

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

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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), Marine Aircraft Group 16 Command Chronology is herewith submitted as enclosure (1).

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

R. L. Simmons
 R. L. SIMMONS
 By direction

DISTRIBUTION: "A"

MAG-16

Cmd Chron

MAG-16 33C
 LOG # 001181-66
 COPY 5 OF 7

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

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July 1966

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Marine Aircraft Group 16
Marble Mountain Air Facility
Republic of Viet Nam
Period Covered: 1 through 31 July 1966

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PART I
ORGANIZATIONAL DATA

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1. Command and Rank Composure

<u>Billet</u>	<u>Name/Rank</u>	<u>Period</u>
CO, MAG-16	HUNT, R. M.	Col. 1-31 July 1966
XO, MAG-16	SIMMONS, R. L.	LtCol. 1-31 July 1966
Adjutant	OLSON, P. A.	WO 1-31 July 1966
	ROSS, H. W.	Capt 1-30 July 1966
S-1 Officer	JOHNSTON, C. B.	Capt 1-31 July 1966
S-2 Officer	GLENN, L. D.	1stLt. 1-5 July 1966
	JOHNSTONE, Y. Jr.	Capt 5-31 July 1966
S-3 Officer	CLARK, T.	LtCol 1-31 July 1966
S-4 Officer	McBARRON, A.	LtCol 1-31 July 1966
CO, H&MS-16	DARBYSHIRE, L. L.	Maj 1-31 July 1966
CO, MABS-16	MCKITRICK, R. K.	LtCol 1-31 July 1966
CO, HMM-161	QUINN, W. R.	LtCol 1-31 July 1966
CO, HMM-163	HOUSE, C. A.	LtCol. 1-31 July 1966
CO, HMM-164	WATSON, W. C.	LtCol 1-31 July 1966
CO, HMM-265	MENDENHALL, H. R.	LtCol 1-31 July 1966
CO, VMO-2	BARDEN, A. W.	LtCol 1-31 July 1966
OIC, SU #1	BROKAW, J. C.	Capt 1-31 July 1966
OIC, MATCU 68	BERCHIOLLI, K. V.	Capt 1-31 July 1966

2. Task Organization

H&MS-16 - Marble Mountain Air Facility, RVN
 MABS-16 - Marble Mountain Air Facility, RVN
 HMM-161 - Hue Phu Bai, RVN
 HMM-163 - Marble Mountain Air Facility, RVN
 HMM-164 - Marble Mountain Air Facility, RVN
 HMM-265 - Marble Mountain Air Facility, RVN
 VMO-2 - Marble Mountain Air Facility, RVN
 SU #1, H&MS-16 - Marble Mountain Air Facility, RVN
 MATCU 68 - Hue Phu Bai, RVN

3. Average Monthly Strength

<u>Squadron</u>	<u>USMC</u>		<u>USN</u>	
	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>
H&MS-16	37	289	0	0
MABS-16	20	481	4	4
HMM-161	47	160	1	3
HMM-163	45	150	1	3
HMM-164	51	180	1	3
HMM-265	56	182	1	3
VMO-2	39	146	1	5
SU #1	13	63	0	1
MATCU	7	81	0	0

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2. Following are listed personnel changes for the period 1 - 31 July 1966:

a. Number of Joinings: 148

b. Number of Drops: 176

c. Promotions:

(1) 1 to Maj	(8) 4 to MSgt
(2) 13 to Capt	(9) 6 to GySgt
(3) 5 to 1stLt	(10) 31 to SSgt
(4) 9 Enl to 2ndLt	(11) 2 to Sgt
(5) 9 Enl to WO	(12) 156 to Cpl
(6) 1 to MGySgt	(13) 89 to LCpl
(7) 1 to 1stSgt	

d. Meritorious Promotions

(1) 1 to Sgt
(2) 1 to Cpl
(3) 1 to LCpl

3. Casualties

<u>Rank</u>	<u>Name/SerNo.</u>	<u>Date & Place</u>
SSgt.	PERRY, Norman L. 1333094	4JUL66 - 9 $\frac{1}{2}$ Mi SSW MNAF
Pfc.	HUFFMAN, Bruce L. 2090555	8JUL66 - 11 Mi SW Dong Ha
SSgt.	LANE, Eod D. 1482118	8JUL66 - 11 Mi SW Dong Ha
1stLt	ROBERTS, Joseph T. III, 084240	15JUL66 - 11 Mi NNW Dong Ha
1stLt	RICHEY, George G. Jr., 088665	15JUL66 - 11 Mi NNW Dong Ha
Capt	MCALLISTER, Thomas C. 085394	15JUL66 - 11 Mi NNW Dong Ha
Sgt	LUCAS, Gary A. 1859141	15JUL66 - 11 Mi NNW Dong Ha
GySgt	MARKS, Ellender L. 1078617	20JUL66 - 13 Mi WNW Dong Ha
SSgt	WARBRITTON, Marion C. 1383424	20JUL66 - 13 Mi WNW Dong Ha
1stLt	CULWELL, Paul W. 088403	20JUL66 - 13 Mi WNW Dong Ha
SSgt	KILSBY, William J. 1136101	23JUL66 - MNAF
Pfc	BAGWELL, Thomas G. 2129296	23JUL66 - MNAF
Pfc	HUNTER, Phillip 2177048	23JUL66 - MNAF

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PART II

SIGNIFICANT EVENTS

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1. Administration: No significant events
2. Awards: The following awards were distributed during July:
 - Sivler Star - LtCol. Charles A. HOUSE (HMM-163)
 - Navy Commendation Medal - HN "L" "C" Richard DARDEN (HMM-163)
 - Sgt. R. E. LEATHAM (HMM-163)
 - Sgt. George E. MAYNE (HMM-163)
 - Distinguished Flying Cross - LtCol. William R. QUINN (HMM-161)
 - 1stLt. William L. BUCHANAN (VMO-2)
 - 1stLt. Edwards H. RESSLER (HMM-163)
 - Purple Heart - GySgt Elender L. MARKS (HMM-161)
 - HM3 Thomas M. DOLATA (HMM-161) -
 - Sgt. Gary A. LUCAS (HMM-265)
 - 1stLt. George G. RICHEY (HMM-265)
 - Pfc. Phillip HUNTER (MABS-16)
 - SSgt. William J. KILSBY (MABS-16)
 - GySgt. John LAZERATION Jr. (VMO-2)
 - 1stLt. Paul W. CULWELL (HMM-161)
 - SSgt. Marion C. WAPBRITTON (HMM-161)
 - Capt. Thomas C. McALLISTER (HMM-265)
 - 1stLt. Ted N. TIFT (HMM-164)
 - 1stLt. Ronald M. STEIN (HMM-164)
 - SSgt. Edd D. LANE (HMM-164)
 - Pfc. Bruce L. HOFFMAN (HMM-164)
 - HM3 Richard W. McCaULEY (HMM-164)
 - Pfc. Jerry D. CAMPBELL (VMO-2)
 - Maj. Charles F. HAMMEL (VMO-2)
 - SSgt. Norman L. PERRY (HMM-265)
 - Air Medals:
 - H&MS-16 - 33
 - HMM-161 - 234
 - HMM-163 - 226
 - HMM-164 - 76
 - HMM-265 - 129
 - VMO - 2 - 249
3. Information Services: ISO coverage for the month of July consisted of newspaper articles and pictures of interest to the local and nationwide newspapers.
4. Intelligence
 - 1 July 1stLt. L. D. GLENN under hospital observation, was discovered to have a broken pelvis from his jeep accident in late June.
 - 5 July Capt. Yerger JOHNSTONE assumed position of the MAG-16 S-2 Officer. Read a security survey performed on MAG-16 and discussed items with Executive Officer.

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6 July S-2 Officer reviewed SERE documents and publications held in S-2 files. Conducted inspection of survival gear in HMM-163 with Group NATOPS Officer. S-2 Officer made liaison trip to 1st MAW G-2. In the evening the Group received a Frag order for 20 CH-46A to participate in a large trooplift the following morning. Photo coverage was requested from Wing G-2. The Intelligence section worked late into the night to develop Order of Battle and other required information for the operation, which was designated "Operation MACON".

7 July The photography was delivered at 0500 by helicopter. The Intelligence section put forth a maximum effort to piece together an uncontrolled mosaic of the objective area and then to determine recommended LZ's and routes of approach and departure. At 0700 the Intelligence Officer presented the strike briefing and recommendations to the Group Commander and to the flight leaders for the strike.

8 July S-2 went to Ky Ha to establish liaison with MAG-36. S-2 obtained local OOB and visited VMO-6 S-2. In the afternoon, S-2 visited 9th Marines CP on Hill 55 and had conversation with the S-2, S-3, ALO and Psy War Officer. Requested that MAG-16 be notified of a heliborne strike early in the planning stages. Observed a Psychological Warfare aerial broadcasting and leaflet drop mission in the "MACON" area.

9 July S-2 went to Dong Ha and discussed Recon Operations in Quang Tri Province with S-2 of 2/4 and a recon platoon leader. Noted that the number of enemy contacts was extremely high for such recon activity. S-2 then went to Phu Bai to discuss problems and procedures with S-2 of HMM-161.

10 July S-2 and Intelligence Chief made liaison visit to III MAF G-2. Discovered unable to gain access to the COC. Further discovered G-2's OOB section was 7-10 days behind current data. Discussed location of enemy concentration with OB clerks.

11 July Due to excessive number of fire incidents noted originating in the AU peninsula area, a search and clear proposal was passed to Wing.

In the afternoon S-2 went to Phu Bai to participate in planning for Operation HASTINGS/LAM SON 289. Discussed operations with S-2 and S-3 of the 4th Marines.

12 July S-2 attended brief at 4th Marines; drove to Hue and established liaison with the Marine Liaison Officer at the Hue TOC. Returned to MAF.

13 July The section assembled all the necessary information for the intelligence briefing on the initial lift of Operation HASTINGS.

14 July The section prepared map boards and field equipment, and "Rose Ann Bravo S-2" was deployed to Dong Ha. S-2 Officer conducted the Intelligence portion of the strike brief for the initial heliborne strike in Operation HASTINGS.

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15-31 July Operation HASTINGS kicked off with large heliborne assault. Complete journal of operation was maintained by the section. The intelligence support required for the operation spread our resources thin, but was made possible by augmenting intelligence personnel from the squadrons. The organization was as follows: S-2 Officer and one clerk at Cam Lo with one MAG-16 and Task Force Delta Headquarters. Working relations and information channels were established with the TFD G-2.

At Dong Ha the LSA and Flight Operations were located. Therefore, an Intelligence section consisting of one Lt. (Squadron S-2), one NCO and one or two clerks was maintained for the briefing and debriefing of air crews.

PROBLEMS ENCOUNTERED & LESSONS LEARNED

Communications were one of the biggest sources of problems. (1) the split headquarters and operations section in the field was heavily dependent on radio (FM) net and a radio relay telephone. These were not up sufficient to handle the S-2 and S-3 traffic. (2) There must be an adequate covered circuit to Wing in order that intsums and special intelligence reports be relayed rapidly. (3) It would be best to have an intelligence reporting net, with a large FM set in the S-2 shop, for receiving and passing out intelligence to aircraft.

Organization: For major field operations, the S-2 forward should consist of an intelligence officer, the Group Intelligence Chief an NCO and two or three clerks. If additional intelligence personnel are required to operate the Group S-2 office or the S-2 forward, they will be augmented from squadron intelligence shops. A published augmentation schedule will be utilized under the authority of the MAG-16 Intelligence SOP.

Equipment: Two field desks, a set of photo interpretation equipment and adequate forms and supplies will be maintained for instant field deployment.

5. Civic Action

a. Medical. Sick calls in My Thi and Son Thuy treated 1469 people of Hoa Long Village. Sixty-eight of those treated were dental patients. The Naval Hospital admitted 42 Vietnamese civilians; 14 of these were major surgery cases. Eighty-nine Vietnamese were treated as out-patients. Medcap patrols were held by MCB-6 and MCB-11. Two rural health workers are being instructed at local sick calls. One hundred and fifty sets of goggles were requested for stone cutters in Son Thuy.

b. Education. Two squadron civic action officers of MAG-16 attended the advisor orientation course in Saigon. Dr. Gillis, MAG-16, was enrolled in the language course in DaNang. MCB-6 received twenty English language books, through MAG-16, and gave forty-five hours of English classes in Son Thuy.

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Novices at the Catholic complex received ten hours of English Classes. The village elders of Son Thuy are building a private school for the first and second grades. MAG-16 requested two hundred sets of books, through district, for school in Hoa Long Village. The Protestant Chaplain is working with various other religious representatives from Da Nang on college scholarships for qualified students.

c. Projects. MCB-11 has completed the dike in My Thi and is awaiting the arrival of cement for capping. Tin was requested for a roof for sick call in Son Thuy. The Vietnamese will provide labor. District headquarters repaired one of the bombed out buildings in Son Thuy. It is to be the village administrative office. The hamlet chief of Da Man has requested hand pumps for the hamlet wells. The Catholic Boy's Town received ten wood working kits. The refugees have begun work on the first building. Steel has been requested for columns in the buildings.

d. Government. Councils of elders have been organized and are functioning in Son Thuy and Da Man. Permanent security has been provided the hamlet chief of My Thi due to the rash of trouble with RMK workers and camp followers.

e. Tours. LtGen. KRULAK was given a tour of the MAG-16 Civic Action area on 4 July 1966. Included on his itinerary were visits to: My Thi hamlet and dike, Boy's Town, and Son Thuy pond. All Civic Action Officers were taken on a tour of the new Civic Action warehouse at Red Beach.

f. Psy War. A Vietnamese flag was donated to the hamlet school in Da Man by 5th Comm. The students and parents erected a flag pole. Daily raisings and lowerings of colors are scheduled. The children sing the Vietnamese National Anthem at the ceremonies.

g. Population Control. On 5 July a combined sweep of Marines and Popular forces was held in the newly erected squatters' camp across from RMK. The village and hamlet chiefs took into custody fifteen civilians; MAG-16 provided transportation of village officials, and those taken into custody to District Headquarters. A letter requesting the suspension of the off limits status of Son Thuy was forwarded to Wing.

h. Give Away Program. 5th Comm delivered 40 pounds of clothing to the hamlet chief in Da Man. MCB-11 donated 1100 pounds of clothing to the people of My Thi and My Khe hamlets. Thirty pounds of paper and pencils were donated to various hamlet schools. Sixty pounds of soap were donated by the doctors at sick calls in My Thi and Son Thuy. Four truckloads of scrap lumber were delivered to the Catholic complex. Garbage from the MAG-16 mess hall is delivered to the Catholic convent where it is used as food for pigs. The Catholic Chaplain donated over \$300 to various Catholic charities in the area.

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PART III

NARRATIVE

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MAG-16
VMO- 2
HMM-161
HMM-163
HMM-164
HMM-263
HMM-265
SU #1

CALL-SIGN

ROSEANN
DEADLOCK
BARRELHOUSE
SUPERCHIEF
NORTHEROOK
POWERGLIDE
BONNIESUE
JUNYMAN

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III A

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1 July VMO-2 began to provide aerial support around the Dong Ha area in preparation for Operation HASTINGS. Deadlock aircraft flew cover for BonnieSue aircraft for a recon insertion. After completion of the insert the recon team was discovered by approximately fifty VC and/or NVA. Deadlock aircraft delivered suppressive fire on the enemy while the BonnieSue aircraft went in and extracted the recon team. (see appendix 4)

2 July All missions were of a routine nature as shown by appendices 1-6.

3 July Deadlock aircraft flew in support of Operations HOLT, by escorting BonnieSue aircraft on a recon insert of Groucho Marx. After completion of the insertion, the Deadlock aircraft remained on Station to call an airstrike and also to act as Radio Relay for Groucho Marx. The recon team was surrounded and called for an extraction. BonnieSue aircraft led by Capt. ROMAN. The Captain landed his aircraft in the center of a known concentration of the enemy while the Deadlock aircraft provided cover. Capt. ROMAN extracted the entire team in his single aircraft dumping fuel on his departure from the zone in order to successfully complete his extremely hazardous mission. (see appendix 4.)

4 July Maj. M. J. WILLIAMS and section while on standby for Sparrow Hawk were launched to evacuate U.S. wounded from 3d Marines. The aircraft proceeded to the An Hoa area and were informed the Landing Zone was too hot for landing the aircraft diverted to An Hoa for pick up of replacements and ammo for delivery to units under attack. The aircraft proceeded to the Landing Zone and landed under intensive small arms fire, debarked passengers and cargo. Both aircraft received numerous hits while in the zone. Two Marines were wounded while unloading the aircraft. (for further details see appendix 2)

4 July Deadlock aircraft escorted a NorthBrook med evac in support of Oldfield "India" and "Kilo" where ground units came in heavy contact with the enemy. The zone was too hot for the med evac pick up. Deadlock aircraft proceeded to act as TAC(A) for fixed wing aircraft in the area. After conducting airstrikes the Deadlock aircraft controlled artillery barrage in the area. The deadlock aircraft again supported an extraction at BT 003594, and the aircraft again received fire from this area. The Deadlock aircraft attacked the source of enemy ground fire and the fire ceased, allowing the extraction to be completed successfully. (see appendix 4.)

5 July A UH-34 from HMM-161, while on a routine administration run to the LSA was diverted for two emergency med evacs from Operation HOLT. A UH-1E gunship from Deadlock was launched to fly as cover aircraft. An extremely hazardous night hoist pick-up was completed. The pilot was able to land to make the second pick-up. Both men were taken to "A" Med. All other missions were of a routine nature. (see appendices 1-6)

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6 July All missions were of a routine nature. (see appendices 1-6)

7 July Two Deadlock aircraft provided gunship escort for Superchief and NorthBrook med evac aircraft. Upon entering the zone the aircraft were taken under enemy fire. The Deadlock aircraft began gunnery runs on the known VC positions. Fixed wing aircraft was called to make Napalm and rocket runs on the VC positions. Upon completion of the fixed wing strikes, Deadlock aircraft carried on the attack making rocket and gun runs until incoming fire ceased. The med evac was then completed. (see appendix 4) All other missions were of a routine nature, (see appendices 1-6)

8 July While performing a recon insertion, two aircraft from IMM-164 came under heavy enemy ground fire as the first aircraft was about to touch down in the LZ. Both aircraft initiated a wave off. The second aircraft, piloted by Lt. B.C. NALE, lost an engine upon commencement of the wave off. Single engine capability did not exist and the aircraft crashed approximately 200 yards from the zone, burning on impact. All crew members and 9 recon personnel escaped with minor injuries. One Force Recon man was lost in the mishap. The aircraft was destroyed by friendly air and mortar fire. (see appendix 2) All other missions were of a routine nature. (see appendices 1-6)

9 July Two Deadlock gunships and two slicks completed a recon insertion. Approximately one hour after the insertion, the recon team called for an emergency retraction. They had encountered a superior enemy force. Lt. KIRBY took his slick into the zone while the gunship provided cover. Lt. KIRBY kept it in the zone until all five members of the team could climb onto the skids and into the aircraft. As he climbed out of the LZ, enemy fire increased against the aircraft and all five men of the recon team were leaning out of the aircraft returning fire at the enemy. (see appendix 4) All other missions were of a routine nature. (see appendices 1-6)

10 July Two Deadlock slicks, with two Deadlock guns for cover, inserted a recon team before dawn at the base of a narrow canyon. The slicks, remaining on station, were called upon to make an emergency extraction approximately one and one-half hours later due to heavy contact with the enemy. Same crews as the previous day were utilized. (see appendix 4) All other missions were of a routine nature. (see appendices 1-6)

11-14 July All missions were of a routine nature. (see appendices 1-6)

15 July The beginning of Operation HASTINGS, which will last the duration of July. Proving very costly for the CH-46 units, as shown in appendices 2 and 3, although hauling many troops and much gear. Deadlock aircraft acted as T/C(A) during the preparations of zones, insertions, and retractions. They flew as escort and cover for the troop lifts. (see appendix 4)

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The Junkman's contribution was over a 600,000 pounds of cargo, 1159 passengers, and 58 med evacs hauled. All other missions were of a routine nature. (see appendices 1, 5 & 6).

16 July BarrelHouse used as an orbiting radio relay as well as other routine missions. One mandatory ammo resupply mission executed successfully. (see appendix 1)

The CH-46's remained in general support as shown in appendices 2 and 3. Deadlock aircraft had a busy day with inserts, retractions, recon, and med evac escort missions as well as difficult recon extraction of their own. (see appendix 4)

DreamHour carried over 1250 pounds of mail on a shuttle run to Chu Lai as shown in appendix 6. All other missions were of routine nature as shown by appendices 1-6.

17 July All missions were of a routine nature which were hampered by foul weather. (see appendices 1-6)

18 July BarrelHouse aircraft and crews had a busy day with 154 passengers, 140 med evacs and 56,000 pounds of cargo in support of Operation HASTINGS. (see appendix 1)

Deadlock aircraft acted as TAC(A) as well as close air support themselves in several well executed airstrikes. (see appendix 4) All other missions were of a routine nature as shown by appendices 2, 3, 5, and 6.

19 July Junkman carried 13 ARVN med evacs. (appendix 5) All other missions of a routine nature. (see appendices 1, 2, 3, 4 & 6)

20 July BarrelHouse med evac mission had pilot, gunner, crew-chief and corpsman wounded by shrapnel but flew to secure zone for assistance. (see appendix 1)

NorthBrook had three aircraft damaged; one was a strike in their operations for the day. (see appendix 2)

Deadlock provided TAC(A) and escort for a 500 man insertion. (see appendix 4)

All other missions were of a routine nature as shown by appendices 3, 5 & 6.

21 July BarrelHouse carried 304 passengers, 30,000 pounds of cargo and 39 med evacs utilizing the flare ship, hoist pick-ups, and some good airmanship. (see appendix 1)

CH-46 aircraft grounded due to safety of flight. They are to be flown only for heavy lift capability and/or emergency situations. (see appendices 2 & 3)

Deadlock aircraft provided TAC(A) for a fixed wing strike and expended some of their rockets. Also carried the Belgian Ambassador on a HASTINGS tour. (see appendix 4)

DreamHour aircraft flew to Chu Lai, to Cam Ranh Bay, to DaNang, RON NAS Cubi Point. (see appendix 6)

All other missions routine in nature. (see appendix 5)

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22 July Elovon CH-46 pilots flew with BarrelHouse and PowerGlide to supplement pilot strength. (see appendix 2)

DreamHour aircraft flew from NLS Cubi Point to Sangley Point and returned to RON NLS Cubi Point. (see appendix 6)

All other missions were routine in nature. (see appendices 1-5)

23 July BarrelHouse carried 362 passengers, 20,600 pounds of cargo and 60 med evacs in support of Operation HASTINGS. (see appendix 1)

Deadlock aircraft arrived on the scene just as Marble Mountain came under mortar attack. They quickly located the tubes and stopped the fire. They remained in orbit observing the area under control of Blackwell. (see appendix 4)

One Junkman aircraft received ECHO damage from the mortar attack.

24 July BarrelHouse carried 80 passengers, 40,000 pounds of cargo, and 44 med evacs in support of HASTINGS. One aircraft received minor damage from small arms while attempting hoist pick-up of med evac. Two mandatory missions of med evac and ammo resupply were completed under heavy fire. One morphine delivery aborted due to weather. (see appendix 1)

DreamHour aircraft returned to DaNang from NLS Cubi Point. (see appendix 6)

All other missions were routine in nature. (see appendices 2, 3, 4 and 5)

25 July BarrelHouse aircraft carried 666 passengers, 62,420 pounds of cargo and 5 med evacs in support of HASTINGS. (see appendix 1)

Seven CH-46 pilots sent to BarrelHouse and PowerGlide to supplement pilot strength. (see appendix 3)

Deadlock aircraft controlled fixed wing aircraft strike for Glimmer "K". Participated in hoist lifting of 40 med evacs for Glimmer "I". Three newsmen were evacuated ahead of some of the wounded. (see appendix 4)

All other missions were routine in nature. (see appendices 2, 5&6)

26 July All missions were routine in nature. (see appendix 1-6)

27 July BarrelHouse carried 222 passengers, 59,500 pounds of cargo, and 24 med evacs in support of HASTINGS.

Deadlock provided escort for Army photo mission along the DMZ. Two Deadlock aircraft effected pick-up of survivor on 322 radial 27 miles Dong Ha. The lead aircraft made the pick-up under heavy ground fire, all aircraft returned fire. Crown "A" was controlling agency and fixed wing support was utilized.

28 July Barrel House carried 120 passengers, 31,000 pounds of cargo, and 1 med evac. (see appendix 1)

DreamHour aircraft flew to Saigon and returned. (see appendix 6)

All other missions were routine in one of the quietest days of Operation HASTINGS. (see appendices 2-5)

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29 July BarrelHouse carried 255 passengers, 86,450 pounds of cargo, and 29 med evacs. Much of the cargo was mortar ammo being removed from the field. (see appendix 1)

NorthBrook conducted pilot training and refresher flights. (see appendix 2)

DreamHour aircraft flew to Chu Lai, to DaNang, to Phu Bai, to Saigon, to DaNang. One flight was flown as flare drop standby to Dong Ha. (see appendix 6)

All other missions were routine in nature. (see appendices 3-5)

30 July BarrelHouse helped back load 3/5 on the USS Princeton, carrying a total of 363 troops, 25,000 pounds of cargo, and 8 med evacs along with routine resupply. (see appendix 1)

DreamHour aircraft made shuttle runs to Chu Lai and Phu Bai with General ROBERTSHAW along. A flare drop standby mission was flown to Dong Ha. (see appendix 6)

All other missions were routine in nature. (see appendices 2-5)

31 July BarrelHouse carried 179 passengers, 56,700 pounds of cargo, and 4 med evacs in support of Operation HASTINGS. (see appendix 1)

All other missions were routine in nature. (see appendices 2-6)

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9. Communications. Operation "HASTINGS" extensively involved the MAG-16 communications section. Although normal operations continued at Marble Mountain, the major effort was concentrated in the area of the operation.

Routine areas will be discussed first: total message traffic including services, traffic checks, number comparisons and wire notes totaled 4,950. The Wire section, installed an SB-86 switchboard at Phu Bai to replace two smaller SB-22's. The Repair Section made the following transactions:

- a. 176 pieces of equipment processed
- b. 12 pieces of equipment evacuated to higher echelon
- c. 9 pieces of equipment returned from higher echelon
- d. 184 pieces of equipment returned to sections
- e. 115 requisitions processed by supply

Communications support for Operation "HASTINGS" taxed this Group to the very limit, but by securing on a temporary basis certain equipment from the Wing CEO, we were able to perform our mission.

Operations at Cam Lo where the DASC and MAG-16 Command elements were located were supported by seven Marines from the MAG-16 Communications section. All nets were integrated with the DASC's in order not to duplicate any circuits and still provide alternate means of communications. A helo land/launch (FM) net was established between Cam Lo and Dong Ha where the helicopter pad was situated, utilizing AN/URC-22's at each location powered by 28 volt storage batteries which were connected to 15 amp battery chargers to ensure a continuous charge. The chargers were operated on 60 cycle generator power. This FM net was used to pass all frag orders between Dong Ha and Cam Lo and by the helicopters whenever they had to contact either site by radio. An AN/MRC-87 radio jeep provided SSB communications from Cam Lo to Phu Bai to Marble Mountain; this was the MAG-16 command net. The SSB command net was backed up by the DASC which had the TMR and TAG nets to the TADC at Wing; the TADC could in-turn relay to Marble Mountain on existing telephone hot line. Approximately five days after "HASTINGS" commenced, the Wing installed an AN/MRC-62 radio relay terminal at Cam Lo. This provided the DASC and the MAG-16 detachment with a covered teletype circuit to Wing, a common user line to the Wing switchboard, a hot line to the TADC, and a hot line to Dong Ha. Originally the hot line to Dong Ha was over a Task Force Delta AN/TRC-27 radio relay terminal, but the availability was so low (less than 50%) that the AN/MRC-62/63 van was modified at Dong Ha to terminate a hot line there.

An AN/PRC-41 (UHF) radio was set up to monitor the Group common net. The DASC also had an SB-22 switchboard which was available for use by MAG-16 personnel. It had telephone line entries into the Task Force and Third Marine Division telephone system.

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At Dong Ha a similar radio set up was installed except that there was no SSB circuit to Marble Mountain. There was an AN/PRC-47 (short range SSB) used as an overload for the FM land/launch net and to contact the LPH (TACC Afloat) where one helicopter squadron was located. The FM and UHF set-up was identical to Cam Lo. An SB-22 switchboard was operated by MAG-16 personnel to give an entry into the Air Force Dong Ha switchboard and connecting south to DaNang, plus lines to the BSA, "D" Med, Dong Ha Tower, the Dong Ha ASRT, and other local lines. Five MAG-16 communications personnel operated the Dong Ha installation.

Circuit reliability was good considering equipment limitations, environmental conditions, and the over crowded frequency spectrum. Availability was approximately 95% on all radio circuits. Radio relay availability was somewhat less primarily because of the Monkey Mountain to DaNang link which utilized AN/TRC-27's. Any radio relay system employing AN/TRC-27's will only be as good as the AN/TRC-27's. Operation "HASTINGS", which began on 15 July and terminated on 3 August is considered a success from a communications standpoint.

10. Base Development

a. Construction

This report covers the period 1-31 July 1966. During this period, MABS-16 continued improvements and construction of the Marble Mountain Air Facility and the Phu Bai cantonments. On 15 July 1966, MABS-16 began sending personnel and material to Dong Ha, Republic of Viet Nam, to support the construction and preparation of an advance base air field. On 16 July 1966 "Operation HASTINGS" began at Dong Ha and MABS-16 furnished constant support for the entire duration of the operation. The support furnished was in the form of messing facilities, crash crew personnel and equipment, erection of billeting area, enlarged TAFDS facilities and installation of an airfield lighting system. On the night of 23 July 1966 Marble Mountain Air Facility was attacked by 81 mm mortars delivered by the Viet Cong. MABS-16 Crash Crew and Mobile Alert Platoon responded swiftly in case of fires of attempted infiltration by enemy ground forces. On 31 July 1966 the new Motor Transport building entered the final stage of construction. The building will be ready for occupancy in approximately two (2) weeks.

b. Base Defense

No probes were experienced during the month. However, small arms fire was received periodically which could not be attributed to friendly action and therefore is assumed to have been Sniper fire. No pattern to such fire was noted. On the night of 23 July 1966, Marble Mountain Air Facility was attacked by 81 mm mortars delivered by the Viet Cong from a position approximately 2700 meters southwest of the Facility.

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Approximately 60 rounds landed on the Air Facility with approximately 20 more landing within adjacent unit area. Damage to ground defense facilities was negligible. Continuous modification of the perimeter has been accomplished in order to permit the completion of construction projects by the RMK Construction firm.

c. Supply/Material. On 11 July 1966, MABS-16 Material initiated support of Dong Ha, Republic of Vietnam, for "Operation HASTINGS". The support included airfield lighting system, tentage and messing facility with approximately 34,861 pounds of equipment being sent to Dong Ha.

d. Motor Transport. The MABS-16 Motor Transport Section provided the following services during the month of July 1966: Transportation of potable and raw water, transportation of food rations for the Air Facility Messhall, road grading throughout the Marble Mountain Air Facility, and fulfilled the transportation requirements of the various sections and departments in MAG-16.

e. TAFDS. On 12 July 1966 a new JP-4 refueling site with a 20,000 gallon capacity and 6 pressure refueling points was installed south of the runway at Dong Ha, Republic of Vietnam. At this time, the capacity of 115/145 storage at Dong Ha was also increased to 30,000 gallons. On the night of 23 July 1966, the TAFDS area at Marble Mountain Air Facility was damaged by enemy mortar fire. One 10,000 gallon tank, numerous hoses, and miscellaneous equipment were damaged. The quantity of fuel dispensed at Marble Mountain, Phu Bai and Dong Ha during the month of July is shown below:

	<u>AvGas 115/145</u>	<u>JP-4</u>
MNAF	297,988	260,600
Phu Bai	147,112	163,330
*Dong Ha	<u>208,480</u>	<u>246,475</u>
TOTAL	653,580 Gallons	670,405 Gallons

*Approximately 80% of Dong Ha's totals was pumped during period 15-31 July 1966 in support of Operation HASTINGS. Added points of interest concerning the Dong Ha totals are: (1) the AvGas total is two times greater and the JP-4 total is four times greater than the respective totals for each type fuel for the entire previous seven month period.

f. Crash Crew. On 15 July 1966 a MABS-16 MB-5 crash truck and crew, responded to a call from MAG-11 for assistance in fighting a fuel dump fire. The night of the Viet Cong mortar attack, 23 July 1966, the crash crew foamed down numerous fuel spills from ruptured aircraft fuel cells. Also, the full crew stood fire watch for the remainder of the night. An MB-5 and two Ansul airlift units with a five man crash crew were furnished in support of "Operation HASTINGS."

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g. Base Operations/Weather. On 17 July 1966, MABS-16 weather personnel were intergrated with the Republic of Vietnam Department of Meteorology at Hue/Phu Bai airport. On 18 July 1966, MABS-16 base operations personnel installed a field lighting system at Dong Ha in support of "Operation HASTINGS."

h. Base Development/Utilities

(1) Construction Section. The following construction was completed on the dates indicated: Extension to the P. X. building (3 July 1966); four, barrel type four hole heads (9 July 1966); ceiling in Dental Building (11 July 1966); installed air conditioner at CP Bunker (22 July 1966); wall siding on new Motor Transport building (25 July 1966); shower for Group Commanding Officer (27 July 1966); sheeting inside walls of new Motor Transport building (30 July 1966); many miscellaneous minor repairs and construction projects (1-31 July 1966).

(2) Sign Shop. The Sign Shop made and painted some 65 signs of various sizes for use in the MAG-16 compound. Also a total of fifty fire barrels were painted and stenciled.

(3) Refrigeration Shop. The following repairs, alterations and installations were completed during July; shop repairs on domestic refers and coolers (1-31 July 1966) (40 man hours.) Night Duty Maintenance checks including defrosting of military refer units (1-31 July 1966) (300 man hours); maintenance and repair of base air conditioners (1-31 July 1966) (80 man hours); miscellaneous repairs to refrigeration units (1-31 July 1966) (135 man hours); total man hours by refrigeration shop - 555.

(4) Electric Shop. The following work, repairs and installation of services were completed by the electric shop; new pole line constructed for messhall and CP area (1-9 July 1966); rewired Dental Clinic (9-12 July 1966); installed and wired new pump at water point (23 July 1966); set 31 poles with four spool racks and ran 2000 feet of #4 wire to CP area (27 July 1966); made repairs and improved wiring in six tents (1-31 July 1966); in addition to the above, numerous small jobs were completed by the electrical shop.

(5) Plumbing Shop. The following work and repairs were completed by the plumbing shop during the month of July: Replaced 3000 gallon water tank at Messhall (5 July 1966); completed plumbing for Group CO's shower (12 July 1966); connected hot water heater at EM Club (15 July 1966); numerous other small jobs throughout the month.

(6) Water Point. The water point produced 826,275 gallons of potable water and 58,500 gallons of raw water.

(7) Laundry Section. The laundry processed 22,850 pounds of clothing during July 1966.

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i. P. X. The Exchange expanded its facilities to provide more merchandise and better service. The exchange did a gross business of \$35,000 during July 1966.

11. Logistics.

a. Logistics support of all organic units continues; sources of supply remain the same.

b. In order to provide increased CH-46A operational capability, an O&R modification team from NAS, North Island has arrived in RVN. The modification, in process, includes the installation of 100% Engine Inlet Barriers, ICS Standardization, Armament Restraint Straps, Engine Starter Hydraulic Drains and Airframe Fuel Filters.

c. Completion of the starter drain has been effected in 35 aircraft.

d. Deficiencies in specific stock items continue to exist in support of the UH-1E 540 Rotor System. The effects of the provisioning conference will not be realized at the Group Supply levels for several months. Higher echelons of command continue to emphasize the urgent support requirements, however, production and deliveries will not be capable of alleviating previously recognized stock inadequacies of critical components. Aircraft received into RVN from the manufacturer or overhaul are equipped with the new rotor system, increasing the replacement demands. The use of the USS Corpus Christi as an overhaul point for major components will materially reduce the non operational hours for the aircraft.

e. CH-46 spares, although in excess of 85% stock levels in range, remain critical in high usage of engine starters, hydraulic valves, blades, engine bearings, rotor heads, APP start valves and windshields. The lack of these items on the average precludes the use of eight operational aircraft. Assistance has been requested, but relief is not anticipated subsequent to October 1966.

f. Freight processed by this Section with delivery made and destination is as indicated:

(1) Organic Aircraft to

(a)	Hue Phu Bai	43,600
(b)	Dong Ha	75,800

(2) Fixed Wing Aircraft

(a)	Hue Phu Bai	3,000
(b)	Dong Ha	7,900

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(3) Surface (LCU)

(a)	Hue Phu Bai	9,200
(b)	MMAF	<u>6,200</u>
	TOTAL	145,700

g. Construction of the MMAF perimeter road on the north boundary has been initiated.

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PART IV

SUPPORTING DOCUMENTS

- ✓ Appendix A - Air Operations Statistics
- ✓ B - SITREPS
- ✓ B - Narrative Report of VC Attack on
Marble Mountain Air Facility

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Air Operations - July 1966

<u>HMM-161</u>	<u>UH-34D</u>	<u>HMM-163</u>	<u>UH-34D</u>	<u>HMM-164</u>	<u>CH-46A</u>
HOURS	2034.8	HOURS	2350.7	HOURS	808.5
SORTIES	6653	SORTIES	12012	SORTIES	1918
PAX	8912	PAX	7417	PAX	6132
EVACS	755	EVACS	731	EVACS	77
CARGO	477.8	CARGO	372.0	CARGO	294.7
<u>HMM-265</u>	<u>CH-46A</u>	<u>VMO-2</u>	<u>UH-1E</u>	<u>HAMS-16</u>	<u>C-117D</u>
HOURS	1287.9	HOURS	1804.9	HOURS	24.9
SORTIES	2369	SORTIES	3396	SORTIES	13
PAX	8868	PAX	2314	PAX	605
EVACS	170	EVACS	80	EVACS	0
CARGO	483.0	CARGO	0	CARGO	3.75
<u>SU #1</u>	<u>CH-37C</u>				
HOURS	473.6*				
SORTIES	1312				
PAX	2741				
EVACS	60				
CARGO	493.6				
	<u>MAG-16</u>		<u>TOTAL</u>		
	HOURS		8785.3		
	SORTIES		2787.3		
	PAX		36989		
	EVACS		1873		
	CARGO		2124.8		

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Appendix A

HEADQUARTERS
Marine Aircraft Group 16
1st Marine Aircraft Wing
Fleet Marine Force Pacific
110 San Francisco 96302

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29 AUG 1966

FOR OFFICIAL USE ONLY

From: Commanding Officer
To: Commanding General, 1st Marine Aircraft Wing (ATTN: G-2, G-3)

Subj: Narrative Report of Viet Cong Attack on Marble Mountain Air Facility, 23 July 1966

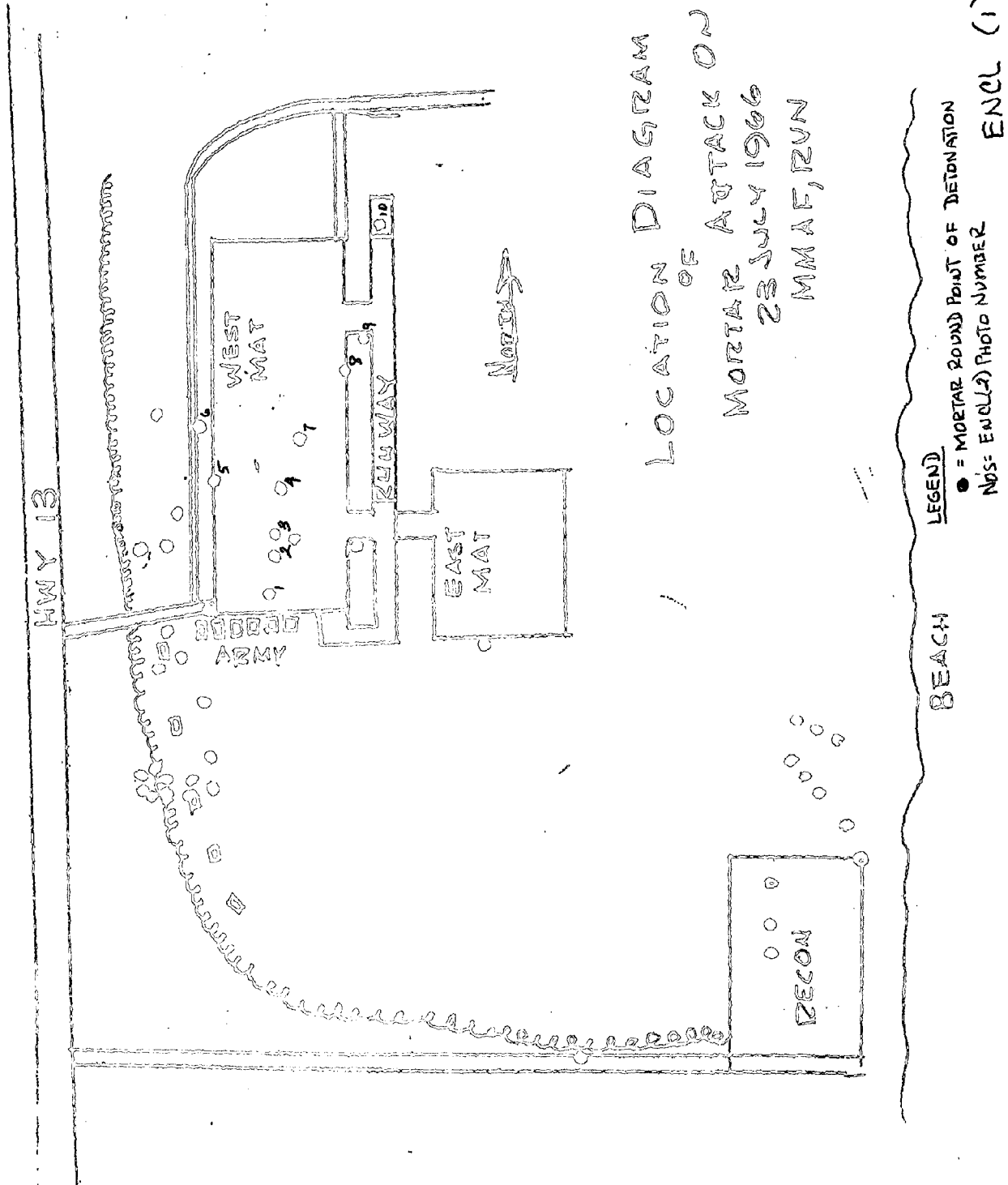
Encl: (1) Sketch of MMAF with Mortar Round Impact/Burst Areas Plotted
(2) Photographs of Area/Equipment Damage
(3) Excerpt from Combat Operation Center Log for 23Jul66

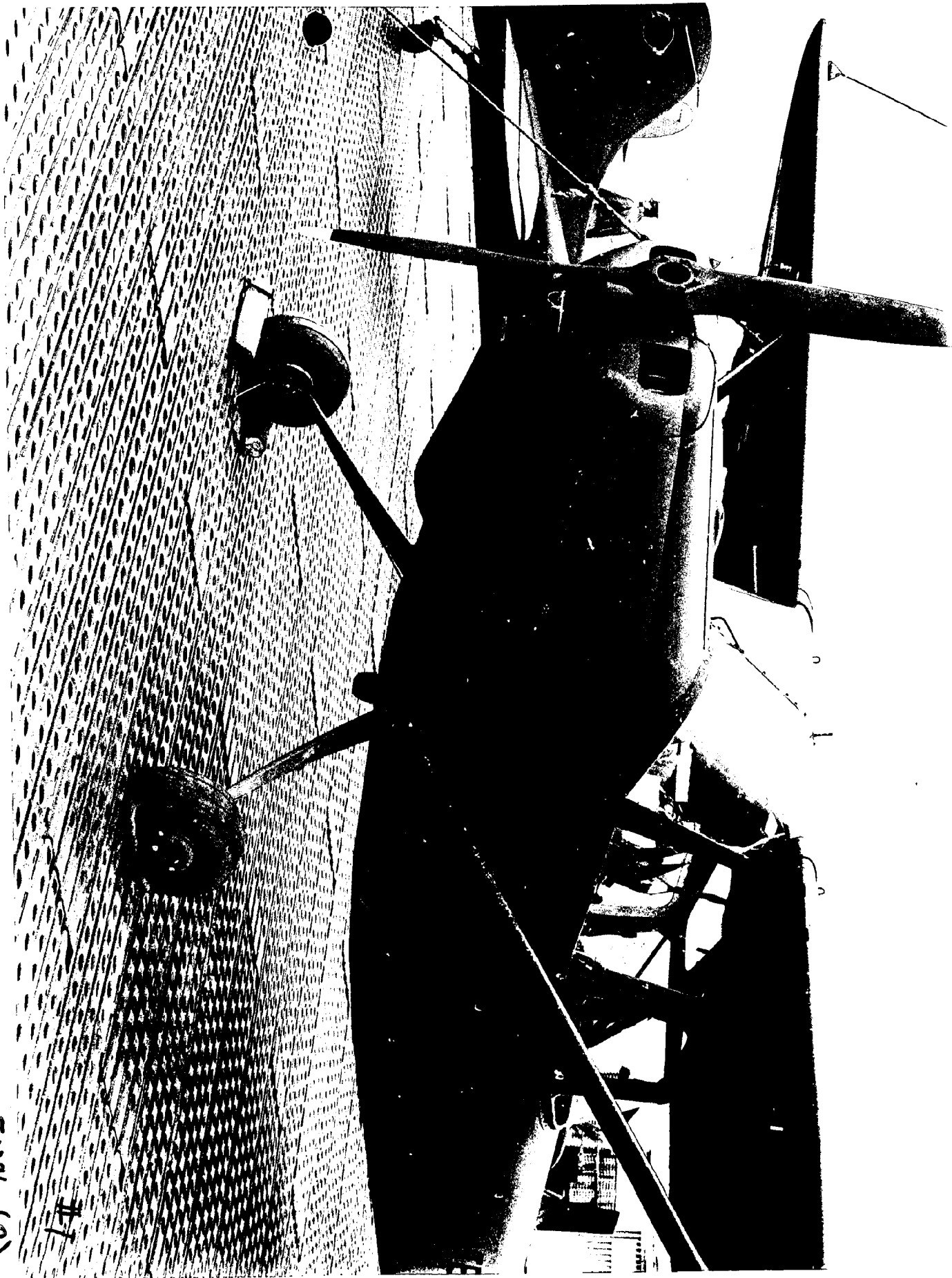
1. At 2000 hours (Hotel) on 23 July 1966, the Marble Mountain Air Facility, Republic of Vietnam was taken under mortar attack by the Viet Cong. Approximately 30, 81mm mortar rounds, of U. S. manufacture, detonated over and on the Air Facility--points of detonation moving in sequence from south to north impacting as indicated in enclosure (1). An estimated 80% of the rounds were air bursts. Greatest damage was inflicted in the Army Aviation area in the southwestern corner of the West Parking Apron. Enclosure (2) shows damage to equipment and facilities. The location of subjects photographed may be determined by cross reference to enclosure (1). No attempts were made by hostile forces to penetrate the ground defenses of the Air Facility, however, limited and sporadic small arms fire was reportedly received from the south and west. Condition #1 ground alert condition was set (by siren) shortly after the first mortar round fell within the perimeter at 2000. The attack lasted 3 to 7 minutes. Security and damage control forces response to the emergency was orderly and effective. Damaged aircraft with leaking fuel were foamed and kept under surveillance by the Crash Crew. During this same relative period, the Naval Hospital and MCR-11 installations were struck by mortar fire and sustained casualties to personnel, equipment and facilities. Three VM-2 armed OH-1A's were returning to this field from Dong Ha when the attack commenced. They were immediately diverted to search out and engage the mortar positions which they did. The reported location of the attacking two to three mortar tubes was 2,600 meters southwest of Marble Mountain Air Facility. Assigned battle stations were immediately manned and following the attack, MAG-16 personnel of all squadrons, who had taken cover in the cantonment protective dugouts, moved to the aircraft parking ramp to man standby alert aircraft, augment parking ramp security and damage control forces. Meanwhile helicopters were launched for medical evacuation of casualties of MCR-11. Condition White alert status (Normal routine) was resumed at 0015H hours.

R. L. SIMONS
By direction

Appendix B

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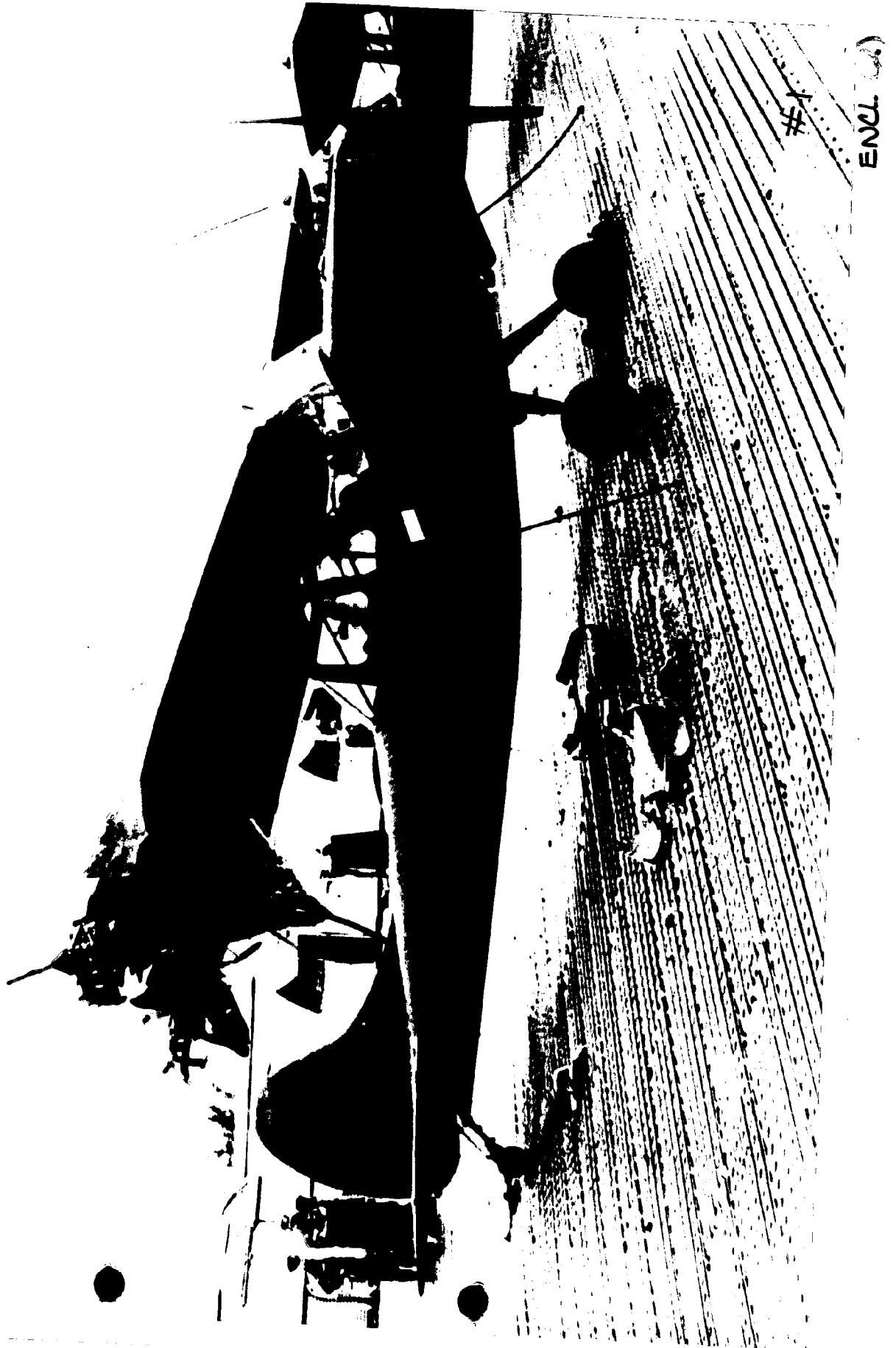


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 w/APP B (10/10/66)

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DATE 24 July 1966
PHOTO Col. J. E. Johnson



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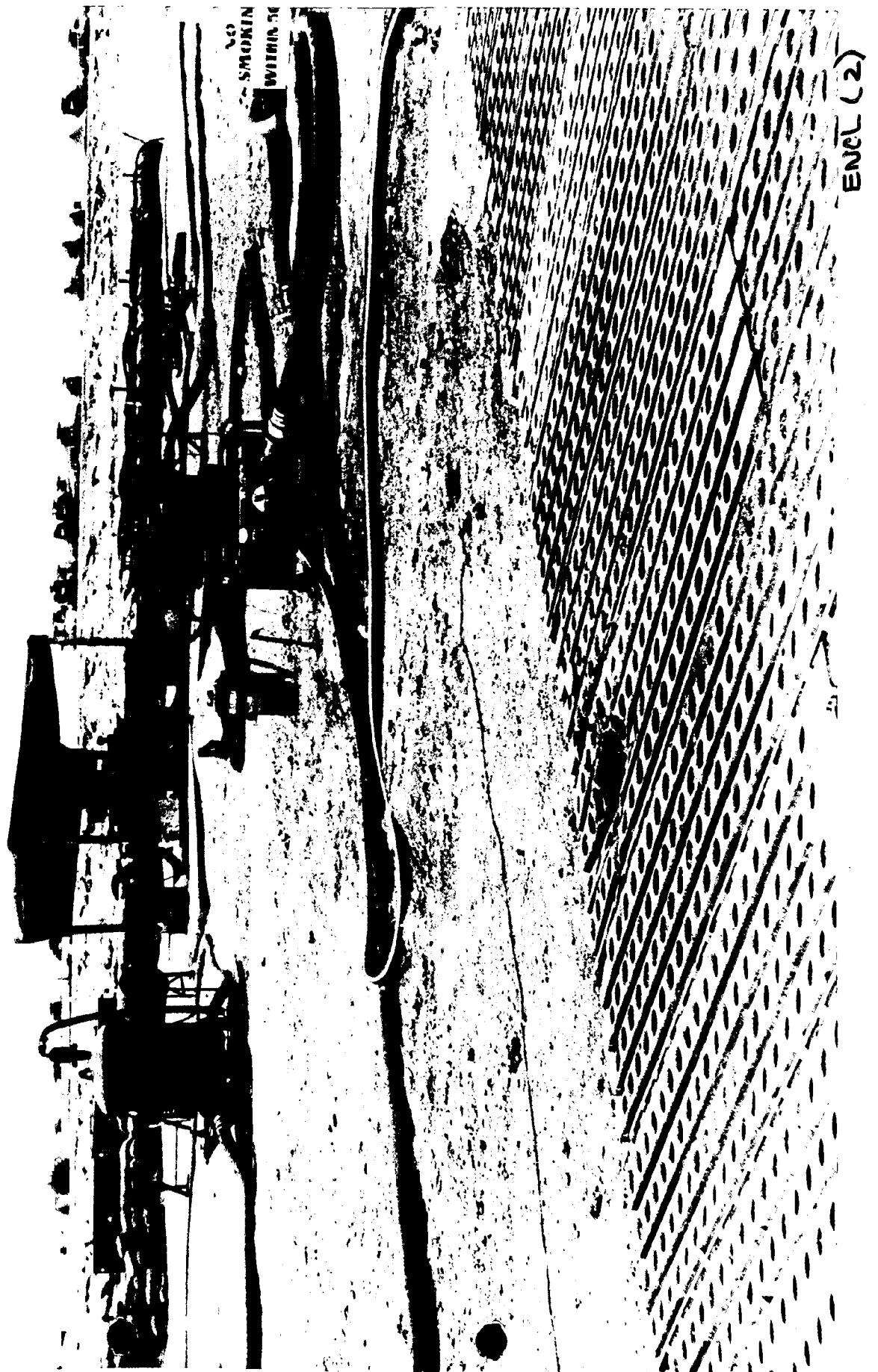
Cpt. F. E. Johnson



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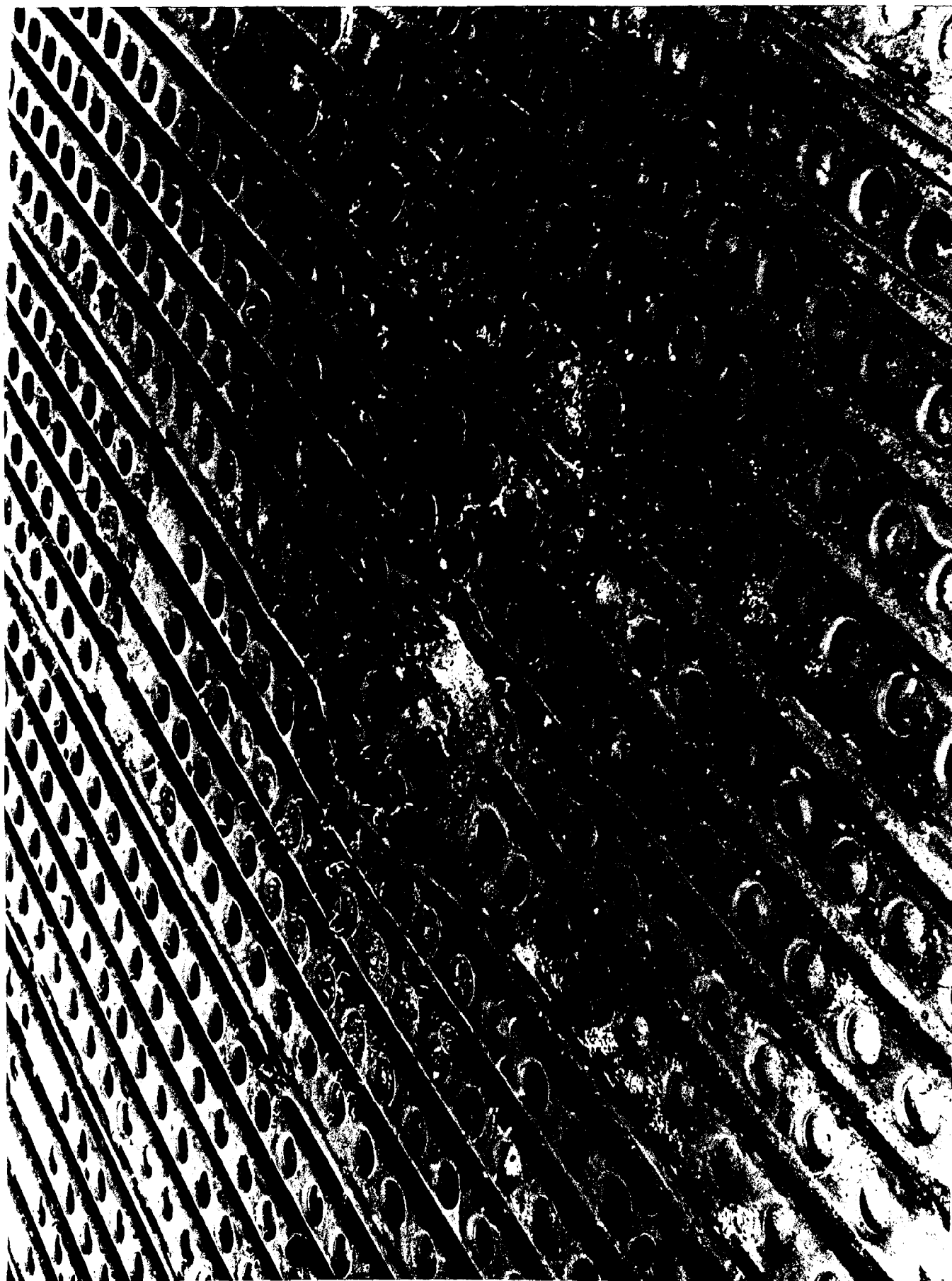
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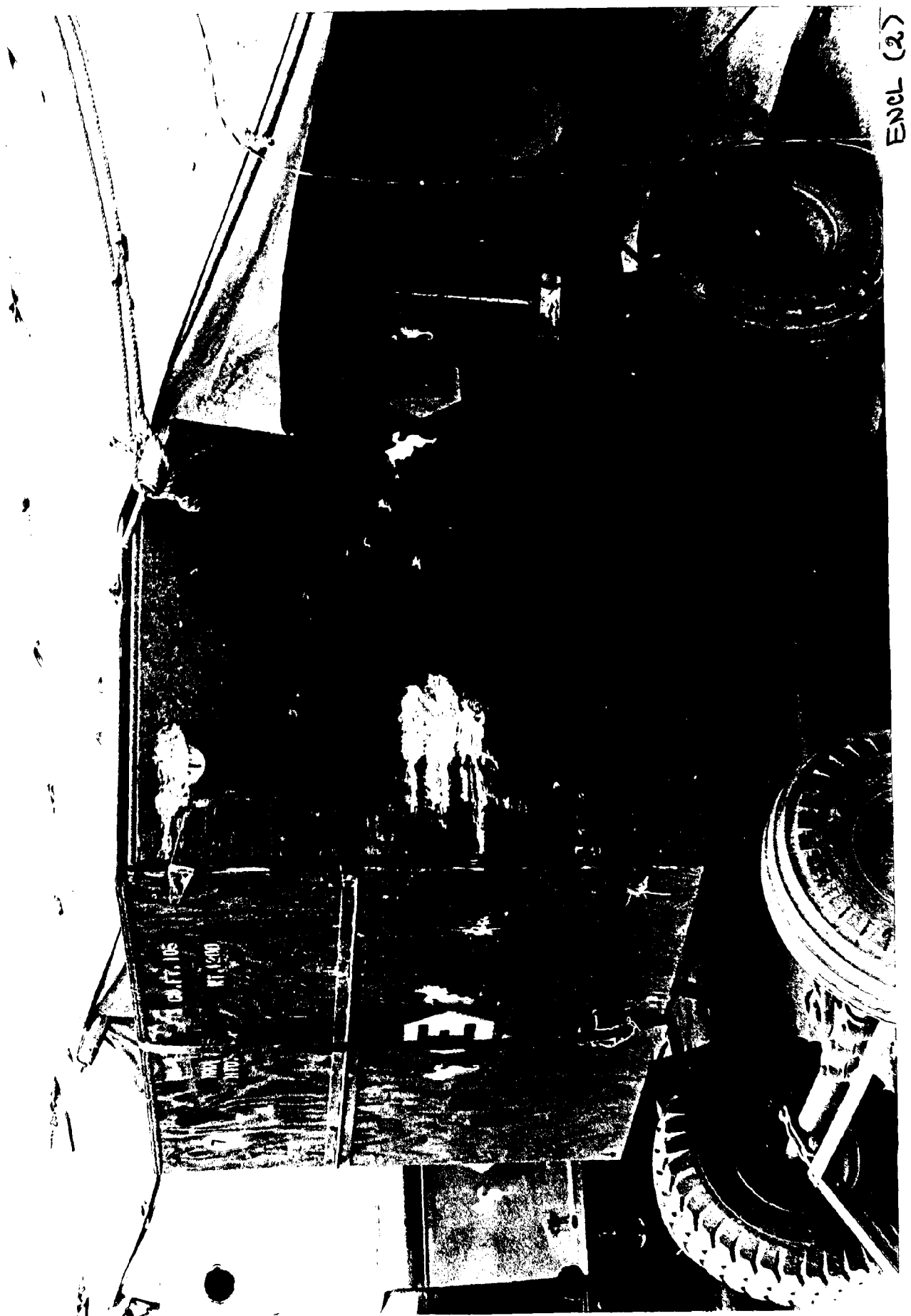
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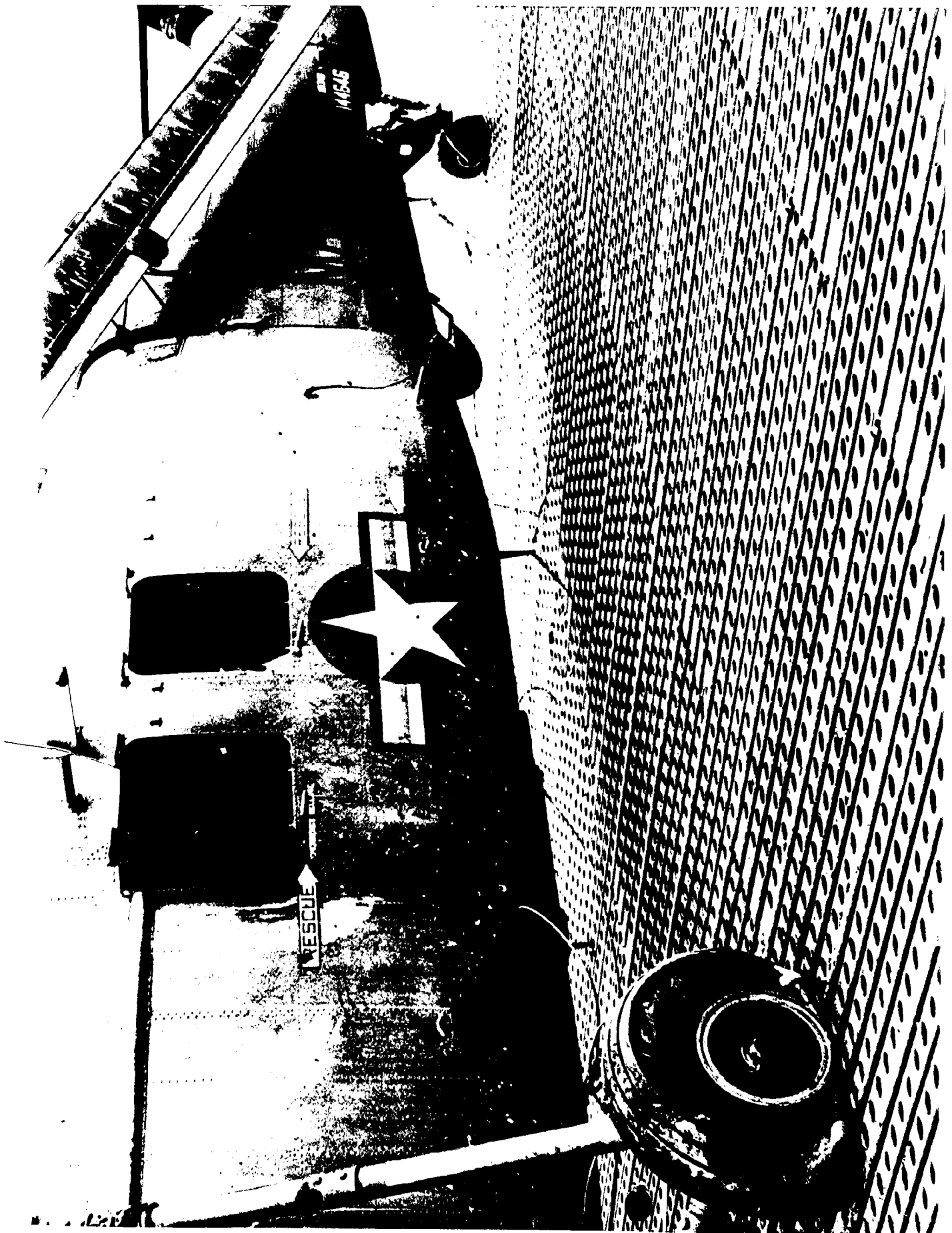
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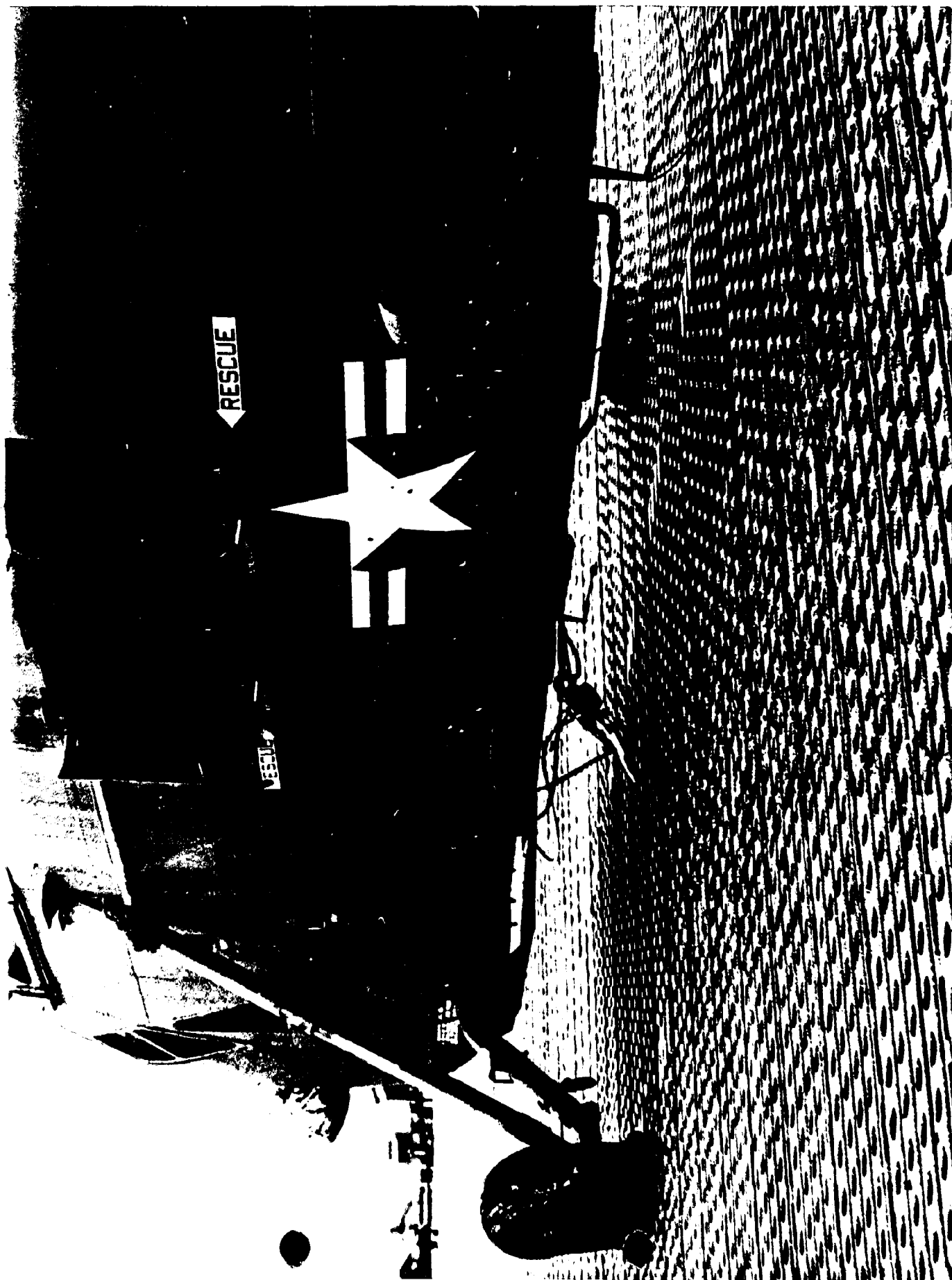
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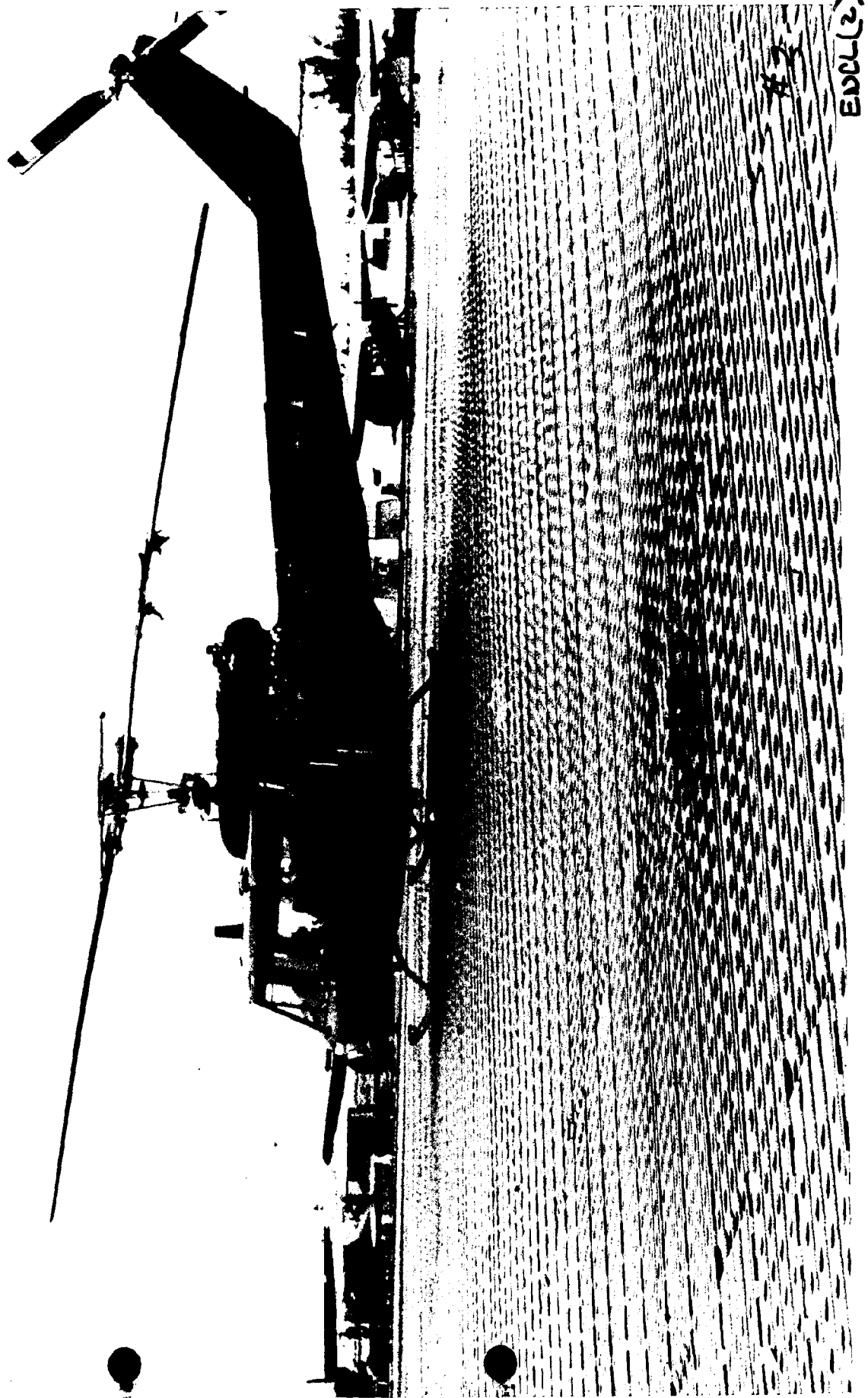
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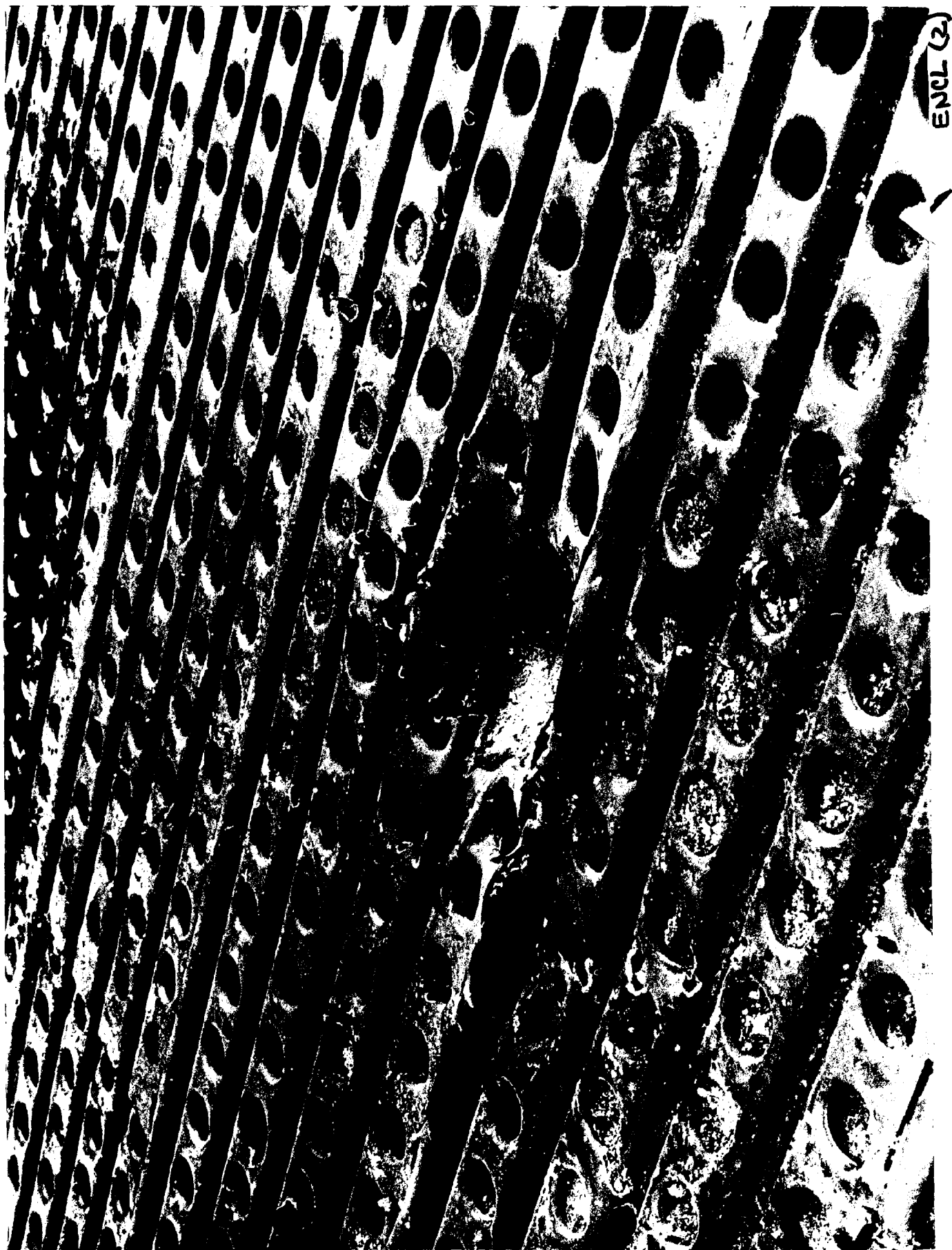


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COMBAT OPS CENTER LOG

CONDITION #1 ALERT SET BY SIREN AT 2007H

- 2008H - LOG OPENED ON ORDER OF LTCOL R. L. SIMMONS (COMMANDING IN ABSENCE OF GROUP CO)
- 2010H - INCOMING MORTARS BEGAN AT 2005H
- 2010H - TWO AIRCRAFT UP (UH-1H's). NORTH END OF WEST MAT BEING HIT
- 2015H - MORTAR FIRE COMING FROM BEHIND BUDDHIST TEMPLE
- 2025H - H&MS-16 & VMO-2 REPORT NO DAMAGE. HMM-265, NO DAMAGE. HMM-163, NO DAMAGE.
- 2026H - CHUCK TWO REPORTS MORTAR FIRE COMING IN FROM WEST OF THEIR POSITION, ACROSS THE RIVER, COORDS BT 085730 & BT 049723. APPROX 35 ROUNDS TO DATE.
- 2027H - GENERAL ELWOOD BRIEFED (2025H) BY LTCOL SIMMONS
- 2035H - REPORTED SITUATION TO G-3, COL DOYLE. REPORTED MORTAR FIRE AND SMALL ARMS FIRE IN AREA - NO KNOWN DAMAGE.
- 2035H - INCOMING AGAIN AFTER 10-13 MINUTE CEASE FIRE.
- 2037H - TOWER REPORTS MORTAR ROUNDS IMPACTING WEST OF RUNWAY.
- 2038H - MCB-6 RECEIVED SMALL ARMS FIRE FROM GARBAGE DUMP
- 2040H - BASE DEFENSE COMM NET UP. HOWEVER, THERE IS A "BOGIE" IN IT. COMM KEPT TO A MINIMUM. NO CONTACT 1ST FORCE RECON.
- 2044H - SMALL ARMS FIRE COMING IN FROM S.W. END OF PERIMETER.
- 2045H - SIX CREWS STANDING BY - BONNIESUE 6.
- 2046H - DAMAGE CONTROL TEAM REPORTS: ONE H-37, MINOR HOLES; ONE H-34, NUMEROUS HOLES; ONE H-34, MINOR HOLES; THE TWO H-34's LEAKING FUEL ARE BEING TOWED TOWARDS THE RUNWAY (FRAGMENTATION DAMAGE) CRASH CREW VEHICLES COVERING.
- 2050H - VMO-2 (AIRBORNE) REPORTS MORTAR BTRY POSITION AT COORD BT 050720.
- 2050H - INCOMING MORTAR ROUNDS. TALLY 40 MORE. TOTAL: 75 TO DATE.
- 2055H - FIRST FLARE DETONATED. (FROM FLARESHIP)
- 2055H - DIVERTED HMM-163 INCOMING A/C TO DANANG AIR BASE. JUNKMAN A/C DIVERTED TO DANANG AIR BASE ALSO.

ENCLOSURE (3)

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- 2058H - HEAVY MG FIRE FROM SOUTHWEST PERIMETER. UH-1E'S TAKING
ENEMY POSITION UNDER FIRE.
- 2100H - MCB-8 RECEIVING INCOMING SMALL ARMS FIRE FROM SAME POSITIONS
AS MORTAR FIRE.
- 2103H - JUNKMAN A/C RECALLED TO AMAF TO REFUEL AND STAND-BY.
- 2105H - HIGH REPORTS MOVEMENT APPROX 1-2 SQUADS AT COORD BT 080714.
- 2112H - MCB-8 REPORTS MOVEMENT OF UNKNOWN SIZE VIC COORD BT 083716.
REPORTS NEGATIVE MOVEMENT AT BT 0536.
- 2113H - MAJOR YATES (ARMY) REPORTS NO A/C DAMAGE ON ARMY FLIGHT LINE.
- 2120H - VMO-2 REPORTS MORTAR FLASHES AT BT 040723 & 200 METERS
NORTH OF BT 0572 (POSSIBLE FRIENDLY)
- 2125H - TWO MINOR CASUALTIES, SUPERFICIAL WOUNDS. ONE, TAFIS; ONE,
ZULU COMPANY.
- 2126H - ARMY REPORTS POSSIBLE DAMAGE TO UNFINISHED BUILDING.
- 2127H - ONE U.S. MADE 81MM MORTAR ROUND TAILFIN BROUGHT IN. NO
FIRES STARTED ON FLIGHT LINE.
- 2130H - AIRBURSTS (12) INCOMING OBSERVED DURING ATTACK. UNKNOWN
HEIGHT. FIRE CEASED INCOMING AT APPROX 2100H.
- 2135H - NEGATIVE CONTACT W/ENEMY THIS TIME. (ZULU)
- 2140H - UNKNOWN VC UNIT SIGHTED BY MP BN. NOT PUSHING TOWARDS
COORDS BT 054714.
- 2140H - CRASH CREW REPORTS NO CRATERING OR DAMAGE ON RUNWAY.
APPARENT ALL AIRBURSTS OVER RUNWAY.
- 2145H - THREE UH-1E'S RETURNING TO AMAF.
- 2153H - POSSIBLE VT'S FOUND NEAR REFUELING AREA.
- 2155H - EVACUATING SEMINARY.
- 2200H - FIRE IN TENT NEAR M.T. AREA. (NORTH END OF TENT AREA -
OFFICERS AREA) (FALSE ALARM)
- 2215H - ARMY DAMAGE REPORT: 4 UH-1E'S, MINOR DAMAGE
5 O1E'S, EXTENSIVE DAMAGE
2 O1E'S, MINOR DAMAGE
1 O1E, UNDAMAGED

ENCLOSURE (3)

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- TAFDS REPORTS AT ISTAVOAS DISPENSARY POINT ON WEST END OF
MAT BETWEEN VMO-2 & HMM-265, MORTAR CRATER IN MAT W/TAIL
ASSEMBLY. (SENT S-2 PERSONNEL FOR CRATER ANALYSIS.)
- 2229H - MOMINT WANTS COMPLETE RECAP BY 240600H.
- 2045H - MAG-16 WIREMAN REPORTS THE FOLLOWING: LANGLINE TO RECON
PULLED OUT OF TERMINAL. HOT LINE TO GENERAL WALT'S HOUSE
WAS PULLED AND LANGLINE TO 5TH COMM BN WAS ALSO PULLED.
WIREMAN CMT: ALL LINES PULLED AT APPROX 2030H. ALL LINES
WERE CHECKED 15MIN PRIOR TO RECOVERY (2015H).
- 2325H - AT 2215H, DANANG AIR BASE WENT INTO CONDITION 3.
- 0015H - RETURNED TO CONDITION 4.

ENCLOSURE (3)

SECRET

SITREP FOR PERIOD ENDING 012100H JULY 1966

LATE ENTRY 29JUN66 ONE UH-1E LAUNCHED ON COMMAND AND CONTROL MISSION FOR THE 4TH MARINES ON OPERATION JAY. CALLED IN AIR STRIKE ON (YD 506328). ESTIMATED 25 V.C. IN TRENCH LINE. RESULTS WERE POSSIBLE 15 KBA.

302235H TWO UH-1E AIRCRAFT ON RECON OF HOI AN AREA RECEIVED SMALL ARMS FIRE FROM (BT 113548). RETURNED FIRE TOWARD AREA OF MUZZLE FLASHES.

011243H TWO UH-1E AIRCRAFT RECONNED E, D & G AREAS. SPOTTED ENTRENCHED VILLAGE AT (AT 8831/8931). POSSIBLE A/A POSITIONS SPOTTED (AT 888518).

011245H TWO UH-34D AIRCRAFT ON MED EVAC MISSION FLEW TO U.S.S. LOYALTY (POSIT. 090° 25NM FROM MARBLE MT). AND HOISTED EVAC FROM SMALL BOAT ALONG SIDE LOYALTY. EVAC TAKEN TO G-4 HOSPITAL.

011305H ON I CORPS RESUPPLY, ONE CH-37C DEVELOPED ENGINE TROUBLE AND WAS LEFT AT AN HOA PENDING REPAIRS.

011400H TWO CH-46'S ON BLUE SPRINGS MISSION LANDED TROOPS AT (AT 869848). EOD TEAM DESTROYED DRONE AFTER CLASSIFIED MATERIAL WAS REMOVED.

011600H TWO UH-34'S PICKED UP CREW OF ARMY L-19 SHOT DOWN AT (AT 935545), CREW RETURNED TO MARBLE MT., NO INJURIES.

011645H TWO CH-46'S AND ONE UH-1E GUNSHIP DEPARTED TO RETRIEVE DOWNED L-19. PICK-UP WAS SUCCESSFUL BUT AIRCRAFT BEGAN TO OSCILLATE VIOLENTLY AND HAD TO BE DROPPED AT (AT 930530). UH-1E TRIED TO DESTROY L-19 BECAUSE OF IT'S CLOSE LOCATION TO A VC

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ENCLOSURE (')

Appendix A

SECRET

CONTROLLED VILLAGE. UH-1E COULD NOT START FIRE IN L-19 SO HE
MADE STRAFING RUNS TRYING TO DESTROY THE RADIOS. DOUBTFUL RESULTS.

SECRET

ENCLOSURE ()

Appendix B

SECRET

MAG-16 SITREP FOR PERIOD ENDING 022100H JULY 1966

0600H FOUR AIRCRAFT FROM HMM-265 LIFTED 50 TROOPS (U.S) FROM (YD 808156) TO (YD 629223) IN AN EARLY MORNING TROOP LIFT.

0620H FOURTEEN AIRCRAFT FROM HMM-164 LAUNCHED FROM MMAF TO PHU BAI. UPON ARRIVAL AT PHU BAI, THE AIRCRAFT COMMENCED A LIFT FROM PK-17 TO (YD 571180) A TOTAL OF 555 TROOPS OF 3/4 WERE LIFTED INTO THE LZ AND ALTHOUGH THE LZ HAD RECEIVED A HEAVY ARTILLERY AND AIR PREPARATION, THE AIRCRAFT RECEIVED SMALL ARMS FIRE ON THE FIRST TRIP INTO THE ZONE. THIS WAS IN SUPPORT OF OPERATION HOLT.

0930H TWO CH-37 AIRCRAFT DEPARTED MMAF AND PROCEEDED TO THE MAINTENANCE HOVER AREA TO COMMENCE A RESUPPLY MISSION IN SUPPORT OF I CORPS. UPON ARRIVAL AT THE HOVER AREA IT WAS LEARNED THAT THE CARGO HAD NOT ARRIVED YET AND SO THE AIRCRAFT RETURNED TO MMAF. AT WHICH TIME THE AIRCRAFT WERE USED TO HAUL 3000 POUNDS OF AMMUNITION WHICH HAD BEEN STAGED AT MMAF FROM A PREVIOUS MISSION TO THONG DUC, (ZC 143532).

1115H FIVE CH-46A FROM HMM-265 LIFTED 165 ARVN TROOPS AND 84,050 POUNDS OF CARGO BETWEEN DONG HA, LA VANG, BA LONG, AND CA LU IN SUPPORT OF I CORPS.

1300H THE AIRCRAFT (CH-37, TWO FROM SU #1) RETURNED TO THE HOVER AREA AND COMMENCED THE MISSION WHICH ENTAILED HAULING 13,400 POUNDS OF AMMUNITION PLUS 29 PAX FROM THE HOVER AREA TO THONG DUC. A TOTAL OF 20 PAX WERE FLOWN FROM THONG DUC BACK TO THE HOVER AREA.

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MAG-16 SITREP FOR PERIOD ENDING 032100H JULY 1966

MAG-16 CONDUCTED ROUTINE SUPPORT OF THE III MAF TODAY ON MED EVAC, VIP, VISUAL RECON, ADMIN AND RESUPPLY MISSIONS.

HMM-265 HOWEVER HAD 5 AIRCRAFT RETURN FROM DONG HA WHERE THEY HAD BEEN SUPPORTING 2/1 INSERTING RECON UNITS, FOR THE PAST 3 DAYS.

ON THE 1ST OF JULY, AT 1845H, AN EMERGENCY RETRACTION OF A 16 MAN RECON TEAM WAS MADE FROM (YD 085645). VC WERE FIRING FROM ALL SIDES AND SUPPRESSIVE FIRE WAS EFFECTIVELY RETURNED.

ON 2 JULY AT 1757H A 16 MAN RECON TEAM WAS CARRIED TO (YD 085613). THEY WERE NOT INSERTED DUE TO VC IN THE LZ. FIXED WING AIRCRAFT WERE CALLED IN AND THE RESULTING ATTACK WAS VERY SUCCESSFUL.

ON 3 JULY, 0549H, 3 CH-46'S AGAIN LIFTED RECON TROOPS, THIS TIME TO (YD 038640) WHERE THEY DEBARKED WHILE THE AIRCRAFT HOVERED OVER THE LZ.

VMO-2 CARRIED GEN. WESTMORELAND, ADM. SHARPE, AND ADM WESCHLER ON A RECON OF THE PHU BAI AREA.

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MAG-16 SITREP FOR PERIOD ENDING 042100 JULY 1966

0630H TEN A/C FROM HMM-161 LIFTED 190 TRPS FROM (YD 572180) TO (YD 590205) ON AN EARLY MORNING TRP LIFT.

0730H EIGHT A/C FROM HMM-164 LIFTED 100,000 LBS OF CGO AND 109 UNCIV FROM HOI AN TO THONG DUC.

1000H TWO A/C FROM VMO-2 FLEW GEN KRULAK AND PARTY ON A VIP ITINERARY WITHIN THE DA NANG TAOR.

1338H TWO CH-46A OF HMM-265 CARRIED FOUR U.S. PAX FROM MMAF TO HILL 55/ (AT 988624). THE PURPOSE OF THIS MSN WAS TO GET PHOTOS OF AN ARMY OE CRASHSITE. DUE TO HEAVY FIRE AT (AT 988624) NO PICTURES WERE TAKEN. THE OE HAD BEEN BURNED.

1830H WITH THE INITIAL LAUNCHING OF SPARROW HAWK A/C AND ONE VMO-2 TACA A/C ON A MEDEVAC TO COORDINATES (AT 910510) AN EMERGENCY SITUATION DEVELOPED CULMINATING WITH THE LAUNCHING OF TEN A/C FROM HMM-265 TO PICK UP ONE HUNDRED AND FORTY REACTION TRPS AT (BT 003 596) AND DROPPING THEM AT AN HOA. BOTH THE PICK UP AND DROP ZONES WERE HOT AND NUMEROUS A/C RECEIVED HITS. HMM-265, HMM-163, HMM-164 & VMO-2 ALL PERFORMED MEDEVACS IN THE AN HOA AREA AND VMO-2 HAD AS MANY AS FIVE TACA A/C ON STATION AT ONE TIME. FACTS AND FIGURES TO FOLLOW ON THE 052100 SITREP

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LATE 1755 4 JULY WHILE OPERATING OUT OF DONG HA, 3 CH46'S FROM HMM-265 SPOTTED VC ON THE RIDGELINE IN THE VICINITY OF XD 997 553. THE H-46'S OPENED FIRE AS DID THE SUPPORTING UH1E'S. ESCORTING FIXED WING WERE CALLED IN FOR STRIKES. VC CASUALTIES ARE UNKNOWN. SEVERAL SECONDARY EXPLOSIONS WERE NOTED ON THE RIDGELINE.

LATE 1825 5 JULY 3 CH46'S OF HMM-265 ESCORTED BY 2 GUNSHIPS OF VMO-2 PERFORMED AN EMERGENCY RETRACTION OF A 19 MAN RECON PATROL FOR THE FIRST RECON BATT AT YD 993555. THE GUNSHIPS PROVIDED COVERING FIRE DURING THE RETRACTION AND DIRECTED CONDOLE AND OXWOOD FLIGHTS IN AN AIR STRIKE AT YD 995575.

1000 6 JULY THE FIRST L HOUR FOR OPERATION MACON WAS 1000H. A TOTAL OF 20 CH46'S OF HMM-265 AND HMM-164 JOINED FORCES TO HELI-LIFT TROOPS OF 1/3 AND 3/3. A TOTAL OF 763 MARINES WERE LIFTED INTO THE TWO PRIMARY ZONES (AT 976506) AND (BT 008533). THE HELICOPTERS WERE FIRED ON BUT RECEIVED NO HITS. THE ZONES WERE PREPPED BY ARTY AND FIXED WING AIR. DEADLOCK PLAYBOY DIRECTED THE PREP AND AIR STRIKES AT (AT 988518) AND (AT 968521).

1500 6 JULY H-34'S OF HMM-163 IN SUPPORT OF 3/9 AT AN HOA RECEIVED FIRE FROM AT 965543, AT 880520, AT 909505, AT 922473, AND BT 002536. NO A/C RECEIVED HITS.

0900 6 JULY THE 9TH MARINES RESUPPLY A/C WERE DIVERTED FROM THEIR NORMAL MSN TO SEARCH FOR A DOWNED CAT KILLER A/C. LANDSHARK PROVIDED FIXED WING AIR COVER AND THE CREWMEMBERS WERE PICKED UP

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BY AN ARMY UH1D WHO WAS PARTICIPATING IN THE SEARCH.

1600H 6 JULY THE CH37'S ONCE AGAIN PROVED THEIR WORTH BY
RECOVERING A DOWNED OIC FROM ZC 150535.

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MAG-16 SITREP FOR PERIOD ENDING 052100H JULY 66

MAG-16 CONDUCTED ROUTINE SUPPORT OF THE III MAF TODAY ON MED EVAC, VIP, VISUAL RECON, ADMIN, TAC(A), RESUPPLY AND HELO ESCORT MSNS.

HMM-161 LIFTED TWO COMPANIES OF US MARINES IN SUPPORT OF OPERATION HOLT. TOTAL OF TRPS 304 LIFTED.

HMM-163 ON MED EVAC MSNS RECEIVED FIRE A TOTAL OF FOUR TIMES. WITH ONE A/C HIT FOUR TIMES.

HMM-164 MSN 423 IN SUPPORT OF III MAF. 2 A/C LAUNCHED TO AN HOA FOR MED EVAC. ZONE WAS TOO HOT TO LAND. A/C PICKED UP AMMO AND REPLACEMENT PERSONNEL AND WENT TO MMAF TO REFUEL. A/C THEN FLEW TO AT 916507. UNDER EXTENSIVE SMALL ARMS? AUTOMATIC WEAPONS, AND RECOILLESS RIFLE FIRE THE A/C LANDED WITH THE REPLACEMENT PERSONNEL AND AMMO. BOTH A/C WERE HIT AND AFTER DEPARTING THE ZONE PROCEEDED TO AN HOA AND STOOD BY FOR MED EVACS. MSN 423A - 2 A/C STANDING BY FOR MED EVAC AT AN HOA CARRIED MORTAR AMMUNITION TO AT 888501. A/C THEN PROCEEDED TO LZ AT 909503. AFTER NUMEROUS ATTEMPTS TO GET INTO LZ UNDER HEAVY SMALL ARMS, AUTOMATIC WEAPONS AND MORTAR FIRE BOTH A/C EVACUATED 23 WOUNDED TO AN HOA AND THEN RETURNED TO MMAF.

HMM-265 FLEW AN EMERGENCY RETRACTION OF 123 TRPS AT COORD BT 063596. THE ZONE WAS UNLIGHTED AND HEAVY ENEMY FIRE WAS RECEIVED WHILE ON APPROACH, IN THE ZONE AND ON DEPARTURE. THE FLT OF 10 A/C RECEIVED 9 HITS. ONE AIRCREWMAN WAS WOUNDED.

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VMO-2 CONDUCTED TWELVE AIRSTRIKES USING CONDOLE AND OXWOOD A/C. DELIVERED SUPPRESSIVE ON ELEVEN SEPARATE OCCASSIONS. FLEY CONVOY COVER FOR THREE CONVOYS. FLEW FIFTEEN HELO ESCORT MSNS. ASSISTED US ARMY A/C THAT WAS TAKING HEAVY ENEMY FIRE FROM YD 139480. MSN #7-423A&B RECEIVED FIRE DURING A HELO ESCORT MSN. FIRE RETURNED. 50 KBA BY BODY COUNT AND 25 PROBABLE KBA.

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MAG-16 SITREP FOR PERIOD OF 062100 TO 072100 JULY 1966

LATE ENTRIES

060645 FIVE CH-46 A/C DEPARTED PHU BAI FOR DONG HA, AFTER REACHING DONG HA TWO A/C LAUNCHED ON A RECON MSN. ENEMY FIRE WAS RECEIVED FROM (YD 082472), FIRE WAS RETURNED BY A/C, RESULTS UNKNOWN.

061620 THREE CH-46 A/C DEPARTED DONG HA FOR RECON INSERTION OF TRPS, LANDINGS WERE FAINTED AT VARIOUS LZ'S AND THIRTEEN U.S. TRPS WERE LANDED AT (YD 135594). SPOTTED A NUMBER OF VC AT (YD 020498) AND TOOK THEM UNDER FIRE WITH 50 CAL. ONE POSSIBLE VC KIA.

071410 FOUR CH-46 A/C WENT TO KHAM DUC FOR THE PURPOSE OF REMOVING OF BODIES FROM A A/C CRASH SITE. BODIES NOT AVAILABLE TO BE MOVED AT THIS TIME, FOUR ADDITIONAL SPECIAL FORCES PERSONNEL WERE DROPPED INTO LZ AT (ZC 180875).

071455 DURING A RECON OF DA NANG TAOR 2 UH-1E'S SPOTTED A NUMBER OF PEOPLE RUNNING FOR FOX HOLES, CLEARED TO FIRE ON POSITIONS BY OLDFIELD. RECEIVED LIGHT AMOUNT OF RETURN FIRE, NO HITS, NO BDA AVAILABLE.

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LATE ENTRY

AT 072135 2 CH46A FROM HMM-265 LAUNCHED ON AN EMERGENCY AMMO RESUPPLY TO THE MACON OPERATIONAL AREA. THEY LIFTED 6800 LBS OF CGO FROM FLSG PAD TO 5 DIFFERENT LOCATIONS IN MACON AREA. MOST OF THE CGO LIFTED WAS NOT AMMO BUT WAS RATIONS AND WATER WHICH GROUND UNITS WERE RELUCTANT TO TAKE. THE LZ'S WERE VERY POORLY LIGHTED WITH ONE BEING MARKED BY A SINGLE FLASHLIGHT. THE LZ'S WERE VERY SMALL EVEN BY DAYTIME STANDARDS. IN VIEW OF THE ACTUAL CGO CARRIED? THE EMERGENCY PRIORITY ASSIGNED THIS MSN IS VERY QUESTIONABLE.

AT 080805H TEN CH46A'S FROM HMM-265 LIFTED 407 ARVN TRPS OF THE 2ND BN/5 REGT FROM BT 238318 TO BT 234478 IN SUPPORT OF I CORPS. THE LZ'S WERE PREPPED AND THE LIFT WAS COMPLETED WITH A MINIMUM OF CONFUSION.

AT 081825H THE NUMBER TWO A/C IN THE TWO A/C SECTION CRASHED AND BURNED AT YD 059463. THE A/C WERE IN A RECON INSERTION AT THESE COORDINATES WHEN THE NUMBER ONE A/C RECEIVED HEAVY FIRE AND WAVED OFF. THE SECOND A/C FAILED TO WAVE OFF. IT IS BELIEVED THAT THE FAILURE TO WAVE OFF WAS DUE TO A/C SUSTAINING HITS. THE A/C STRUCK THE GROUND, ROLLED OVER AND BURST INTO FLAMES. ALL FOUR CREW MEMBERS AND SEVEN OF THE EIGHT PAX EXITED THE A/C. ONE PAX IS MISSING AND PRESUMED DEAD. EXACT DETAILS OF THE CRASH ARE NOT AVAILABLE AT THIS TIME. THEY WILL BE REPORTED AS THEY BECOME AVAILABLE.

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MAG-16 HAD THREE A/C RETRIEVAL MSNS TODAY ALONG WITH ONE TRP LIFT. AT 0730H, A UH-1E WAS EXTERNALED BY HMM-265 FROM DONG HA TO MMAF. THE DOWNED UH1E BELONGED TO VMO-2.

AT 1000H SU #1 RECEIVED A PRIORITY MSN TO CARRY 3800 LBS OF AMMO TO DONG HA FOR VMO-2. PRIOR TO TAKE OFF THEY RECEIVED AN ADDITIONAL MSN TO HAUL 16 ARVN TRPS AND 700 LBS OF CGO FROM PK 17 TO YD 694298 WHICH WAS ACCOMPLISHED WITH TWO MORE A/C. THEN THE 4 A/C HAULED 395 TRPS FROM LA VANG TO YD 045535, IN ADDITION 13,700 LBS OF CGO AND 17 TRPS WERE CARRIED FROM DONG HA TO D-5 BASE.

AT 1225H AN A.O. AND A CREWCHIEF FROM VMO-2 RECEIVED SUPERFICIAL WOUNDS WHEN THEIR A/C RECEIVED FIRE FROM A VILLAGE AT BT 0563. THE A/C SUSTAINED MINOR DAMAGE.

TWO CH-46'S WERE LAUNCHED AT 1244H TO CARRY A UH-34 FROM BS 570 910 TO KY HA. ONE A/C RECEIVED 4 HITS FROM BS 570895 BUT COMPLETED THE MSN.

ONE US ARMY CH-47 CARRIED A CH-46 FROM DONG HA TO MMAF IN SUPPORT OF MAG-16 DURING THE AFTERNOON.

A LATE ENTRY FOR 081755H JULY IS THE LOSS OF A CH-46 AT YD 058 466. THE A/C LOST ITS NUMBER ONE ENGINE WAVING OFF FROM A RECON INSERTION. THE OTHER PLANES IN THE FLIGHT OF THREE PICKED UP ALL SURVIVORS.

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MAG-16 SITREP FOR PERIOD 092101H JULY 1966

1200 - VMO-2 HAD ONE ACFT LAUNCHED ON SAR NORTH TO ATTEMPT PILOT PICKUP. ACFT RECEIVED FIRE UP THE COAST LINE AFTER CROSSING DMZ. DUMBO REACHED THE DOWNED PILOT PRIOR TO THE ARRIVAL OF THE SUPERCHIEF ACFT AND MADE THE PICK UP. VMO ACFT PROVIDED ESCORT ON RETURN TRIP.

1300 - 1930 - HMM-163 HAD TWO ACFT FLY 39 SORTIES IN SUPPORT OF THE THIRD MARINES IN WHICH THEY CARRIED 13 MEDICAL EVACS AND 21 PAX AND LIFTED APPROX FOUR TONS OF CARGO.

1445 - HMM-265 LAUNCHED EIGHT ACFT ON AN EMERGENCY TROOP LIFT FROM (YD 058544) TO (YD 128596). THE EIGHT BONNIE SUE ACFT ALONG WITH TWO HMM-164 AND TWO ACFT FROM PHU BAI TRANSPORTED APPROX 1200 ARVN TROOPS.

1449 - HMM-164 LAUNCHED FIVE CH-46A'S ON A LOGISTICS TROOP MOVEMENT FROM (AT 990516) TO (AT 926692) AND FROM (AT 964523) TO AN HOA. THE ACFT LIFTED A TOTAL OF FOUR HUNDRED AND SEVEN U.S. TROOPS. TWO ACFT RECEIVED HITS AT (AT 964523).

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MAG-16 SITREP FOR PERIOD 102101H TO 112100H JULY 1966

MAG-16 CONDUCTED ROUTINE SUPPORT OF THE III MAF TODAY ON MED EVAC, VIP, VISUAL RECON, ADMIN, TAC, CAS, RESUPPLY AND HELO ESCORT MISSIONS.

0555H TWO CH-46A'S OF HMM-265 LAUNCHED ON SAR NORTH TO PICKUP CREW OF F4B DOWN AT 171°N-106.8°E. PICK UP WAS ACCOMPLISHED BY AIR FORCE SA-16, HOWEVER, HEAVY FIRE WAS RECEIVED TO AND FROM THE PICK UP POINT.

0855H ONE CH-46A RECOVERED ONE UH-34D DOWNED AT (BT 287105).

0815H VMO-2 TODAY CARRIED SEC NAV AND PARTY THROUGHOUT THE DA NANG AND PHU BAI TAORS.

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NAG-16 SITREP FOR PERIOD 112101N TO 122100N JULY 1966

ONE NIGHT MED-EVAC ONE UH-34D AND ONE UH-1E RECEIVED FIRE FROM 400 METERS SOUTH AND NORTHWEST OF (AT 886789). VC TRIED TO LURE ACFT INTO FALSE LZ BY USE OF FLASHLIGHTS FROM POINT 400 METERS NORTHWEST OF LZ, NO HITS RECEIVED. MED-EVAC ACFT RECEIVED FIRE AGAIN FROM (BT 030540) AT 1315, NO HITS.

TWO UH-1E GUNSHIPS AND TWO SLICKS FLYING RECON TEAM INSERTIONS IN THE DONG HA AREA MADE TWO SEPARATE TROOP LIFTS. THE FIRST AT 0545 IN (YD 996647) LANDED TROOPS UNDER FIRE AND IMMEDIATELY RETRACTED SAME TROOPS. ON SECOND LIFT AT 0630 IN (YC 892559) LANDED TROOPS WITH NO INCIDENT BUT HAD TO RETRACT 45 MIN. LATER DUE TO HEAVY CONTACT AND MADE PICKUP UNDER HEAVY FIRE.

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MAG-16 SITREP FOR PERIOD 122100H TO 132100H JULY 1966

MAG-16 WORKED MOSTLY IN THE DONG HA AREA TODAY.

AT 0730H, 3 CH-37 ACFT HANDLED 9300 LBS OF GEAR FROM HUE CITADEL TO CAM LO.

ONE AIRCRAFT WAS HIT BY GROUND FIRE AT (YD 125596), BUT COMPLETED THE MSN.

AT 0745H, TWO CH-46'S FROM HMM-164 CARRIED 164 U.S. TROOPS FROM DONG HA TO (YD 118574). THE ACFT AGAIN LAUNCHED AT 0930H CARRYING 15 U.S. TROOPS TO REINFORCE (YD 058582). THIS WAS A SPARROW HAWK TROOP LIFT.

AT 1124H A RECON EXTRACTION WAS MADE FROM (YD 058582) RECOVERING 53 TROOPS, AND STILL LATER AT 1305H, 108 TROOPS WERE RETRACTED FROM (YD 118574).

HMM-265 INSERTED 5 TROOPS AT (YD 062602) AROUND 1345H.

TWO ACFT FROM HMM-164 RETURNED TO MAF AT 1845H AFTER COMPLETING AN EMERGENCY RECON RETRACTION FROM (BS 149911) IN SUPPORT OF OPERATION WASHINGTON. FIRE WAS RECEIVED BUT NO HITS WERE TAKEN.

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MAG-16 SITREP FOR PERIOD 132101H TO 142100H JULY 1966

MSN 7-1135 - ~~HM-163~~ FLEW A RECON INSERTION AT (AT 810848) AND A RETRACTION FROM (AT 858845). ON INSPECTION AFTER LANDING THE ACFT HAD RECEIVED A ROUND THROUGH ONE OF THE ROTOR BLADES.

MSN 7-1138 - HM-265 LAUNCHED SIX CH-46A'S ON A LOGISTICS HOP FROM DONG HA TO D-5 BASE AT (YD 095517). THE FLIGHT LIFTED A TOTAL OF 86,550 LBS AND 125 PAX IN 93 SORTIES.

LATE ENTRY - 12 JULY 66 - MSN 7-992 - VMO-2 AND HM-265 LAUNCHED SPARROW HAWK AND INSERTED TROOPS AT (YD 075599).

MSN 7-1132 - HM-265 LAUNCHED THREE AIRCRAFT IN SUPPORT OF III MAF. FLIGHT LIFTED 402 TROOPS AND 6200 LBS OF CARGO FROM (BT 056830) TO LZ TURKEY.

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MAG-16 SITREP FOR PERIOD 142101H TO 152100H JULY 1966

OPERATION HASTINGS WAS LAUNCHED THIS MORNING WITH A TROOP LIFT UTILIZING 30 HELICOPTERS OF MAG-16. HMM-164 PROVIDED 10 CH-46A'S, HMM-265 PROVIDED ¹⁰ CH-46A'S, SU #1 PROVIDED 4 CH-37C'S AND VMO-2 PROVIDED 4 GUNSHIPS AND 2 TACA ACFT. THE INITIAL LIFT OF 3RD BATTALION, 4TH MARINES WAS INTO A HOT ZONE AT (YD 038649). DURING THE FIRST LIFT, 3 CH-46A'S SUSTAINED STRIKE DAMAGE; 2 ACFT FROM HMM-164 AND ONE FROM HMM-265. TWO ADDITIONAL ACFT FROM HMM-164 RECEIVED SMALL ARMS AND AUTOMATIC WEAPONS FIRE GOING INTO AND OUT OF THE ZONE. ONE OF THESE ACFT WAS FORCED TO LAND IN ANOTHER ZONE BUT WAS LATER RECOVERED. THE 2ND BATTALION, 4TH MARINES WAS LIFTED INTO THE SECOND LZ (YD 036651) FOR A 0930 ~~2~~ HOUR. 1355H ACFT FROM MAG-16 TRANSPORTED APPROXIMATELY 1400 ARVN TROOPS FROM GAM LO TO D-5 BASE.

1815H - WHILE ON A MSR LIFTING A REACTION COMPANY IN TO GUARD THE REMAINS OF THE THREE CH-46A'S AT (YD 038649), A CH-46A OF HMM-265 WAS HIT AT 1500 FEET AND COMMENCED BURNING. THE ACFT EXPLODED AFTER HITTING THE GROUND AND THE FATE OF THE CREW AND 12 TROOPS ABOARD IS UNKNOWN AT THIS TIME. DUE TO THE LATE RETURN OF ALL ACFT, DETAILS AND STATISTICS OF OPERATION HASTINGS WILL BE FORWARDED IN THE NEXT SITREP.

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152101H TO 162100H JULY 1966

~~MAC-16~~ ~~CONTINUED~~ SUPPORT OF OPERATION HASTINGS. HMM-164 PROVIDED 7 CH-46A'S, HMM-265 PROVIDED 7 CH-46A'S, HMM-163 PROVIDED 15 UH-34D'S, HMM-161 PROVIDED 13 UH-34D'S, VMO-2 PROVIDED 6 GUNSHIPS AND 5 TACA ACFT, SU #1 PROVIDED 2 CH-37 ACFT. RESUPPLIES, RECON TEAM INSERTIONS AND EXTRACTATIONS, TROOP LIFTS, AND AERIAL RECON TOOK PLACE THROUGH THE DAY. DETAILS AND STATISTICS CONTINUE TO LAG DUE TO LATE RETURN OF ACFT FROM DONG HA.

THE PILOTS AND ONE CREW MEMBER OF THE CH-46A FROM HMM-265 WHICH EXPLODED AT 1815H, 15 JULY ESCAPED WITH BURNS. ALL OTHER IN THE ACFT ARE PRESUMED DEAD.

LATE ENTRIES - 14 JULY 1966

1515H TO 1735H - 3 UH-1E'S OF MSN 7-992 ESCORTED CH-46A'S FROM HMM-265 ON RECON EXTRACTION AT (YD 053586), CONTROLLED AN ORBITED AIRSTRIKE AT (YD 979518) WHICH DESTROYED 5 HOUSES AND 6 WATER BUFFALO, AND ESCORTED THE EXTRACTION OF A RECON TEAM FROM (YD 9352).

LATE ENTRIES - 15 JULY 1966

0710H - FOUR CH-37C'S FROM SU #1 HAULED 56 TROOPS FROM DONG HA TO (YD 038649).

0935H - FOUR CH-37C'S HAULED 56 TROOPS FROM DONG HA TO (YD 036651).

1020H - 2 CH-46A'S FROM HMM-164 INSERTED A MORTAR PLATOON AT (YD 038-697), RECEIVED FIRE IN THE ZONE AND RETURNED WITH ONE BATTLE EVAC.

1325H - 2 CH-46A'S FROM HMM-164 FLEW TO (YD 038647) FOR RECOVERY OF SALVAGE OF TWO DOWNED ACFT. BOTH ACFT RECEIVED FIRE ON DEPARTURE FROM (YD 053655). NO. 2 ACFT MADE A FORCED LANDING AT (YD 096635). LEAD ACFT RECOVERED CREW OF NO. 2 ACFT TAKING FIRE BOTH GOING IN AND COMING OUT OF THE ZONE.

1355H - THREE CH-37C'S HAULED 90 TROOPS FROM COM LO TO D-5 BASE, AND 114 TROOPS FROM DONG HA TO D-5 BASE.

1405H - 2 CH-46A'S FROM HMM-164 INSERTED SPAN ON PARK OF 42 MEN AT (YD 097635).

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1620H - 2 UH-1E'S ON MEN 7-1188 FLEW COVER FOR DOWNED CH-46A AT (YD 105635).

1902H - 2 CH-46A'S FROM HMM-265 LIFTED 18 TROOPS FROM (YD 112668) TO DONG HA. THE TROOPS WERE PERIMETER DEFENSE OF DOWNED CH-46A' OF HMM-164. THE ZONE WAS UNDER FIRE AT THE TIME OF THE EXTRACTION.

1930H - 2 CH-46A'S FROM HMM-164 LAUNCHED TO RECOVER REMAINING ELEMENT OF SPARROW HAWK FROM (YD 097635). UNABLE TO GET INTO ZONE DUE TO HEAVY GROUND FIRE. ORBITED, AND RETURNED FIRE ASSISTED BY 3 UH-1E'S, THEN LANDED AND RECOVERED THREE MARINES.

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MAC-16 SITREP FOR PERIOD 162101H TO 172100H JULY 1966

LATE ENTRIES

1700H 16JUL66 - OPERATION HASTINGS CONTINUED WITH A TROOP LIFT FROM DONG HA TO (XD 065660). ACFT FROM HM-164, HM-265, HM-161, HM-163 AND VMO-2 PARTICIPATED IN THE UNOPPOSED TROOP LIFT.

1650H 16JUL66 - TWO CH-46A'S FROM HM-265 ESCORTED BY UH-1E CHINSHIPS PERFORMED AN EMERGENCY RESCUE OF FOOD AND AMMO AT (YD 100485) AND (YD 105482) IN SUPPORT OF OPERATION HASTINGS.

0700H 17JUL66 - ALL MAC-16 SQUADRONS CONTINUED SUPPORT OF OPERATION HASTINGS, FLYING MED EVAC AND RESUPPLY MISSIONS THRU OUT THE DAY AND NIGHT. HM-265 UTILIZED SIX CH-46A'S TO LIFT 152 TROOPS AND 4600 LBS OF CARGO FROM DONG HA TO (XD 067660) AND (XD 984563).

A TOTAL OF 704 SORTIES LIFTING 894 TROOPS, 75.1 TONS OF CARGO WERE FLOWN IN SUPPORT OF OPERATION HASTINGS.

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MAG-16 SITREP FOR PERIOD 172101H TO 182100H JULY 1966

LATE ENTRIES

0725H/16JUL66 - MSN 1277, EIGHT CH-46A'S OF HMM-265 FLEW 41 SORTIES CARRYING 202 U.S. MARINES AND 3000 LBS OF CARGO FROM DONG HA TO (YD 892247) AS PART OF OPERATION HASTINGS.

1754H/17JUL66 - MSN 5008A - TWO HM-163 ACFT WERE LAUNCHED ON A RESCUE MISSION FROM DONG HA TO (YD 280880) NVN. PEDRO REACHED THE DOWNED PILOT PRIOR TO HMM-163 ACFT. HEAVY ARTILLERY FIRE AND FLAK WAS RECEIVED BUT NO HITS WERE TAKEN.

18JUL66

MSN #1403 - HMM-164 LAUNCHED THREE CH-46A'S IN SUPPORT OF I CORPS. THE ACFT CARRIED 69 PAX AND 29,900 LBS OF CARGO FROM (BT 956755) TO QUE SON.

MSN # 1407 - HMM-163 LAUNCHED TWO UH-34D'S ON A HYDOL SPRAY MISSION TO THE DONG HA AREA.

MSN #1429 - TWO CH-46A OF HMM-265 LIFTED 48 PAX AND 400 LBS OF CARGO IN THE EXECUTION OF OPERATION BLUE SPRINGS.

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MAG-16 SITREP FOR PERIOD 182101H TO 192100H JULY 1966

LATE ENTRIES

1345-1515H/18JUL66 - (HASTINGS) TAC(A) AIRCRAFT FROM VMC-2 CONTROLLED CONDOR 053-1 AND OXWOOD 03-1 FLIGHTS DURING AIR STRIKES AT (YD 002552). VMC PILOTS GOOD COVERAGE AND ADDITIONALLY EXPENDED 23 (2.75) FFAR AND 3000 ROUNDS OF 7.62 ON THE SAME AREA. ON A CONTINUATION OF THE SAME TAC(A) MISSION VMC CONTROLLED AIRSTRIKES BY OXWOOD 42-1, AND 53-1 TO 61-1 IN SUPPORT OF MUTTER VILO. THE AIRSTRIKE WAS FLOWN AT (YD 041649). DEADLOCK 5-0 WAS HIT BY SMALL ARMS FIRE FROM THE SAME COORDINATES AND SUFFERED "BCHOM" DAMAGE.

1100H/19JUL66 - (HASTINGS) A RECON TEAM WAS INSERTED AT (YD 022614) TO ASSESS DAMAGE OF AN ARC LIGHT STRIKE. DURING THE INSERTION, THE NUMBER TWO UH-1E GUNSHIP DETECTED FOUR VC'S HIDING IN THE GRASS. THE GUNSHIPS FIRED ON THE TARGET AND ESTIMATED 1 VC KIA.

ALL MAG-16 SQUADRONS CONTINUED SUPPORT OF OPERATION HASTINGS.

MAG-16 FLEW 1173 SORTIE IN 453.5 FLT HOURS CARRYING A TOTAL OF 967 TROOPS AND 147.2 TONS OF CARGO IN SUPPORT OF OPERATION HASTINGS.

0800H/19JUL66 - 3 CH-37C OF SQ #1 FLEW 36,650 LBS OF CARGO AND 135 TROOPS AND PASSENGERS BETWEEN HOI AN AND QUE SON IN SUPPORT OF I CORPS.

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MAG-16 SITREP FOR PERIOD 192100H TO 202100H JULY 1966

MAG-16 ACFT WERE STILL HEAVILY COMMITED TO AND MUCH USED IN OPERATION HASTINGS.

HMM-163 and 161 EACH CONTRIBUTED 12 UH-34D'S, HMM-265 CONTRIBUTED 8 CH-46A'S
AND HMM-164 6 CH-46A'S. VMO-2 CONTRIBUTED 8 GUNSHIPS AND 3 SLICK UH-1E'S. TWO
CH-27C'S FROM SU #1 CARRIED CARGO TO AND FROM THE OPERATION AREA.

THE DAYS MISSIONS INCLUDED SEVERAL RECON INSERTIONS AND RETRACTIONS, MED-EVACS,
AO RECONS, AND THE MOVEMENT OF MANY TONS OF CARGO.

0930H/19JUL - THREE CH-46A'S OF HMM-265 PERFORMED A RECON RETRACTION, LIFTING
65 MARINES OF THE 1ST RECON BATTALION FROM (YD 051594) TO CAM LO AND DONG HA.

0530H/20JUL - WHILE MOVING 1000 LBS OF CARGO AND 2 PASSENGERS TO DONG HA FROM
(YD 0261), A CH-46A FROM HMM-164 RECEIVED HITS OVER (YD 029616) AT 3,000 FT.

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MAG-16 SITREP FOR PERIOD 202101H TO 212100H JULY 1966

MAG-16 CONTINUED TO SUPPORT OPERATION HASTINGS WITH ALL AVAILABLE ACFT IN THE MAG. HMM-163 AND HMM-161 EACH CONTRIBUTED 14 UH-34D'S, SU #1 LAUNCHED 3 CH-37C'S AND VMO-2 KEPT 8 GUNS AND 3 SLICKS IN OPERATION. HMM-164 AND HMM-265 LAUNCHED A TOTAL OF 14 CH-46A'S.

CH-46 AIRCRAFT TODAY CARRIED 551 TROOPS, 27 MEDEVACS AND 38,700 LBS OF CARGO. AT 0640H, VMO LAUNCHED 2 UH-1E'S ON A TAC(A) AND CONTROLLED CONDOLE 94 AND 99 ON A TARGET AT (YD 032609). OTHER TAC(A) HOPS WERE AT 1155H, 1320H, 1355H AND 1650H.

SUB UNIT #1 CARRIED 5700 LBS OF ROCKET MOTORS TO DONG HA FROM MAF AND REMAINED FOR ADDITIONAL ASSIGNMENTS.

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MAG-16 SITREP FOR PERIOD 212100H TO 222100H JULY 1966

MAG-16 ACFT CONTINUED SUPPORT OF OPERATION HASTINGS FLYING 638 SORTIES IN 240.1 FLT HOURS CARRYING 44.0 TONS CARGO AND 850 PAX.

HMM-163 OPERATED AT DONG HA ALL DAY IN SUPPORT OF OPERATION HASTINGS. A TOTAL OF 100.5 FLT HOURS WERE FLOWN WITH 292 SORTIES. A TOTAL OF 491 PASSENGERS, 47 BATTLE EVACS AND 15 TONS OF CARGO WERE CARRIED.

LATE ENTRIES

0900H/21JUL66 - TWO CH-37C'S WERE USED TO HAUL 4900 LBS OF AMMO AND 32 PAX FROM (YD 055615) TO DONG HA.

1400H/21JUL66 - TWO CH-37C'S HAULED A TOTAL OF 18,400 LBS OF AMMO IN SEVERAL SHUT LE RUNS FROM DONG HA TO D-5 BASE AND RETURNED TO DONG HA.

1800H/21JUL66 - TWO CH-37'S HAULED 5500 LBS OF AMMO FROM DONG HA TO (XD 084564). ACFT RETURNED TO DONG HA TO REFUEL AND WHILE MAKING APPROACH INTO DONG HA RECEIVED ENEMY GROUND FIRE APPROXIMATELY 1/2 MILE SOUTHWEST OF DONG HA. NO HITS TAKEN.

22 JULY 1966

0645H - 2 UH-1E'S LAUNCHED ON TAC(A) MSN FOR GLIMMER 14 ON GRID SQUARE (YD 0262). VMO-2 EXPENDED 19 ROCKETS AND 1700 RND'S OF 7.62MM MARKINGSTARGETS FOR THE STRIKING FLIGHTS OF CONDOLE ACFT. NO DAMAGE ESTIMATE; BUT OVERALL TARGET COVERAGE WAS VERY GOOD.

0730H - 2 DEADLOCK AND 2 KLONDIKE UH-1E'S LAUNCHED ON A TROOP RETRACTION. 2 KLONDIKE SLICKS WITH 2 VMO-2 PILOTS EXTRACTED RECON TEAM (FIELD CLERK). RECEIVED .30 CAL AUTO FIRE, AND TOOK ONE HIT AT (XD 478592).

0805H VMO-2 FLEW VISUAL RECON FOR GLIMMER 14 TO VERIFY THESE COMPANIES POSITIONS. THEN CONTROLLED CONDOLE 100 ON HILL 314 (YD 0262).

0945H - HMM-161 ACFT WITH 2 UH-1E'S FOR ESCORT PICKED UP 90 ARVN'S AT (YD 113690) AND TOOK THEM TO (YD 236720).

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1200H - 12 UH-34D'S OF HM-163 WITH 2 VMO-2 UH-1E'S ESCORTING LIFTED 343

OF 4 AND M COMPANIES FOR MUTTER AND PERMANENT WINNER TO (XD 970575).

1255H - 2 UH-1E'S ESCORTED H-34'S ON RECON INSERTION AND RETRACTION. INSERTED
AT (XD 935758) AND (XD 948552). RETRACTION AT (XD 945543).

0700H TO 2000H - 2 UH-1E'S FLEW DANANG VIP HOPS FOR GEN WALT. TOOK FRANCHISE (6)
AND PREMIER KY AND PARTY TO HASTINGS AREA.

NO FLIGHTS WERE FLOWN BY CH-46A'S TODAY DUE TO THEIR BEING GROUNDED FOR MAINTENANCE
PROBLEMS.

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MAG-16 SITREP FOR PERIOD 222101N TO 232100N JULY 1966

COMPLETE ACFT STATISTICS UNAVAILABLE AT THIS TIME DUE TO RUN OF ACFT AT DONG HA AND ACFT DISPERSAL. A LATE REPORT WILL BE SUBMITTED WHEN INFORMATION BECOMES AVAILABLE.

2005N/23JUL66 - MARBLE MOUNTAIN AIR FACILITY WAS HIT BY APPROXIMATELY 35 ROUNDS OF 81MM MORTAR FIRE ESTIMATED ORIGINATING FROM VIC. COORD. (BT 050720). SMALL ARMS FIRE NOTED AT SW END OF PERIMETER. AN ADDITIONAL 40 ROUNDS (APPROX) WERE HEARD TO DETONATE IN AREAS ADJACENT TO THE MARBLE MOUNTAIN COMPLEX, 3 U.S. WIA (MINOR WOUNDS). PRELIMINARY REPORT OF DAMAGE TO MARINE ACFT: 1 - CH-57 MINOR DAMAGE, 1 - UH-34D NUMEROUS FRAGMENTATION HOLES, AND 1 - UH-34D MINOR DAMAGE.

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MAG-16 SITREP FOR PERIOD 232101H TO 242100H JULY 1966

THE FOLLOWING IS AN AMMENDMENT TO 23JUL66 SITREP.

THE ACFT DAMAGED BY THE MORTAR ATTACK WERE AS FOLLOWS:

1 CH-37C - MINOR DAMAGE
 2 UH-34D - MINOR DAMAGE
 1 UH-34D - MAJOR DAMAGE
 2 CH-46A - MINOR DAMAGE
 2 UH-1E - MINOR DAMAGE

0730H/23JUL66 - TWO CH-37C ACFT HANDED 25,900 LBS OF CARGO AND 14 PAX IN SUPPORT OF ARVN TROOPS PLUS 13,200 LBS CARGO AND 5 PAX IN SUPPORT OF THE U.S. MARINES TO MULTIPLE ZONES IN CONJUNCTION WITH OPERATION HASTINGS.

1300H/23JUL66 - YP-21 OF HM-163 FLOWN BY LT'S GOODWIN AND HOLLIS, CRASHED WHILE ON A RESUPPLY MISSION IN THE VICINITY OF (YD 014645). THE CAUSE WAS NOT DETERMINED AS YET. HOWEVER THE ACFT SUFFERED 'BRAVO' DAMAGE AS WAS OPINIONED BY SUPERCHIEF ACTUAL, AT THIS TIME THE ACFT WAS STRIPPED OF ALL RADIOS AND INSTRUMENTS AND CLASSIFIED MATTER. THE ACFT'S POSITION IS, ON ITS SIDE IN A SMALL RAVINE. THE TAIL PYLON AND CONE HAVE BEEN TORN OFF, HOWEVER, THE REST OF THE ACFT IS IN TACT WITH ONLY MINOR DAMAGE. AT THIS TIME IT IS NOT KNOWN AS TO THE EXACT TIME THAT THIS ACFT WILL BE RECOVERED. HOWEVER IT IS QUITE SAFE FROM ENEMY HANDS DUE TO ITS CLOSE PROXIMITY TO A FRIENDLY OUTPOST. ALL CREW MEMBERS ESCAPED WITH NO INJURIES.

1900-2200H/23JUL66 - (SEARCH FOR MORTARS DURING ATTACK). LANDED AT MMAF, DE-ARMED AND WAS CAUGHT IN MORTAR ATTACK WHILE TAXIING TO LINE. DEADLOCK 16-0, 16-2 AND 16-4 TOOK OFF, JOINED IN COLUMN (1) MILE NORTH AND PROCEEDED SOUTH TO LOCATE MORTAR TUBES. WITHIN A FEW MINUTES 16-4 SPOTTED 3 OR 4 TUBES, FIRING FROM (BT 0572). HE STRAPPED THE POSITION, AND LEFT GUNNER OF 16-0 AND 16-2 DID SAME. 16-0 CAME ABOUT FOR GUN RUN WITH FIXED GUNS. MADE RUN FOR

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TUBES HAD CEASED FIRE AND EXACT POSITION WAS UNKNOWN. 1600 CALLED OFF FLIGHT AND SET UP GREIT. LANDSHARK/JOYRIDE WERE INFORMED AND FLARESHIP REQUESTED. AFTER ABOUT 20 MINUTES 16-4 WAS LOW FUEL STATE. 16-4 WENT TO DANANG MARINE AIR FRIEIGHT FOR FUEL, WHILE 16-2 AND 16-0 MAINTAINED OBSERVATION AND REPORTED TO LANDSHARK/JOYRIDE. 16-0 AND 16-2 PROCEEDED TO DANANG FOR REFUEL. ALL ACFT RETURNED TO AERIAL OBSERVATION UNDER CONTROL OF BLACKWELL.

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MAG-16 SITREP FOR PERIOD 242101H TO 252100H JULY 1966

LATE ENTRIES

0800H/23JUL66 - SU #1 HAULED 23,000 LBS OF MISCELLANEOUS CARGO AND 18 PAX FROM DONG HA TO MULTIPLE ZONES.

0825H/23JUL66 - SU #1 HAULED AN ADDITIONAL 7200 LBS OF AMMUNITION TO VARIOUS ZONES FROM DONG HA.

1710H/23JUL66 - VMO-2 UH-1E'S ESCORTED JOLLY GREEN 1-5 AND 1-8 TO CRASH SITE OF ACFT. CONFIRMED USAF PILOT DEAD. OBSERVED 2 VC ON TRAIL 2 MILES N.W. AND FIRED AT THEM, NO KILLS.

2015H/23JUL66 - ESCORTED DUNBAR 7-1 AND 7-2 FOR HOIST PICKUP FOR 'PIKE' AT (XD 950586). LANDSHARE 'B' DID NOT INFORM ACFT OF ARTY IMPACTING IN P/U AREA. NEARLY LOST 4 ACFT.

0550H/24JUL66 - VMO-2 UH-1E'S ESCORTED SUPERCHIEF 2-1 AND 2-2 ON INSERTION OF 13 MAN RECON TEAM (GALLEON).

0708H/24JUL66 - UH-1E'S INSERTED RECON TEAM (FIELD CLERK) AT (XD 934607), AND SHIFTED SOME 200 METERS SOUTH AND ACTED AS RADIO RELAY UNTIL RELIEVED. RELIEF ACFT CAME ON STATION AT 830H THEN RETRACTED RECON TEAM (FIELD CLERK) FROM (XD 9360).

0900H/24JUL66 - SU #1 CARRIED 18,300 LBS OF AMMUNITION FROM DONG HA TO (XD 984-563) AND RETURNED TO DONG HA.

0925H/24JUL66 - SU #1 HAULED 29,850 LBS OF CARGO FROM DONG HA PLUS 15 PAX TO VARIOUS ZONES.

1105H/24JUL66 - VMO-2 UH-1E'S ESCORTED DUNBAR ACFT TO COORD (XD 0866) TO PICKUP RECON TEAM AND THEN TO CAM ID.

1212H/24JUL66 - VMO-2 UH-1E'S CONTROLLED AIRSTRIKES FOR GLIMMER 14 M & I AT (YD 022622), (YD 000618) AND (YD 012629). THESE WERE SUSPECTED FORTER POSITIONS AND TROOP CONCENTRATIONS.

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1900H/24JUL66 - UH-1E'S OF VMO-2 ESCORTED BARRELHOUSE MEDEVAC FOR 10 MEDEVACS FOR GLIMMER 'K' AT (YD 012618). UNABLE TO REACH GLIMMER 'I' MEDEVAC.

2040H/24JUL66 - VMO-2 UH-1E'S ESCORTED BARRELHOUSE 1-1 & 1-4 ON MED EVAC FOR RIDGEBEAM 14 & 14 'A'. ALSO EMERGENCY RESUPPLY FOR RIDGEBEAM 14. THE UH-34D DID AN OUTSTANDING JOB UNDER VERY UNSATISFACTORY CONDITIONS, DEMONSTRATING A VERY PROFESSIONAL JOB. RIDGEBEAM 14 'A' DID AN EQUALLY OUTSTANDING JOB ON HIS PART.

25 JULY 1966

NUMEROUS MISSIONS WERE FLOWN IN SUPPORT OF OPERATION HASTINGS BUT DID NOT RETURN IN SUFFICIENT TIME TO BE INCLUDED IN THIS REPORT.

0600H/25JUL66 - ONE (1) HM-164 CH-46A LAUNCHED FROM MMAF TO DONG HA, WHILE AT DONG HA CARRIED 105 WEAPONS AND AMMO AND OTHER LOGISTIC CARGO FROM D-5 TO (YD 981562). EXTERNALLY CARRIED ONE (1) DISABLE VMO HELICOPTER TO MMAF, TOTAL CARGO 21,800 LBS.

0745H/25JUL66 - TWO HM-265 CH-46A'S AT DONG HA LIFTED 40 US MED EVACS AND 9 US FAX FROM (YD 038605) TO DONG HA. ACFT WERE UNABLE TO LAND AT ZONE, ALL MED EVACS WERE HOISTED ABOARD ACFT IN SUPPORT OF OPERATION HASTINGS.

1300H/25JUL66 - TWO HM-163 ACFT PICKED UP 19 KIA'S AT (YD 013616). MON COULD NOT BE COMPLETED BECAUSE OF ARTY FIRE.

1400H/25JUL66 - ONE HM-265 AT DONG HA LIFTED 18,000 LBS OF CARGO, 5 US FAX FROM DONG HA TO (YD 982562) VIA D-5 IN SUPPORT OF OPERATION HASTINGS.

1500H/25JUL66 - WHILE ON A RESUPPLY FROM PENNET WINNER 14, ONE HM-163 ACFT WAS LEFT AT (YD 978569), A SECURE ZONE. A LOSS OF POWER AND FLOPPED TEMPERATURES AND PRESSURES, PLUS AN ENGINE CHIP LIGHT CAUSED THE PILOT TO LEAVE HIS ACFT.

1725H/25JUL66 - ONE HM-265 CH-46A LIFTED 7 US MED EVACS, 2 US FAX FROM DONG HA TO THE USS REPOSE AND USS PRINCETON. PART OF OPERATION HASTINGS.

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MAG-16 SITREP FOR PERIOD 252100L TO 262100H JULY 1966

LATE ENTRIES

0650H/25JUL - VMO-2 UH-1E'S CONDUCTED AIRSTRIKES AT (YD 017620) IN SUPPORT OF GLIMMER K. GOOD TARGET COVERAGE BY OXWOOD. UNCOVERED NUMEROUS BUNKERS AND TRENCH LINES. HAD MANY BODIES VISIBLE IN BUNKERS. 5 CONFIRMED KBA'S AND 50-100 POSSIBLE.

0725H/25JUL - FOUR CH-37C'S WERE USED FOR A RESUPPLY FROM DONG HA TO MULTIPLE ZONES IN SUPPORT OF OPERATION HASTINGS. A TOTAL OF 39,300 LBS OF MISCELLANEOUS CARGO AND AMMO PLUS 28 U.S. MARINES WERE HAULED. ONE CH-37 HAULED 3600 LBS OF MISCELLANEOUS CARGO PLUS 21 PAX FROM DONG HA TO VARIOUS ZONES IN SUPPORT OF OPERATION HASTINGS.

1100H/25JUL - MSN 7-3007 - 40 KIA'S WERE HOISTED OUT OF LZ (YD 011615) (GLIMMER 'I') BY VMO-2 UH-1E'S. PART WERE TAKEN TO 'D' MED, THE REST TO PENNANT WINNER C.P. 2 KIA EVACUATED FROM (YD 014616) (GLIMMER 'F') TAKEN TO 'D' MED. DURING THE VERY DIFFICULT PROCESS OF HOISTING THE WOUNDED WHILE HOVERING 50' ABOVE THE ZONE THREE NEWSMEN WERE PUT ON THE HOIST WHILE 30-40 WOUNDED WERE STILL TO BE EVACUATED. THE NAMES OF THE NEWSMEN WERE; VO GUY (NBC NEWS), GEORGE ESPCK (AP), AND JOHN A. SCHNEIDER (AP). WHEN ASKED WHY THEY WENT AHEAD OF THE WOUNDED, THERE WAS NO REASON FOR IT. THE ZONE IS STILL UNDER FIRE AS THIS WAS WRITTEN, WITH WOUNDED MARINES STILL THERE WHILE 3 HEALTHY NEWSMEN GET THEIR STORIES OUT.

1130H/25JUL - VMO-2 UH-1E'S ESCORTED 7-0 & 7-2 AND BONNIE SUE 5-1/2 ON MED EVAC OF GLIMMER 14-I. REFUELED THREE TIMES AT DONG HA. GLIMMER I, L CAME UNDER FIRE WHILE ATTEMPTING TO GET LAST FIVE MED EVACS OUT. DIRECTED BY GLIMMER 'L' TO FIRE ON ENEMY POSITION WEST OF THEIR POSITION.

1430H/25JUL - UH-1E'S OF VMO FLEW GLIMMER 6 ON COMMAND LIAISON BUT COULD

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NOT PUT HIM IN ZONE. TOOK HIM BACK TO C.P. AFTER DROPPING GLIMMER 6 OFF, GLIMMER 'L' 14 CALLED AND ASKED FOR GUNS (EMERG). VMO DELIVERED CLOSE AIR SUPPORT. TOOK AUTO FIRE FROM TARGET. NO HITS, NO DAMAGE ESTIMATE.

1555H/25JUL - PROVIDED COVER WITH VMO-2 UH-1E'S FOR MED EVAC PICKUP FOR GLIMMER I AT (YD 011617). RECEIVED FIRE FROM (YD 006612). FIRED INTO AREA WITH ROCKETS AND MACHINEGUNS. FIRE WAS SUPPRESSED. CALLED IN CONDOLE 101 FLIGHT ON SAME AREA. NUMBER 2 ACFT CONDOLE WAS SHORT ON TARGET TWICE (1000 TO 1500 METERS). SENT THEM UP HIGH, AS WAS AFRAID TO USE THEM BECAUSE OF THE FACT THAT THEY WERE ALMOST HITTING FRIENDLY TROOPS.

1125H/26JUL - RECON INSERTION BY VMO-2 TO CHECK BOMB DAMAGE TO 'ARCLIGHT'. PUT TEAM IN TWO LOCATIONS AND FOUND EVIDENCE OF HUMAN CASUALTIES AT (YD 6353). AFTER SECOND INSERTION WHILE AIRBORNE RADIO RELAY WAS TAKEN UNDER HEAVY FIRE FROM FOUR BATTERIES OF VERY HEAVY CALIBER GUNS AT (YD 007655).

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MAG-16 SITREP FOR PERIOD 262101H TO 272100H JULY 1966

LATE ENTRIES

0800H/26 JUL - TWO CH-37C'S OF SU #1 WERE USED TO HAUL 35,450 LBS OF MISCELLANEOUS CARGO AND 19 PAX IN MULTIPLE ZONE HAULS IN THE DONG HA AREA IN SUPPORT OF OPERATION HASTINGS. UPON COMPLETION OF THE MISSION BOTH ACFT RETURNED TO DONG HA. ONE ACFT REMAINED OVER NIGHT AND THE OTHER ONE HAULED ONE UH-34D ENGINE AND 13 PAX FROM DONG HA TO MMAF.

27 JULY 1966

VARIOUS MISSIONS WERE FLOWN IN SUPPORT OF OPERATION HASTINGS BUT DID NOT RETURN IN SUFFICIENT TIME TO BE INCLUDED IN THIS REPORT.

0800H/27 JUL 66 - DONG HA TOWER REQUESTED ASSISTANCE FOR SURVIVOR PICKUP. 4-0 AND 4-2 (DEADLOCK) ANSWERED THE DISTRESS CALL AND CONTACTED 'WATERBOY' ON ASSIGNED FREQUENCY. DEADLOCK 4-0 EXECUTED PICKUP IN NORTH VIETNAM WHILE 4-2 ACTED AS GUNSHIP ESCORT. THIS WAS ON THE 322° RADIAL AT 27 MILES. FIXED WING CAP WAS PROVIDED BY LOCKET 501 AND 513. SURVIVOR WAS RECOVERED AND TAKEN TO 'D' MED. GROUND FIRE WAS RECEIVED AND RETURNED BY ALL ACFT AND NO HITS WERE TAKEN.

0800H/27 JUL - VMC-2 UH-1E'S CONDUCTED TAC(A) FOR OXWOOD 56 AND 57 INTO TARGETS AT (XD 965650) AND (XD 947647). RECEIVED LIGHT SMALL ARMS FIRE FROM (XD 949644). MSN # 7-6003 WAS TAC(A) FOR CONDOLE 111-2 INTO TARGET AT (XD 985605). RECEIVED NO FIRE, HAD 2 STRUCTURES DESTROYED AND ONE DAMAGED AT (XD 947647).

1105H/27 JUL - TWO HMM-265 CH-46A'S LIFTED 10 U.S. PAX AND 1300 LBS OF CARGO FROM MMAF TO DONG HA IN SUPPORT OF OPERATION HASTINGS. THE PURPOSE OF THE

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FLIGHT WAS TO TEST TWO UH-34D'S OUT OF THE ZONE, BUT NEITHER OF THE
 AGES WAS READY. THREE TWO AIRCRAFT WERE AGAIN LAUNCHED FOR THE SAME PURPOSE.
 THE LIFTED 1700 LBS OF CARGO AND 9 U.S. FAX FROM (XD 9756) TO SIX UH.

1545H/27JUL66 - ONE HON-164 OF -/64 EXTERMINALLY CARRIED UH-34D FROM AGE TWO
 TRANSMISSION TOTAL WEIGHT 1700 LBS.

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MAG-16 SITREP FROM 272101H TO 282100H JULY 1966

LATE ENTRIES

0730H/27JUL - CH-37'S OF SU #1 HAULED 19,000 LBS OF AMMUNITION, BARBED WIRE, AND 9 PAX FROM DONG HA TO (XD 984564) AND RETURNED TO DONG HA.

1320H/27JUL - ONE CH-30C DEPARTED MMAF AND PROCEEDED TO DONG HA WITH 12 PAX. THE ACFT ARRIVED AT DONG HA, DISCHARGED SAME, AND THEN HAULED MAINTENANCE CREW TO DOWNED CH-37 LOCATED AT (XD 984565). THE ACFT THEN RETURNED TO DONG HA TO RON.

1543H/27JUL - FOUR CH-46A'S OF HMM-265 LIFTED 27,255 LBS OF SUPPLIES(AMMO) AND 51 PAX (3 VH MIL, 48 VN CIV) FROM NONG SAN TO (BT 065745) IN SUPPORT OF I CORPS. THIS WAS FRAGGED AS AN EMERGENCY.

28 JULY 1966

1630H/28JUL - ONE MISSION WAS FLOWN IN SUPPORT OF THE III MAF WHICH ENTAILED ONE CH-37 ACFT HAULING ONE OBSERVATION TOWER FROM (AT 964712) TO (BT 031713). AN ADDITIONAL TOWER WAS HAULED FROM (AT 941784) TO BT 054716). UPON COMPLETION OF MISSION THE CH-37 RETURNED TO MMAF.

THE FOLLOWING MISSIONS WERE FLOWN BY HMM-163 UH-34D'S AS RECON. 7-9001 BY ONE UH-34D ESCORTING ONE ARMY UH-1E PHOTO RECON ACFT. PLANES FLEW ALONG DMZ AND BORDER, THEN RETURNED TO DONG HA.

TODAY VARIOUS MISSION WERE FLOWN IN SUPPORT OF OPERATION HASTINGS BUT DID NOT RETURN IN SUFFICIENT TIME TO BE INCLUDED IN THIS REPORT.

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MAG-16 SITREP FOR PERIOD 282101H TO 292100H JULY 1966

LATE ENTRIES

1930H/27JUL - ONE CH-37 ACFT USED IN CONJUNCTION WITH OPERATION HASTINGS HAULED 3200 LBS OF MISCELLANEOUS CARGO FROM DONG HA TO 'PENNYANT WINNER' LOCATED AT (XD 988564). THE ACFT DISCHARGED SAME, PICKED UP AN ADDITIONAL 3500 LBS OF CARGO AND RETURNED TO DONG HA.

0700H/28JUL - TWO CH-37 ACFT HAULED 31,040 LBS OF MISCELLANEOUS CARGO AND 35 PAX FROM DONG HA TO VARIOUS ZONES IN THE DONG HA AREA IN SUPPORT OF OPERATION HASTINGS.

1030H/29JUL - LTCOL HOUSE WAS THE FLIGHT LEADER OF A 13 PLANE FLIGHT WHICH WAS A RETROGRADE OF THE SLF TO THE USF PRINCETON. A TOTAL OF 272 TROOPS AND 38.2 FLT HRS WERE FLOWN IN SUPPORT OF THIS MISSION. IT WAS NOTED THAT THE WRONG TROOPS WERE EMBARKED INTO THE HELO'S TWICE, THUS DELAYING THE LIFT FOR A WHILE. THE ASSIGNED FREQUENCY WAS TOO BUSY, THE FLIGHT LEADER SWITCHED TO A DISCRETE FREQ FOR BETTER COMMUNICATIONS. FLOWN BY HMM-163 ACFT.

0537/29JUL - ONE HMM-164 CH-46A LAUNCHED TO DONG HA. MADE NUMEROUS TRIPS FROM (YD 117578) TO USF PRINCETON. CARRIED TOTAL CARGO OF 33,000 LBS AND 9 U.S. PAX.

1645H/29JUL - ONE HMM-265 CH-46A AT DONG HA LIFTED ONE U.S. PAX FROM DONG HA TO MIAF. THE ACFT RECEIVED FIRE AT COORD (AT 820995) (AIR BURST) AND SMALL ART'S FIRE AT (AU 825086). NO HITS TAKEN.

VARIOUS MISSIONS WERE FLOWN IN SUPPORT OF OPERATION HASTINGS BUT DID NOT RETURN IN SUFFICIENT TIME TO BE INCLUDED IN THIS REPORT.

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MAC-16 SITREP FOR PERIOD 292101H TO 302100H JULY 1966

LATE ENTRIES

0600H/28JUL - TWO VMO-2 UH-1E'S LAUNCHED ON CAS MISSION. CAS MISSION WAS IN SUPPORT OF PENNANT WINGER ON SUSPECTED ENEMY POSITION COORD (YD 983558). FIRED 5,000 ROUNDS AND 27 ROCKETS BUT NO ESTIMATES ON DAMAGE OR KBA WERE OBTAINED.

1350H/28JUL - TWO CH-37'S DEPARTED MMAF WITH 1000 LBS OF MISCELLANEOUS CARGO FOR DONG HA. ON ARRIVAL AT DONG HA THE ACFT COMMENCED A RESUPPLY IN SUPPORT OF OPERATION HASTINGS. A TOTAL OF 13,550 LBS OF AMMO AND 42 U.S. MARINES WERE HAULED FROM DONG HA TO VARIOUS ZONES IN THE OBJECTIVE AREA.

0900H/29JUL - CH-37'S OF SU #1 COMMENCED A RESUPPLY IN SUPPORT OF OPERATION HASTINGS. THE ACFT HAULED 59,600 LBS OF CARGO AND 34 PAX FROM THE LSA TO MULTIPLE ZONES IN OBJECTIVE AREA. AT COMPLETION OF RESUPPLY THE ACFT HAULED ONE MIGHTY MITE AND 6 PAX TO PHU BAI. AT PHU BAI ONE UH-34 ENGINE AND 1300 LBS OF TAFDM GEAR WAS LOADED ABOARD AND FLOWN TO MMAF.

1750H/29JUL - TWO VMO-2 UH-1E'S LAUNCHED ON AN ARMED ESCORT MISSION FOR RECON INSERTION. DIVERTED TO EMERGENCY RETRACTION AND EXTRACTED 2 U.S. MIL. PROVIDED SUPPRESSIVE FIRE FOR A SECOND RETRACTION BY FIRING 6000 ROUNDS AND 27 ROCKETS THEN WENT INTO ZONE AND MADE PICKUP OF 2 U.S.

0600H/30JUL - ONE HMM-164 CH-46A LAUNCHED TO USS PRINCETON, LPH-5, TO DONG HA TO STANDEX, WHILE AT DONG HA WERE LAUNCHED ON TWO MISSIONS. WHILE ON THESE MISSIONS A REACTION FORCE WAS INSERTED AT (YD 326716) WHERE A UH-34 WAS DOWN. THEN LIFTED THE UH-34 FROM (YD 326716) TO DONG HA. A TOTAL OF 9,100 LBS OF CARGO AND 26 U.S. PAX WERE CARRIED.

0650H/30JUL - TWO HMM-265 CH-46'S LIFTED 23 U.S. TROOPS AND 17,400 LBS OF LUMBER FROM LZ MAGPIE TO (AT 045715) IN SUPPORT OF THE III MAF.

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MAC-16 SITREP FOR PERIOD 302101H TO 312100H JULY 1966

LATE ENTRIES

0615H/30JUL - ONE CH-37 HAULED ONE UH-34 ENGINE AND 2 PAX FROM MMAF TO THE LPH-5. PROCEEDED FROM THE LPH-5 TO DONG HA.

0745H/30JUL - 2 UH-1E'S OF VMO-2 LAUNCHED ON CONVOY ESCORT MSN FOR PLUMTREE B-1 FROM PHU BAI TO DONG HA. ONE TRUCK HIT MINE 16 MILES SOUTH OF DONG HA, NO SERIOUS INJURIES.

0850H/30JUL - HU #1 HAULED 6400 LBS OF CARGO AND 1 PAX FROM LA VAN TO BA LONG. HAULED 1600 LBS OF CARGO AND 4 PAX FROM BA LONG TO LA VANG. HAULED ONE PAX FROM BA LONG TO DONG HA.

1020H/30JUL - CH-37 ACFT HAULED 8,850 LBS OF MISCELLANEOUS CARGO AND 20 PAX FROM MULTIPLE ZONES IN HASTINGS AREA.

1255H/30JUL - MAJ. BENO WAS THE LEADER OF 8 HMM-163 UH-34D'S ON A RETROGRADE OF 177 U.S. TROOPS FROM 'PENNANT WINNER' TO THE USS PRINCETON. A TOTAL OF 61 SORTIES WERE FLOWN IN 17.8 FLT HRS.

1730H/30JUL - ONE CH-37 OF SU #1 HAULED ONE UH-34 TAIL PYLON AND 7 PAX FROM (YD 320720) TO DONG HA AND RON AT DONG HA.

31 JULY 1966

0750H/31JUL - SU #1 HAULED 44,520 LBS OF CARGO AND 22 PAX IN MULTIPLE ZONE SUPPORT OF OPERATION HASTINGS. HAULED 2 PAX FROM DONG HA TO PHU BAI AND 1000 LBS OF CARGO FROM PHU BAI TO MMAF.

0840H/31JUL - 2 CH-46A'S OF HMM-164 LAUNCHED TO PHU BAI TO EXTERNAL ONE UH-34 BACK TO DANANG. THE H-34 WAS STAGED FOR FIXED WING PICK UP. CH-46A CARRIED 1500 LBS MISC. CARGO AND 9 U.S. PAX.

0855H/31JUL - TWO HMM-265 CH-46A'S LIFTED 3600 LBS OF CARGO (TWO H-34 ENGINES) FROM DANANG TO (BT 164413) IN SUPPORT OF I CORPS. THESE ACFT RECEIVED SMALL ARMS FIRE FROM A BOAT AT (BT 210570) TAKING NO HITS.

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1330H/31HUL - TWO HHM-265 CH-46A'S LIFTED 5000 LBS OF CARGO (TWO TOWERS)
FROM LZ MAGPIE TO (BT 054716) IN SUPPORT OF THE ENGINEER BATTALION. THEY
ALSO CARRIED 30 U.S. PAY.

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MAC-16 SITREP FOR PERIOD 312101H JULY TO 012100H AUGUST 1966

LATE ENTRY

1830H/31JUL - ONE CH-37 ACFT DEPARTED MMAF AND PRECEDED TO PHU BAI. THE ACFT ARRIVED AT PHU BAI, PICKED UP ONE UH-34 ENGINE AND 2 PAX AND THEN PROCEEDED TO DONG HA IN CONJUNCTION WITH OPERATION HASTINGS.

1 AUGUST 1966

0530H/1AUG - SIX HMM-265 CH-46A'S LIFTED 274 VN MIL AND ONE VN MED EVAC FROM QUANG NGAI TO COORD (BS 417867), (BS 429868), (BS 429867) AND (BS 341880). THIS MISSION WAS AN ARVN STRIKE MISSION. ACFT RECEIVED FIRE AT COORD (BS 435871) TAKING ONE HIT. THE FIXED WING ACFT WHICH WERE SUPPOSED TO SUPPORT NEVER SHOWED UP. THIS MISSION WAS IN SUPPORT OF I CORPS.

0630H/1AUG - TWO HMM-265 CH-46A'S LIFTED 8200 LBS OF CARGO (H34 ENGINE, ROTOR HEAD AND BLADES) FROM HUE/PHU BAI TO DONG HA. THIS MISSION IN SUPPORT OF OPERATION HASTINGS.

0727H/1AUG - ONE CH-37 WAS USED IN SUPPORT OF OPERATION HASTINGS TO HAUL 306 FIVE GALLON WATER CANS AND 9 PAX FROM (XD 975565) TO DONG HA.

0750H/1AUG - FOUR HMM-164 CH-46A'S LAUNCHED ON I CORPS RESUPPLY MISSION. DELAYED BY WEATHER AND CANCELLED AFTER CARRYING 18,500 LBS AND 7 PAX TO ONE SON (BT 045350).

0815H/1AUG - THE TWO HMM-265 CH-46A'S AT DONG HA LIFTED 26,720 LBS OF CARGO, ONE U.S. PAX FROM DONG HA TO (YD 982562) AS PART OF OPERATION HASTINGS.

0850H/1AUG - CH-37 ACFT HELI-LIFTED TWO MULES WITH MOUNTED 106 RECOILLESS RIFLES, TWO MIGHTY MITES WITH LOADED TRAILERS PLUS 7500 LBS OF AMMO AND 7 PAX FROM (XD 975565) TO DONG HA.

1155H/1AUG - 1 VMO-2 UH-1E LAUNCHED ON MED EVAC ESCORT MISSIONS. ESCORTED TARBUSH ON MED EVACS. (

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1235H/1AUG - TWO HHM-265 CH-46A'S AT DONG LIFTED 35 U.S. TROOPS FROM DONG HA TO (YD 344678) AS PART OF OPERATION HASTINGS.

1242H/1AUG - SU #1 CH-37 ACFT HAULED 32 U.S. MARINES AND 1200 LBS OF MISC. SUPPLIES FROM POLISH INDIA LZ (YD 982567) TO DONG HA. HAULED ONE UH-34 ENGINE AND STAND PLUS 8 PAX FROM DONG HA TO MMAF.

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