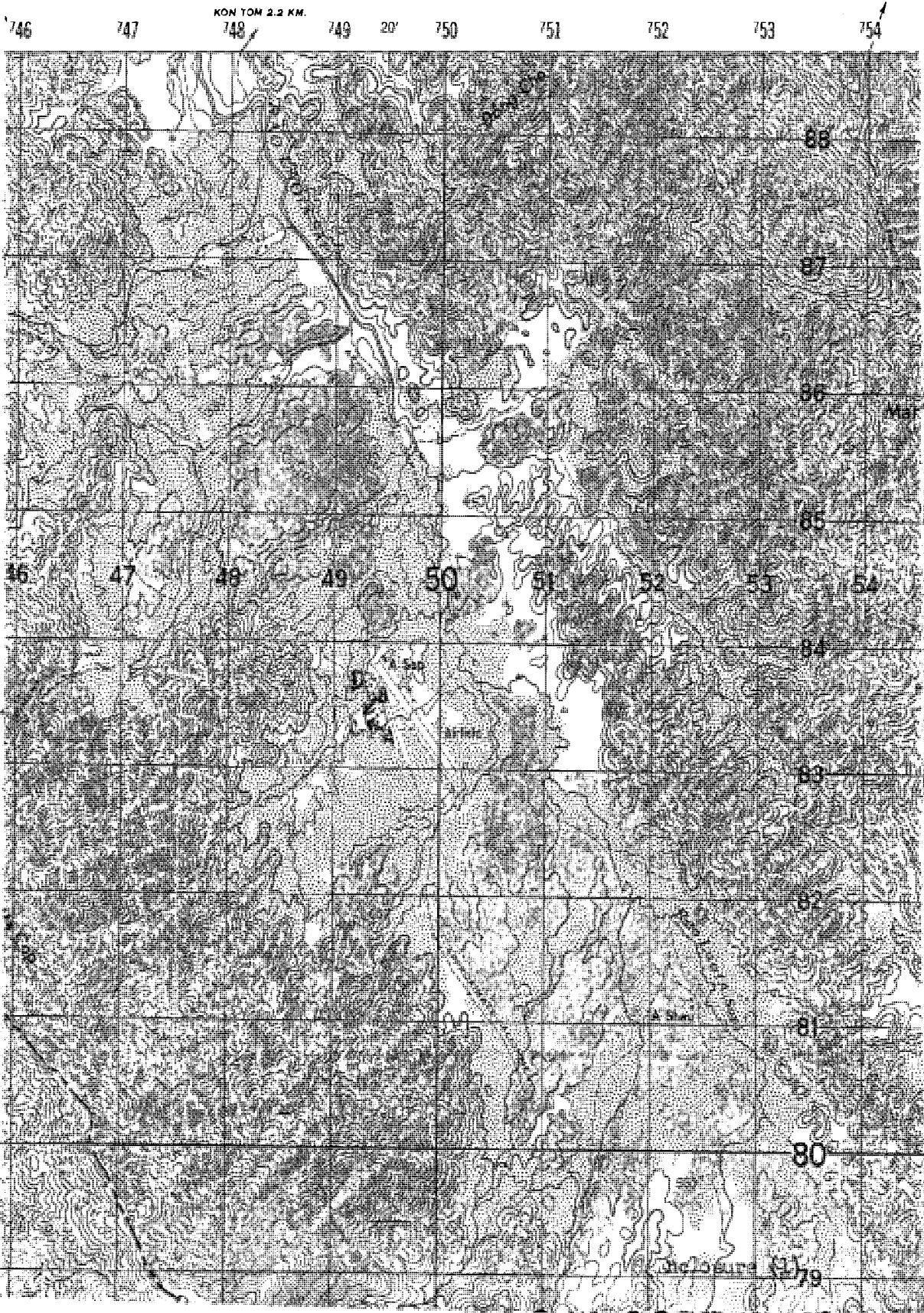
DECLASSIFIED

EDITION 1-AMS
ÉDITION 1-AMS
XUẤT-BẢN LẦN THỨ 1-AMS



A SAI

TRE VÉ 18 KI



DECLASSIFIED