

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

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 5750  
 003A32266

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

Subj: Command Chronology for the period 01-31 October 1966;  
 submission of

Ref: (a) WGO 5750.1B

Encl: (1) Marine Aircraft Group 16 Command Chronology

1. In accordance with reference (a), MAG-16 Command Chronology is  
 herewith submitted as enclosure (1).

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

*A. W. Barden*  
 A. W. BARDEN  
 Acting

MAG-16 S&C  
 LOG 8 001526-66  
 COPY 1 OF 7

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

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

Enclosure (1)

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Part I

Organizational Data

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~~SECRET~~1. Command and Rank Composure

<u>Billet</u>	<u>Name</u>	<u>Rank</u>	<u>Period</u>
CO, MAG-16	Richard M. HUNT	Col	1-15 October 1966
	Kenneth L. REUSSER	Col	16-31 October 1966
CO, MAG-16(FWD)	Samuel F. MARTIN	LtCol	28-31 October 1966
XO, MAG-16	Robert L. SIMMONS	LtCol	1- 4 October 1966
	Samuel F. MARTIN	LtCol	5-27 October 1966
	Arnold W. BARDEN	LtCol	28-31 October 1966
ADJUTANT	Phillip A. OLSON	WO	1-31 October 1966
S-1 OFFICER	Oliver G. MCDONALD	Maj	1-31 October 1966
S-2 OFFICER	Yerger JOHNSTONE	Capt	1-31 October 1966
S-3 OFFICER	Herbert E. MENDENHALL	LtCol	1-31 October 1966
S-4 OFFICER	Arnold W. BARDEN	LtCol	1-27 October 1966
	Manning T. JANNELL	LtCol	28-31 October 1966
CO, H&MS-16	Leslie L. DARBYSHIRE	LtCol	1-14 October 1966
	Manning T. JANNELL	LtCol	15-28 October 1966
	Lucius O. DAVIS	LtCol	29-31 October 1966
CO, MABS-16	Rodney K. MCKITRICK	LtCol	1-31 October 1966
CO, HMM-161	Samuel F. MARTIN	LtCol	1- 4 October 1966
	Charles E. WYDNER	LtCol	5-31 October 1966
CO, HMM-164	Warren C. WATSON	LtCol	1-31 October 1966
CO, HMM-263	Manning T. JANNELL	LtCol	1-14 October 1966
	Leslie L. DARBYSHIRE	LtCol	15-31 October 1966
CO, HMM-265	Frank B. ELLIS	Maj	1-31 October 1966
CO, VMO-2	Robert A. PLAMONDON	Maj	1-31 October 1966
OIC, SU #1, (H&MS-16)	John L. NOLAN	Maj	1-31 October 1966
OIC, MATCH 68	Kent V. BERGHIOLLI	Capt	1-31 October 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-164	Marble Mountain Air Facility, RVN
HMM-263	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	62	303	0	0
SU #1	13	46	0	1
MABS-16	21	533	3	6

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HMM-161	36	116	0	3
HMM-164	42	177	1	4
HMM-263	41	153	1	4
HMM-265	43	172	1	3
VMO-2	40	122	1	3
MATCU-68	<u>4</u>	<u>71</u>	<u>0</u>	<u>0</u>
MAG-16 TOTAL	302	1693	7	25

#### 4. Important Visitors to the Command

BGen ELWOOD visited the command between 1400 and 1500 on 6 Oct 1966.

On 8 October 1966, Commodore D. A. DUNBAR-NASMITH, DSC, Royal Navy, and his party were given a briefing and tour of the Air Facility.

On 16 October 1966, LtGen WALT and MGen ROBERTSHAW attended the Group Commander's change of command.

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Part II  
Narrative

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1. Special Operations

(a) During the month of October, units of MAG-16 participated in the following operation:

## Operation Prairie

2. Chronological Summary of Highlights

1 October - VMO-2 Hueys flew General William C. WESTMORELAND to Dong Ha, and carried BGen ENGLISH to the Command Posts of 1/4 and 3/12. Considerable support went to Fourth Marines units at Dong Ha, including Command and Control flights for CO, Fourth Marines. Our O-1C's conducted six fixed wing air strikes for 3/4, netting a secondary explosion on an enemy gun position. HMM-161 aircraft received recoilless rifle fire while providing logistic support for 3/4, but sustained no damages.

In the Danang area, one medevac mission was aborted despite the efforts of the Huey gunship to quell a fire fight with 16 rockets and 3000 rounds of machine gun ammunition. The fire fight was taking place in the ARVN pickup zone.

2 October - Operations in the Dong Ha area were routine, with Logistic, Admin, Medevac, Visual Reconnaissance and Command and Control comprising the majority of support. One CH-46 logistics lift was aborted by HMM-265 due to the intervention of a friendly artillery mission which took priority.

The Danang area operations were all normal, but a team of Third Reconnaissance Battalion operating out of Phu Bai was cut off from extraction when the third H-34 in a flight of three from HMM-161 was unable to get into the pickup zone due to enemy fire. Darkness fell on the remainder of the team before the area could be sufficiently pacified for a helicopter landing.

3 October - In the Dong Ha area, HMM-265 provided aircraft for a lift of over 800 ARVN troops supporting Operation Prairie. H&MS-16 Detachment "A" O-1C's conducted four air strikes for 3/4 and eight for 2/5, and VMO-2 Hueys accomplished an emergency recon team extraction, providing their own air cover.

In the Phu Bai area, HMM-164 CH-46's received heavy fire inserting a reaction force to support a recon unit surrounded by enemy. Two aircraft received minor battle damage, with no casualties.

In the Danang area, VMO-2's gunship escort spotted five VC diving for cover in the river south of Hill 55 after the Medevac ship had received fire. The gunship strafed the area, but it is believed that the VC took cover in tunnels entered from underwater.

4 October - In the Dong Ha area, CH-46's from HMM-265 searched for, found and picked up a lost recon team member and returned him to the First Force Reconnaissance Company. 2/9 and 3/4 received over 27,000

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pounds of resupply support from HMM-265, while HMM-161 completed an emergency resupply mission to 3/4 which had been held up due to adverse weather. The Detachment "A" O-1C's performed a variety of missions including visual recon for 2/5 and 3/4, and artillery registration for "E" 1/11. By overflying and giving directions they led two company patrols of 2/5 to their destination at Hill 162. They also conducted air strikes, netting one secondary explosion approximately 15 miles west of Dong Ha. Operations in the Danang-Phu Bai areas were routine.

5 October - Normal Operations.

6 October - Normal operations. HMM-263 aircraft took ground fire from nine separate locations, but sustained only two hits in one aircraft.

7 October - At about 0930 it became apparent that an HMM-265 aircraft was missing. The Squadron Duty Officer had been informed that one of his aircraft would remain over night at Phu Bai, but in the morning it was determined that the pilots had launched out to return to Marble Mountain. A search was immediately initiated. During the day it was determined that no radio contact had been established between the aircraft and any ground stations after the time it departed Phu Bai. The day's search efforts were fruitless.

8 October - Massive search efforts for the lost CH-46A continue today. The search areas are necessarily extensive due to the lack of information on the missing aircrafts' route. Intermittently poor weather and reduced visibility hamper the efforts of aircraft from five MAG-16 squadrons, and Air Force and Navy search planes. All other missions are routine.

9 October - Extremely poor weather throughout the search area thwarts the majority of our efforts to locate the missing aircraft. A Navy S2F with Magnetic Anomaly Detection Gear assisted, but once again there were no traces discovered. On the assumption that the CH-46 went down at sea, the search area has necessarily been further extended to cover possible wreckage drift in the ocean currents. The mountain area between Phu Bai and Marble Mountain has been shrouded in clouds all day.

10 October - Much improved weather allowed thorough coverage of the search area today, and a specially equipped surface vessel, capable of searching the ocean floor, was utilized for several hours in the morning. Again there were no results. In the early afternoon the search was abandoned officially.

At Dong Ha, a flight of HMM-161 aircraft retracted a five man recon team minutes after the team had been inserted in the jungle. No hits were sustained in light small arms fire.

11 October - Normal operations, with HMM-263 sustaining two small arms hits in one aircraft in the Danang TAOR.

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12 October - Five CH-46A's each from HMM -265 and HMM-164 conducted a heliborne assault west of Dong Ha in Operation Prairie. They lifted a total of 650 Marines from the multi-battalion Task Force Delta without incident. An HMM-161 aircraft took two hits on a med evac mission late in the day in support of a separate phase of Operation Prairie.

13 October - A three plane flight of HMM-164 CH-46's lifted 37,000 pounds of cargo in a logistic resupply mission at Dong Ha. VMO-2 Hueys and HMM-265 CH-46's provided transportation for General WESTMORLAND, COMUS MACV, and the honorable Robert S. McNAMARA, Secretary of Defense, in and around Dong Ha and the Demilitarized Zone.

14 October - Routine operations, with VMO-2 Hueys conducting a total of six escorted recon team insertions and four retractions for First Force Reconnaissance Company at Dong Ha. An HMM-161 medevac aircraft received two hits in the main rotor blades on a mission northwest of Dong Ha.

15 October - Normal Operations.

16 October - The HMM-161 medevac aircraft suffered an engine failure but landed without incident. HMM-164 conducted the emergency extraction of a recon team with escort provided by VMO-2 gunships.

17 October - Routine Operations.

18 October - The HMM-263 medevac aircraft was hit in the Danang TAOR but sustained only minor damage, and a VMO-2 gunship was shot down while delivering suppressive fire for a flight of HMM-164 aircraft on an ARVN medevac in the TAOR. There were no casualties, and the crew was safely evacuated by the CH-46's.

19 October - Without incident, HMM-164 retrieved the Huey downed on an escort mission the previous day. On a night medevac mission for thirty-one ARVN casualties, the HMM-164 CH-46's received fire in the pickup zone as well as enroute, but suffered no hits.

20 October - On two successive recon team insertions in the Phu Bai area HMM-263's UH-34's came under heavy enemy fire, and one of the aircraft sustained five hits. In both cases the recon teams required immediate retraction, and the VMO-2 gunship escort poured fire on the enemy. Subsequent to the retractions, the gunship called an artillery strike on the first zone and an air strike on the second. No friendly casualties were taken.

In the Dong Ha area, HMM-164 conducted a lift of 670 ARVN troops to a drop zone seven miles south of Cam Lo in marginal weather.

21 October - VMO-2 Hueys conducted four recon insertions and two extractions in the Dong Ha area, the extractions both under enemy fire without damage or injury.

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22 October - In the Danang TAOR both the HMM-263 medevac aircraft and the VMO-2 gunship escort took multiple hits from heavy enemy fire. The medevac aircraft was forced down, but later evacuated without injury.

In the Dong Ha area, a VMO-2 Huey performed a remarkable recon team retraction. Due to extremely poor weather in the area of the pickup zone, the retraction aircraft was forced to leave his escort gunships in a clear area away from the zone. The pilot then took his aircraft in unescorted and retracted the recon team under the cover their accurate rifle fire and grenade throwing. The retraction was successful in spite of the fact that the zone had been surrounded.

23 October - Extremely bad weather kept flying to a minimum, and local medevac flights were restricted to emergencies only. The gunner of VMO-2's escort Huey was thrown across the cabin of the aircraft when a round hit his flak vest, but he was uninjured, and HMM-263's medevac aircraft took hits from automatic weapons with no injury and only minor damage.

24 October - CH-46's from HMM's 265 and 164 combined to lift a two company strike force to a zone south of An Hoa. Fire was taken on approach and departure at both pickup and drop zones, but no aircraft took hits.

At Dong Ha, a VMO-2 gunship crashed into trees while escorting a medevac in extremely poor weather. Due to a communications breakdown the crash was not known of until the medevac aircraft returned to the field, at which time a second Huey launched on a search. Shortly after takeoff the search aircraft also crashed. Rescue of the crew of the search plane was immediate, and shortly thereafter, at daybreak, the first aircraft was located. Both Hueys suffered strike damage, although injuries were not serious.

25 October - HMM-265 put another 210 Marines into the strike zone south of An Hoa, then retracted 440 Marines from the same general area. Five hits were taken on initial approach to the LZ, but no casualties were suffered.

26 October - Five aircraft of HMM-263 received fire from a single point ten miles south of Danang. Another 263 aircraft was hit on an admin mission, injuring a Vietnamese passenger. All other flying was routine.

27 October - In the Danang TAOR, the HMM-263 medevac received five hits from enemy fire ten miles south of the city. A battle evac in the aircraft was reinjured, but the plane was able to complete the evacuation without further difficulty.

At Dong Ha, a VMO-2 Huey slick inserted a recon team which made enemy contact immediately and was extracted under fire. The same team attempted insertion again 2500 meters from the original zone and once again contacted the enemy. The U. S. Army Huey gunships escorting the VMO-2 slick poured out close and accurate suppressive fire, screening the slick for a second successful retraction. The recon team did not attempt another insertion.

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28 October - A division of HMM-164 CH-46A's conducted a night lift of 180 troops to a point twenty miles southeast of Dong Ha. In spite of bad weather which forced the aircraft down to 500ft, the lift was completed without incident.

29 October - Routine operations, in which the Chief of Naval Operations was carried by VMO-2 in the Dong Ha area.

30 October - Routine Operations. HMM-161 moved the major part of the squadron aboard the USS Iwo Jima in an effort to expedite their long awaited departure from Viet Nam.

31 October - Routine Operations. HMM-161 officially left Phu Bai with the departure of their Commanding Officer.

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Part III

Significant Events

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## 1. Personnel

a. Number of Joinings: 275

b. Number of Drops: 130

c. Promotions:

(1) Maj	to	LtCol	2
(2) Capt	to	Maj	13
(3) 1stLt	to	Capt	54
(4) 2ndLt	to	1stLt	4
(5) SNCO	to	2ndLt	2
(6) GySgt	to	MSgt	4
(7) SSgt	to	GySgt	12
(8) Sgt	to	SSgt	25
(9) Cpl	to	Sgt	7
(10) LCpl	to	Cpl	47
(11) Pfc	to	LCpl	30
(12) Pvt	to	Pfc	22

## 2. Administration

a. Colonel Kenneth L. REUSSER relieved Colonel Richard M. HUNT as Commanding Officer, Marine Aircraft Group 16.

b. LtCol Samuel F. MARTIN relieved LtCol Robert L. SIMMONS as Executive Officer, Marine Aircraft Group 16.

c. LtCol Arnold W. BARDEN relieved LtCol Samuel F. MARTIN as Executive Officer, Marine Aircraft Group 16.

d. LtCol Samuel F. MARTIN was assigned as Commander, Marine Aircraft Group 16 Forward.

e. LtCol Manning T. JANNELL relieved LtCol Arnold W. BARDEN as Marine Aircraft Group 16 S-4.

f. LtCol Manning T. JANNELL relieved LtCol Leslie L. DARBYSHIRE as Commanding Officer of H&MS-16.

g. LtCol Lucius O. DAVIS relieved LtCol Manning T. JANNELL as Commanding Officer of H&MS-16.

h. LtCol Leslie L. DARBYSHIRE relieved LtCol Manning T. JANNELL as Commanding Officer Of HMM-263.

## 3. Awards

a. The following awards were distributed during October:

### 1. Silver Star:

Cpl. Bobby W. ABSHINE

VMO-2

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## 2. Distinguished Flying Cross:

Capt John G. ENOCKSON	VMO-2
Maj M. J. WILLIAMS	HMM-164
Maj R. ELANC	HMM-161

## 3. Air Medal:

HMS-16	36
MPS-16	1
HMM-161	157
HMM-164	59
HMM-263	146
HMM-265	91
VMO-2	170

## 4. Casualties

<u>RANK</u>	<u>NAME</u>	<u>SERNO/MOS</u>	<u>ORGANIZATION</u>
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Pfc	Daniel E. MURPHY, Jr	2309040/1371	MABS-16
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NON-HOSTILE - 2 Oct 66, MABS-16 sickbay. Admitted "Neuro-psychiatry Consultation." Sent to G Med., for period of about 2 weeks.

Capt	Gerald R. DEAR	087582/7335	HMM-265
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HOSTILE - 6 Oct 66, 9 miles WNW Dong Ha. Flying as pilot of CH-46A on MED EVAC mission. Received shrapnel wounds caused by small arms fire in cockpit area. Superficial wounds of right and left forearms. Treated and returned to duty.

1stLt	Lynn M. LAPOINTE	091221/7335	HMM-265
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HOSTILE - 6 Oct 66, 9 miles WNW of Dong Ha. Flying as co-pilot in CH-46A on MED EVAC mission. Received superficial wounds in right heel from small arms fire. Two days confined to quarters.

Capt	William E. JOHNSON	083416/7335	HMM-265
1stLt	Ronald E. PFEIFER	090491/7335	HMM-265
CySgt	Howard D. STROUSE	1151358/0239	HMM-265
Sgt	David L. G. MOSER	1598015/6418	HMM-265

(SAME INCIDENT)

HOSTILE - 6 Oct 66. Quang Nam Province, RVN, CH-46A launched from Dong Ha, approximately 2030, and checked in with HMM-161 at Phu Bai for weather information at approximately 2100. Aircraft has not been heard from since 062100. Declared missing in Action. USMC and USAF SAR Facilities terminated search at 1345, 10 Oct 66.

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EOp1 James W. VAUGHN 2131221/6422 HMM-263

NON-HOSTILE - 100Oct66, MAG-16 area. Subject walking from line area to tent when he passed out. Taken to dispensary for medical treatment. Allergic reaction, source unknown. Four to five days observation.

Sgt Gerald F. PERRONE 2065484/1161 MABS-16

HOSTILE - 150Oct66, MMAF area. Wounded while on Med Cap mission at Son Thuy #2 Hamlet, Hoa Long, Village. Duty as escort for Med Cap team. Admitted NAVSUPACTHOSP, period hospitalization unknown.

LCpl Robin L. PASTORE 2137202/7041 HMM-164

NON-HOSTILE - 170Oct66, MMAF area. Severe injury to left hand with loss of little finger and ring finger. Occurred while attempting to dispose of grenade fuse found in living quarters. Fuse exploded in hand. Treated NAVSUPACTHOSP Da Nang East. Period hospitalization unknown.

Cpl Mariano AGUIRRE 2024615/6422 H&MS-16, SU #1

HOSTILE - 210Oct66, five miles NNW of HaiVan Pass, Thua Thien Province. Laceration, shrapnel, right elbow. Treated and returned to duty. Received wound while crew chief on resupply mission proceeding to Dong Ha.

Sgt Francis E. WILSON 1443902/6441 HMM-265

NON-HOSTILE - 210Oct66, HMM-265 flight line, MMAF. Dislocation of left shoulder, caused from fall. Treated G-4 hospital, period hospitalization, 4 days.

Maj Vincil W. HAZELBAKER 061357/7335 VMO-2  
1stLt Kerry M. MASSARI 092354/7335 VMO-2  
Cpl Bartlett J. HAYES 2082000/6418 VMO-2  
(SAME INCIDENT)

NON-HOSTILE - 240Oct66, vicinity of  $3\frac{1}{2}$  miles north Dong Ha, Puang Tri Province, RVN. On SAR mission Aircraft crashed into water.

Maj HAZELBAKER - Pilot of A/C. Wound laceration nose, and left palm, contusion left eye, treated at D Med and returned to duty.

1stLt MASSARI - Co-pilot of A/C. Abrasion left hand. Treated at D Med and returned to duty.

Cpl HAYES - Abrasion lumbar spine and both knees. Treated at D Med and returned to duty.

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Maj	Richard M. COOKE	06143/7335	VMO-2
1stLt	Joseph G. HEALY	091155/7335	VMO-2
LCpl	Roger J. COMFORT	2137947/6418	VMO-2
LCpl	Francis E. CROUCHER	210071/6511	VMO-2
	(SAME INCIDENT)		

NON-HOSTILE - 24Oct66, vicinity of 9 miles north Dong Ha, Quang Tri Province, RVN. On MED EVAC mission, aircraft crashed into trees.

Maj COOKE - Pilot of A/C. Contusion of ribs, right side, fractured right talus. Being treated at USS REPOSE. Hospitalization period unknown.

1stLt HEALY - Co-pilot of A/C. Contusions face, left and right legs, and dislocation of right shoulder. Being treated at USS REPOSE. Hospitalization period unknown.

LCpl COMFORT - Crew chief of A/C. Dislocated right shoulder, fractured mandible. Being treated at USS REPOSE. Estimated period of hospitalization, 3 weeks.

LCpl CROUCHER - Gunner on A/C. Wound, laceration right eye lid and laceration right knee and abrasion right knee. Treated at D Med and returned to duty.

Pfc Larry D. CRAWFORD 2146053/3516 MABS-16

NON-HOSTILE - 24Oct66, MABS-16. To MABS-16 dispensary for NP observation. Sent to C Med for indefinite period.

##### 5. Civic Action

a. Medical. Seventeen sickcalls were held by MAG-16 in Son Thuy and My Thi Hamlets treating 2824 vietnamese civilians. The Naval Hospital admitted 55 Vietnamese to the hospital; of these 43 were major surgery cases. The Naval Hospital treated 137 people as out patients. MEDCAP parrols were held throughout the village of Hoa Long by various units. A fly and pest control program is under way at the Sacred Heart orphanage. There have been two visits by the team to the orphanage this month. Fifty pounds of soap was distributed by 5th Comm in Da Man. Leaflets in Vietnamese were distributed with the soap explaining the reasons for using soap. Health posters were also displayed throughout the hamlet.

b. Education. A scholarship program has been started by the Protestant Chaplain of MAG-16. A committee consisting of representatives of all the major religious sects in the DaNang area have chosen 24 students to receive scholarships to high school. The students must agree to teach in the Vietnamese School System, for the amount of years their scholarship lasted, at their graduation. There are half scholarships that the student may repay over a period of time after graduation with no obligation to teach in the school system.

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The scholarship committee and the students were invited to dinner and a tour of the MAG-16 base on 31 October. The affair was a large success. English classes were held in An Hai by MCB 5 for 115 students. There were two three hour classes. MCB 6 held English classes in Son Thuy for eight students. There were fifteen two and a half hour classes. SSgt MALE attended the Vietnamese Language School in Okinawa.

c. Projects. MAG-16 is presently building doors and shutters for the sickcall building in Son Thuy. Plans are being formulated for a working party to install the fixtures and completely paint the building. The people of Da Man have patched up and repainted their schoolhouse. Cement has been provided by the CAC unit in Da Man for the building of new walls. The new three room school building in My Thi only requires a roof. The people of the hamlet have provided the money for the new school while MCB 5 has provided the materials. MCB 6 has built a small 12X16 hut to house their MEDCAP patrol. They have also built two huts for the people whose homes were burned down by flares fired by MCB 6's security. One hundred bags of cement were delivered by MAG-16 to the Catholic Boys' Town project. MAG-16 has inspected the land on which they are going to build a home for one of the carpenters who has worked on the base for over a year. We are awaiting the certificate of ownership of the property.

d. Government. Both the village officials and the hamlet chief of My Thi are using a system of taxing the people in order to contract for labor for projects that are for the benefit of the people in this manner all the people have a share in the project, and not only the small number of people who work on the project itself. The hamlet chief of Da Man has taken a job with RMK and for this reason is hard to find the majority of the time. MAG-16 has dealt with the Hamlet Chief of My Thi in hiring local civilians for temporary labor details.

e. Population Control. On 14 October the MAG-16 sickcall in Son Thuy was fired on by an estimated eleven VC. Two Marines were wounded along with one civilian woman. On the following sickcall day, 17 October, the doctors returned with security provided jointly by MAG-16 and 3/1.

f. PSY OPS. Maximum use was made of the VC attack on the sickcall. MAG-16's interpreter stressed to the people at all the following sickcalls that we were there to merely give medical assistance to the people and the VC try to destroy this program.

g. MAG-16 Chaplain's Civic Action Programs.

(1) Roman Catholic

(a) Work on the "Boys Town" school came to a gradual

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halt this month due to lack of the materials promised by II MAF. The school was given 20,000 piastres, but the project has been severely hampered for some time, and laborers have had to be layed off.

(b) The Bishop was given technical assistance in the installation of fifteen washing machines and dryers. The Benedictine Brothers are setting up 1 laundry to wash Marine's clothing.

(c) The Bishop was given \$100.00 to purchase a 16mm movie projector, and the Stella Maris Novitiate in East Da Nang was given \$50.00.

(2) Protestant

(a) The Vietnamese Education Scholarship Board held presentation ceremonies on 16 October, and presented 23 scholarships. The Assistant Major of Danang, the Assistant I Corps General, and the III MAF Chaplain were in attendance. Chaplain FULLILOVE presented \$240 to the program which was a gift from the widow of an F4U-161 pilot killed in action. The scholars and the Board were given a special steak dinner and entertainment at Marble Mountain Air Facility on 30 October, and the program was a great success.

(b) Scrap lumber was given to the WEC missionaries for use in the leprosarium, where it is made into crutches. The crutches are then sold to the ARVN Hospital.

(c) The WEC orphanage was given two loads of scrap lumber, and the Catholic Orphanage was given eight cases of assorted dry foods.

(d) This months Church Party was a Protestant Rally at MCB-10.

6. Moral/Welfare Programs

(a) Roman Catholic:

Sunday Mass 0800 MAG-16  
 0915 5th Comm.  
 1030 III MAF  
 1800 MAG-16  
 Weekday Mass 1800 MAG-16  
 1100 LAAMS "B", Tuesdays

(b) Protestant:

Sunday 0900 Regular Worship Service  
 1015 Sunday School  
 1330 LDS Service;  
 Church Parties;  
 Jewish

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1900 Communion  
 1930 Sunday Evening Fellowship  
 Weekday 1900 Wednesday, Christian Service Group  
 1830 Saturday, Chior Practice

(c) All services are now being held in the MAG-16 Chapel, through construction work continues toward final completion. Considering all circumstances, this is a truly magnificent building.

#### 7. Intelligence/Counter-Intelligence

(a) The Intelligence Officer increased his services to the staff and squadrons during the month. Two squadrons were given a complete set of the new I-7014 series, scale 1:50,000 maps. The L-8020, 1:25,000, Picto Maps were made available for operational planning and terrain analysis.

(b) Access was obtained to the III MAF "Morning Briefing" thus improving the currency of reporting to the Group Commander.

(c) The Group's intelligence reporting was expanded with the addition of the "Dream Hour Digest" which reports the results of MAG-16 O-1C Det. observation and TACA missions of Operation Prairie. O-1C missions in other areas are included on MAG-16 Daily Intsum,

(d) 8 Oct. Intelligence representatives from MCB 5 (replacing MCB 11) were briefed on the enemy situation and on operations of the intelligence community at Da Nang East. MCB 5 was added to the MAG-16, S-2 intelligence reporting system, and now receives the Group Intsum, Recap and briefings.

(e) 11 Oct. Informal liaison was established with the Division Air Officer and the G-2 of 1st Marine Division.

(f) 19 Oct. The Intelligence Officer inspected S-2, MAG -16 Forward, and found all procedures and reporting satisfactory.

(g) 24 Oct. The Intelligence Officer was assigned to a G-2, 1st Marine Aircraft Wing committee which has the responsibility of conducting a "Helicopter Vulnerability Study".

(h) 25-28 Oct. The committee conducted a liaison visit to the U.S. Army, 1st Air Cavalry Division (Air Mobile) at An Khe, RVN, to study their tactics and experiences with enemy anti-aircraft fire.

(i) 30 Oct. The Intelligence Officer briefed HMM-163 at Phu Bai on the enemy situation in country and on the Viet Cong's anti-aircraft tactics.

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## 8. Air Operations - October 1966

HMM-161      UH-34D  
 Hours          1082  
 Sorties        3249  
 Pax            3264  
 Evacs          740  
 Cargo (tons) 205

HMM-263      UH-34D  
 Hours          1527  
 Sorties        4748  
 Pax            4089  
 Evacs          927  
 Cargo (tons) 115

WMO-2        UH-1E  
 Hours          1067  
 Sorties        2990  
 Pax            1965  
 Evacs          103  
 Cargo (tons) 297

H&MS-16      C-117D  
 Hours          82  
 Sorties        49  
 Pax            738  
 Evacs          -  
 Cargo (tons) 21

HMM-164      CH-46A  
 Hours          926  
 Sorties        3153  
 Pax            7036  
 Evacs          236  
 Cargo (tons) 676

HMM-265      CH-46A  
 Hours          851  
 Sorties        1288  
 Pax            7076  
 Evacs          257  
 Cargo (tons) 594

SU #1        CH-37C  
 Hours          300  
 Sorties        921  
 Pax            1193  
 Evacs          30  
 Cargo (tons) 427

O-1C        UH-34D  
 Hours          543  
 Sorties        338  
 Pax            -  
 Evacs          -  
 Cargo (tons) -

M. G-16 TOTAL

Hours	14,018
Sorties	16,842
Pax	25,361
Evacs	2,293
Cargo (tons)	2,335

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(a) A mobile tower was put into operation at Khe Sanh for day-light operation in VFR and Special VFR conditions. Dong Ha, Phu Bai and Marble Mountain towers have been operational 24 hours a day.

(b) The control towers at Marble Mountain, Phu Bai, Dong Ha and Khe Sanh conducted 12,928, 12,893, 16,035 and 3,660 operations respectively.

(c) GCA at Phu Bai made a total of 322 approaches.

10. Ground Defense

(a) No probes were experienced during October. The extensive base construction program has caused increasing problems with perimeter security, and increased efforts are being made to coordinate base development and ground defense.

11. Motor Transport

(a) The MABS-16 Motor Transport Section provided the transportation of potable and raw water, road grading throughout Marble Mountain Air Facility, and transportation for command and individual road movement for a combined total of 37,215 miles. Twenty-five pieces of assorted motor transport equipment are deployed at three out lying air fields: Dong Ha, Phu Bai, and Khe Sanh.

12. TAFDS

(a) The MABS-16 TAFDS Section continued to fulfill MAG-16's fuel needs during the month of October. The quantity of fuel dispensed at Marble Mountain Air Facility, Phu Bai and Dong Ha during October as follows:

<u>LOCATION</u>	<u>AVGAS 115/145</u>	<u>JP-4</u>
MMAF	167,712	253,405
Phu Bai	113,982	195,775
Dong Ha	<u>175,727</u>	<u>226,149</u>
Total Gallons	457,421	675,620

13. CRASH CREW

(a) Crash Crew is supporting activities at Marble Mountain, Phu Bai, Dong Ha, and Khe Sanh. During the month of October there were no emergencies requiring crash crew action.

14. BASE OPERATIONS/WEATHER

(a) Base Operations and Weather facilities were maintained at Marble Mountain, Phu Bai, Dong Ha, and Khe Sanh, including the installation of tower, crash, and field lighting facilities at Khe Sanh.

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(b) Equipment and personnel have been assigned to establish a photo lab for MAG-16.

15. BASE DEVELOPMENT/UTILITIES

(a) Electric Shop. The electric shop answered 41 trouble calls of various descriptions throughout the MMAF cantonment. Florescent lighting was installed in the Communications Center, VMO-2 SATS hanger, and over serving lines in the Officer's and Staff messes. The material section, H&MS Avionics and the paraloft were rewired, with new service entrances and improved lighting. Services in five Officers, two Staff tents, and three enlisted tents were improved. A class "A" electrical distribution system to the waterpoint complex was completed.

(b) Plumbing Shop. All leach heads at the mess hall were cleaned 24 times during the period. All showers were heated 23 days. The unit was deadlined for about 8 days. The Officer shower was rebuilt. Construction of a new drainage system at mess hall was started. A shower kit was manufactured and delivered to Dong Ha for erection.

(c) Refrigeration. During the month of October the refrigeration shop made minor repairs, performed preventative maintenance and serviced various refrigeration units with-in the Group. The ice house produced 28,150 pounds of ice during the month.

(d) Generator Shop. The generator section maintained generators in the Group area producing a daily output of 440 KW, with no down time or power loss in the billeting area.

(e) Water Point. The water point processed 618,350 gallons of potable water during the month. In addition 62,100 gallons of raw water was pumped and colorinated for use in the shower.

(f) Laundry. The laundry processed 24,350 pounds of clothing during the period.

(g) Sign Shop. The sign shop made and painted 82 signs of various sizes for use in the four cantonments.

(h) Carpenter Shop. Through-out the period numerous shutters and doors for the billeting area were manufactured. A total of nine tin buildings were pre-fabricated. Four were installed in the MMAF cantonment. The remainder were transported to Dong Ha for use in that cantonment. Four heads, two generator sheds and various shelves and cabinets for use within the group were constructed. The Group Disbursing Office, the officers shower and the Operating Room at the Dispensary were repaired and improved. Twenty conversion kits were cut, 13 were installed at MMAF, 4 were sent to Dong Ha.

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(i) Exchange. Gross sales at the exchange totaled \$28,629.53. The concessionair, James S. LEE Tailor's from Hong Kong gross sales totaled \$1960.75.

#### 16. Logistics

(a) Work is now proceeding on the 1200 foot extension of the east parking ramp. With good weather it is estimated that the additional 90,000 square yards of ramp will be usable by 1 December 1966.

(b) Approximately 80% of the perimeter fence is complete. There are some 150 yards of this fence requiring repair.

(c) The third well is completed at MMAF and is now being test pumped. Quality and quantity of water is excellent.

(d) Air freight processed by this section during the period was as follows:

##### (1) Organic Aircraft by Destination

Dong Ha	231,975 lbs	
Phu Bai	77,060 lbs	
MMAF	15,200 lbs	
Khe Sanh	4,300 lbs	
		328,535 lbs

##### (2) Fixed Wing

Cubi Point	3,000 lbs	
Dong Ha	98,057 lbs	
DaNang	8,000 lbs	
Khe Sanh	14,835 lbs	
		123,892 lbs

##### (3) Surface Lift

Dong Ha	15,756 lbs	
Phu Bai	300 lbs	
Chu Lai	100 lbs	
		16,156 lbs

NOTE: Since the inception of the MAG-16 TACLOG flight the organic lift has increased 130%.

(e) Aviation fuels issued during the period are shown by issue points:

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	<u>JP-4</u>	<u>115/145</u>
MMAP	227,449	175,697
Phu Bai	167,712	253,405
Dong Ha	<u>195,775</u>	<u>112,982</u>
TOTALS	590,936	543,084

17. COMMUNICATIONS

(a) Most of the months efforts went into expansion and improvement of facilities at Dong Ha. The MAG-16 assistant Comm Officer was assigned as CommO for MAG-16 (FWD). Switchboard consolidation and a large cabling project have improved the telephone reliability there. A converted radio van now houses the switchboard and teletype facility. A very good radio relay facility has been installed between Dong Ha and Phu Bai.

(b) The AN/PRC-25 has been put into service, and is a great improvement over the AN/PRC-10 and AN/PRC-6. Ten AN/PRC-10's have been retained to alleviate the slight compatibility problem between the AN/PRC-25 and the AN/PRC-44. The arrival of the AN/ARC-54 to replace the AN/ARC-44 should solve this problem.

(c) Incoming message traffic has dropped to approximately 2,700 messages for October, however outgoing traffic went up sharply to 1,000.

(d) The following transactions were effected by the Repair Section:

- (1) 181 pieces of equipment processed
- (2) 16 pieces of equipment evacuated to higher echelon of maintenance
- (3) 11 pieces returned from higher echelon
- (4) 184 pieces of equipment returned to sections
- (5) 48 requisitions processed by supply

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**SECRET**PART IV  
SUPPORTING DOCUMENTS

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✓ Command Chronology of HMM-161	Appendix 1	MAG-16 SEC LOG # 001478-66 Copy 1 of 1
✓ Command Chronology of HMM-164	Appendix 2	01486-66 Copy 1 of 1
✓ Command Chronology of HMM-263	Appendix 3	001488-66 Copy 1 of 1
✓ Command Chronology of HMM-265	Appendix 4	01525-66 Copy 1 of 1
✓ Command Chronology of VMO-2	Appendix 5	01494-66 Copy 1 of 1
✓ Command Chronology of MABS-16	Appendix 6	NONE
✓ Command Chronology of H&MS-16	Appendix 7	01467-66 Copy 1 of 2
✓ Command Chronology of H&MS-16 SU #1	Appendix 8	001466-66 Copy 1 of 1
✓ MAG-16 Daily Sitreps	Appendix 9	Filed w/ Cmd Chron

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MAC-16 SITREP - PERIOD COVERED 302100H SEPTEMBER TO 1001 OCTOBER 1966

MAC-16 FLEW A TOTAL OF 106.6 FLIGHT HOURS, CARRYING 260 PAX, 9.2 TONS OF CARGO AND 49 MED EVACS. THIS WAS ACCOMPLISHED IN 305 SORTIES.

LATE ENTRY

30 SEPTEMBER 1966

1020H MSN #9-2269: TWO UH-34D AIRCRAFT DREW FIRE AT AT889475 WHILE CONDUCTING A VTP MISSION. NO HITS WERE TAKEN AND NO FIRE RETURNED.

1 OCTOBER 1966

1224H - MSN #10-2253P: ONE UH-34D AIRCRAFT RECEIVED FIRE AT BT015538 FROM SMALL ARMS TAKING 4 HITS WHILE CONDUCTING A MED EVAC MISSION. THE AIRCRAFT COMPLETED THE MISSION WITHOUT RETURNING FIRE.

1855H - MSN #10-2168: ONE UH-34D AIRCRAFT DREW FIRE AT AT958642 AND AT AT956644 FROM SMALL ARMS AND AUTOMATIC WEAPONS TAKING ONE HIT WHILE CONDUCTING A MED EVAC MISSION. THE AIRCRAFT COMPLETED THE MISSION AFTER RETURNING FIRE. WITH UNKNOWN RESULTS.

MSN #10-2253: ONE UH-1H ESCORTING HH-1263 MED EVAC AIRCRAFT ON FOUR SEPARATE TASK EXPENDED TWENTY-NINE 2.75 ROCKETS AND 4,6000 ROUNDS OF 7.62 AMMO INTO THE SUSPECTED ENEMY POSITIONS AT BT017524 AND BT016534. DUE TO EFFECTIVE SUPPRESSIVE FIRE THE MISSIONS WERE COMPLETED WITHOUT INCIDENT.

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MAG-16 SITREP - PERIOD COVERED 012100H TO 022100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 281.3 FLIGHT HOURS, CARRYING 1426 PAX, 19.8 TONS OF CARGO AND 157 MED EVACS. THIS WAS ACCOMPLISHED IN 918 SORTIES.

LATE ENTRY

1 OCTOBER 1966

1345H MSN #10-2001: THREE CH-46A AIRCRAFT LIFTED TWENTY-FIVE US PAX AND FORTY-TWO BATTLE EVACS FROM YD2449 TO DONG HA.

1721H MSN #10-3003: ONE CH-46A AIRCRAFT LIFTED EIGHT BATTLE EVACS AND ONE US PAC FROM XD976613 TO DONG HA.

1915H MSN #10-4001: ONE CH-46A AIRCRAFT <sup>CARRIED</sup> 10,000 LBS OF CARGO FROM DONG HA TO XD973164.

2 OCTOBER 1966

1145H MSN #10-2002: TWO CH-46A AIRCRAFT LIFTED SIXTY-SIX US PAX AND 2,000 LBS OF CARGO FROM DONG HA TO SD975567.

1200H MSN #10-2000: FOUR CH-46A AIRCRAFT CONDUCTED A TROOP LIFT OF 603 US PAX AND ONE BATTLE EVAC FROM DONG HA TO YD081604.

1212H MSN #10-108C,D: ONE UH-34D AIRCRAFT ON A DAY MED EVAC MISSION DEPARTED MMAF AND RECEIVED SMALL ARMS FIRE AT AT977596. THEY EXPENDED 150 ROUNDS OF 7.62 AMMO, THEN FLEW TO ARVN HOSPITAL AND MMAF.

1415H MSN #10-2171: TWO CH-46A AIRCRAFT LIFTED FORTY US PAX AND 7,100 LB OF CARGO TO DONG HA.

1509H MSN #10-108E: ONE UH-34D ON A DAY MED EVAC MISSION DEPARTED MMAF AND RECEIVED SMALL ARMS FIRE AT BT76573 THEN FLEW ON TO "C" MED.

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MAG-16 SITREP - PERIOD COVERED 022100H TO 032100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 172.8 FLIGHT HOURS, CARRYING 492 PAX, 19.0 TONS OF CARGO AND 94 MED EVACS. THIS WAS ACCOMPLISHED IN 449 SORTIES.

LATE ENTRY

2 OCTOBER 1966

0650H MSN # 10-0110: TWO CH-46A AIRCRAFT LAUNCHED AT 1715 TO SPARROW HAWK. TO RETRACT RECON TEAM. RECON TEAM WAS NOT RETRACTED DUE TO THE HEAVY FIRE IN AND AROUND LZ AT YD625186. BOTH AIRCRAFT RECEIVED NUMEROUS HITS.

1845H MSN #10-1081: ONE UH-34D A/C ON A NIGHT MED EVAC MISSION FLEW IN SUPPORT OF GROUND UNITS IN THE AREA OF AT991641, AND CARRIED 3 MED EVACS (U.S. WIA) FROM THAT POSITION TO C-4 HOSPITAL. A/C RECEIVED SMALL ARMS FIRE FROM AT993636 AND RECEIVED 2 SHRAPNEL HITS FROM LZ, DUE TO MORTAR FIRE IN ZONE AT AT889640. A/C RETURNED 10 ROUNDS OF SUPPRESSIVE FIRE AT VC IN VIEW.

1748H MSN #10- : ONE UH-1E A/C ON AN ARMED ESCORT FOR HQ-164 TACA WITH OKWOOD 6-1 RECEIVED FIRE AT YD685784.

3 OCTOBER 1966

0717H MSN #10-183: SEVEN A/C CARRIED TROOPS TO YD648206 FROM PHU BAI. TWO CH-46A A/C RECEIVED HITS IN LZ.

0745H ONE UH-34D A/C FLEW NUMEROUS MED EVACS THE A/C RECEIVED SMALL ARMS FIRE AT AT978604. NO HITS WERE RECEIVED.

0845H MSN #10- : ONE UH-1E ON A MED EVAC MISSION RECEIVED 5 HITS AT AT984586.

1315H MSN #10-179: TWO UH-34D A/C RESUPPLIED GROUND UNITS IN TURKEY, DONG DEN, AND HILL 124, BY LIFTING 2 TONS OF CARGO AND 2 PAX.

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MAG-16 SITREP - PERIOD COVERED 032100H TO 042100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 281.5 FLIGHT HOURS, CARRYING 1,731 PAX, 111.0 TONS OF CARGO AND 104 MED EVACS. THIS WAS ACCOMPLISHED IN 734 SORTIES.

4 OCTOBER 1966

0848H, MSN # 10-2000; FIVE CH-46A'S LIFTED 9 U.S. PAX AND 817 ARVN FROM DONG HA TO YD 215645.

0916H, MSN # 10-7001; ONE CH-46A LIFTED 17 ARVN AND 2,000 LBS OF CARGO FROM DONG HA TO YD 895511.

0950H, MSN # 10-2378; TWO UH-34D'S ON A RECON INSERTION RECEIVED SMALL ARMS FIRE FROM ID 7213. ACFT RECEIVED NO HITS.

1051H, MSN # 10-4001; SIX CH-46A'S LIFTED 4 U.S. PAX, 1 BATTLE EVAC AND 73,450 LBS OF CARGO FROM DONG HA TO YD 925567. BATTLE EVAC WAS FLOWN TO BAS.

1250H, MSN # 10-4001; TWO CH-46A'S LIFTED 16 U.S. PAX AND 5,360 LBS OF CARGO FROM DONG HA TO YD 125700.

1314H, MSN # 10-5000; TWO CH-46A'S LIFTED 57 PAX TO YD 148488 ON A SPARROW HAWK MISSION.

1330H, MSN # 10-2002; THREE CH-46A'S LIFTED 44 U.S. PAX AND 61,460 LBS OF CARGO FROM DONG HA TO YD 975567.

1410H, MSN # 10- ; ONE O-1C ON RECON MISSION OF DA NANG TAOR SIGHTED SEVERAL NEW TRENCH LINES AT COORD AT 829488.

1530H, MSN # 10-368; TWO UH-34D'S ON EMERGENCY RETRACTION RECEIVED SMALL ARMS FIRE FROM COORD AT 971480. SUPPRESSING FIRE WAS RETURNED, EXPENDING 800 RDS OF AMMUNITION.

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MAG-16 SITREP - PERIOD COVERED 042100H TO 052100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 140.8 FLIGHT HOURS, CARRYING 409 PAX, 44.4 TONS OF CARGO AND 76 MED EVACS. THIS WAS ACCOMPLISHED IN 503 SORTIES.

HELICOPTER SUPPORT FOR OPERATION PRAIRIE INCLUDED MEDICAL EVACUATION, INSERTION AND RETRACTION OF RECONNAISSANCE TEAMS, LOGISTICAL RESUPPLY, AERIAL RECONNAISSANCE, AND LIASON. MAG-16 HELICOPTERS WERE RESPONSIBLE FOR LOCATING A LOST MEMBER OF A PATROL AND SAFELY RETURNING HIM TO HIS UNIT. A FLIGHT OF ARMED HELICOPTERS SIGHTED AND BROUGHT UNDER FIRE AN ENEMY UNIT OF UNDETERMINED SIZE. DAMAGE ASSESSMENT IS UNKNOWN. ONE OF THE UH-1E'S ON THIS MISSION WAS ONE OF FOUR US ARMY AIRCRAFT ASSIGNED TO SUPPORT OPERATION PRAIRIE. MAG-16 AIRCRAFT FLEW A TOTAL OF 58.1 HOURS IN 159 SORTIES, CARRYING 206 PAX AND LIFTING 40.5 TONS OF CARGO. ARMY SUPPORT FOR OPERATION PRAIRIE INCLUDED 8.4 HOURS IN 28 SORTIES.

OPERATIONS WERE NORMAL IN THE PHU BAI - DA NANG AREAS, WITH LARGE COMMITMENTS TO OPERATION PRAIRIE. ADVERSE WEATHER CONDITIONS HAMPERED OPERATIONS THROUGHOUT THE PERIOD, AND CAUSED THE CANCELLATION OF TWO MISSIONS. THE MEDICAL EVACUATION FLIGHT COMPLETED AN EMERGENCY MISSION AFTER DARK IN SPITE OF EXTREMELY POOR WEATHER. RESUPPLY FLIGHTS, VIP, AND MEDICAL EVACUATION FLIGHTS COMPRISED THE BULK OF OPERATIONS, WITH NOTABLE EXCEPTIONS BEING THE NIGHT AERIAL RECONNAISSANCE AND "LIGHTNING BUG" FLIGHTS. THE AIRCRAFT CARRYING THE CG, III MAF RECIEVED A HIT FROM SMALL ARMS FIRE RESULTING IN MINOR INJURY AND DAMAGE. THE MISSILE RECOVERY MISSION WAS EXECUTED IN THIS PERIOD.

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AG-16 SETREP - PERIOD COVERED 052100H TO 062100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 230.4 FLIGHT HOURS, CARRYING 755 PAX, 123.6 TONS OF CARGO AND 163 MED EVACS. THIS WAS ACCOMPLISHED IN 529 SORTIES.

OPERATION PRIMAIRE SUPPORT: TWO AIRCRAFT IN SUPPORT OF I CORPS CARRIED THREE TONS, TWO PAX AND TWO BATTLE EVACS FROM YDL47739 TO DONG HA. RECEIVED FIRE AT LZ, NO HITS. TWO AIRCRAFT CARRIED SIXTY (60) ARVN BATTLE EVACS FROM YDL47739 TO DONG HA. RECEIVED FIRE IN LZ, NO HITS.

SIGNIFICANT OPERATIONS IN THE DA NANG - PHU BAI AREAS CONSISTED OF: THE ROUTINE TAOR AIRCRAFT CONTROLLED ON AIR STRIKE AT BT193563. TEN STRUCTURES WERE DESTROYED AND FOUR DAMAGED.

MED EVAC AIRCRAFT RECEIVED SMALL ARMS AUTOMATIC WEAPONS FIRE AT BT182562. NO HITS. RETURNED FIRE AND COMPLETED MISSION.

MED EVAC AIRCRAFT RECEIVED SMALL ARMS FIRE AT AT984592 AND AT970592. NO HITS. RETURNED NO FIRE.

RESUPPLY AIRCRAFT RECEIVED SMALL ARMS AUTOMATIC WEAPONS FIRE AND MORTAR ROUNDS AT BT182562. NO HITS TAKEN.

SIGNIFICANT OPERATIONS IN KY HA AREA: TWO AIRCRAFT LIFTED 36,200 LBS OF CARGO AND 12 PAX. THEY ALSO LIFTED FOUR 105s FROM KY HA TO BT106142 AND RETURNED FOUR 105s FROM BT106142 BACK TO KY HA. AIRCRAFT RECEIVED SMALL ARMS FIRE FROM BT156144, AUTOMATIC WEAPONS FIRE FROM BT235455 AND BT355205. AN AIR BURST WAS TAKEN AT 1255H FROM BT195145. NO HITS WERE TAKEN.

#### LATE ENTRY

TWO AIRCRAFT RETURNED FROM KHE SANH ON CLASSIFIED MISSION. BOTH AIRCRAFT RECEIVED HITS FROM CLASSIFIED AREA.

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MAG-16 SITREP - PERIOD COVERED 062100H TO 072100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 232.1 FLIGHT HOURS, CARRYING 349 PAX, 45.7 TONS OF CARGO AND 70 MED EVACS. THIS WAS ACCOMPLISHED IN 459 SORTIES.

HELICOPTER SUPPORT FOR OPERATION PRAIRIE INCLUDED MEDICAL EVACUATIONS FOR SEVERAL UNITS; RECONNAISSANCE INSERTS, EXTRACTS, AND OVER-FLIGHTS FOR FORCE RECON; LOGISTICAL RESUPPLY AND LIAISON WITH 4TH MARINES, 9TH MARINES, AND 2ND BATTALION/7TH MARINES. PRAIRIE AIRCRAFT ALSO PARTICIPATED IN AERIAL SEARCH FOR MISSING HMM-265 AIRCRAFT. MAG-16 AIRCRAFT FLEW A TOTAL OF 89.4 HOURS IN 345 SORTIES, CARRYING 313 PAX, AND 68 TONS OF CARGO. US ARMY SUPPORT WAS 17.2 HOURS IN 24 SORTIES EXPENDING 6000 ROUNDS OF 7.62 AND 27 ROCKETS. VEO-2 EXPENDED 800 ROUNDS OF 7.62 AND 8 ROCKETS.

MAG-16 AIRCRAFT FLEW 26.5 HOURS IN SEARCH OF HMM-265's EP-154 MISSING SINCE 062100H. AREA SEARCHED EXTENDED FROM PHU BAI TO MONKEY MOUNTAIN WITH PARTICULAR EMPHASIS ON THE NORTHERN SLOPES OF THE AI VAN PASS AREA WITH NEGATIVE RESULTS. SEARCH TO BE CONTINUED TOMORROW STARTING 0630H.

OTHER MAG-16 OPERATIONAL COMMITMENTS WERE CARRIED OUT AS SCHEDULED IN A ROUTINE MANNER. TWO CH-46A AIRCRAFT FROM HMM-265 LAUNCHED ON A SPARROW HAWK EXTRACTING A RECON TEAM OF 11 MARINES AND 2800 POUNDS OF CARGO FROM XN728137. ONE CH-46A AIRCRAFT FROM HMM-265 ACCOMPANIED AN AIR FORCE SEARCH & RESCUE CH-53 AIRCRAFT TO A SAR STAND BY AT QUANG TRI.

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MAG-16 SITREP - PERIOD COVERED 072100H TO 082100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 251.9 FLIGHT HOURS, CARRYING 415 PAX, 60.9 TONS OF CARGO AND 126 MED EVACS. THIS WAS ACCOMPLISHED IN 496 SORTIES.

BIRD CONTROL MISSION ACCOMPLISHED.

VISUAL RECON AT AT943515 RECEIVED LIGHT SMALL ARMS AUTOMATIC WEAPONS FIRE. NO HITS WERE RECEIVED.

CONTROLLED AIR STRIKES AT AT943515, AT937511, AND AT929511. RESULTS UNKNOWN.

INSERT-RETRACTION MISSION RECEIVED FIRE AT AT820465. NO HITS WERE RECEIVED. MISSION WAS COMPLETED.

IN SUPPORT OF OPERATION PRAIRIE, THREE 105's WERE LIFTED FROM DONG HA TO YD115703.

FLEW NUMEROUS SORTIES ON SEARCH MISSION FOR MISSING CH-46A. NEGATIVE RESULTS.

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MAC-16 SITREP - PERIOD COVERED 082100H TO 092100H OCTOBER 1966

MAC-16 FLEW A TOTAL OF 71.5 FLIGHT HOURS, CARRYING 80 PAX, 2.0 TONS OF CARGO AND 29 MED EVACS. THIS WAS ACCOMPLISHED IN 150 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE WERE HINDERED TO A GREAT EXTENT BY EXTREMELY POOR WEATHER. HOWEVER, LOGISTICAL RE-SUPPLY AND LIAISON WITH 4TH MARINES, 9TH MARINES, AND 2ND BATTALION/7TH MARINES RESULTED IN 35.1 HOURS FLOWN IN 121 SORTIES, CARRYING 84 PASSENGERS AND 51 TONS OF CARGO. ARVN SUPPORT TOTALLED 1.3 HOURS FLOWN IN 4 SORTIES. U.S. ARMY UH1E SUPPORT WAS 6.0 HOURS IN 24 SORTIES.

A CONTINUING SEARCH FOR EP-154 FROM HMM-265 WAS CURTAILED BY WEATHER. SO A FURTHER ATTEMPT WILL BE MADE TOMORROW BEGINNING AT 0630H. A U.S. NAVY BOAT WILL BE ASSISTING IN THE SEARCH WITH ELECTRONIC GEAR TO SEARCH THE BOTTOM.

ADVERSE WEATHER CONDITIONS HAMPERED OPERATIONS IN THE PHU BAI AND DANANG AREAS. THE C-117 MADE TWO ROUND TRIPS TO CHU LAI AND PHU BAI CARRYING 71 PASSENGERS AND 2 TONS OF CARGO IN 4.0 HOURS. TWO MED EVAC MISSIONS WERE ACCOMPLISHED BY HMM-263 FOR 2ND BATTALION/1ST MARINES. THE SECOND OF WHICH RECEIVED SMALL ARMS FIRE FROM BTO263. EFFECTIVELY SUPPRESSED BY VMO-2 AS NO HITS WERE RECEIVED BY THE MED EVAC AIRCRAFT.

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MAG-16 SITREP - PERIOD COVERED 092100H TO 102100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 271.3 FLIGHT HOURS, CARRYING 891 PAX, 211.4 TONS OF CARGO AND 189 MED EVACS. THIS WAS ACCOMPLISHED IN 983 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 77.8 HOURS FLOWN IN 214 SORTIES, CARRYING 356 PASSENGERS AND 47 TONS OF CARGO. U.S. ARMY SUPPORT CONSISTED OF 7.5 HOURS FLOWN IN 14 SORTIES. U.S. ARMY HU1E'S FIRED A TOTAL OF 40 ROCKETS AND 91 THOUSAND ROUNDS OF 7.62 AMMUNITION.

THE SEARCH FOR EP-154 WAS TERMINATED AT 1230 WITH NEGATIVE RESULTS. A TOTAL OF 123.8 HOURS WAS FLOWN BY VARIOUS MAG-16 AIRCRAFT DURING THE PERIOD 8 TO 10 OCTOBER, LARGELY BY CH-46 TYPE AIRCRAFT.

OPERATIONS IN THE PHU BAI AND DANANG AREA WERE ROUTINE. THE MED EVAC AIRCRAFT MOVED 5 U.S. TROOPS, 5 VIETNAMESE CIVILIANS AND ONE V.C. P.C.W IN 6 MISSIONS AND RECEIVED NO FIRE. ONE BIRD CONTROL MISSION WAS ACCOMPLISHED WITHOUT INCIDENT. HH-263 ACCOMPLISHED NUMEROUS RECON INSERTS AND RETRACTIONS WITHOUT INCIDENT.

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MAC-16 SITREP - PERIOD COVERED 102100H TO 112100H OCTOBER 1966

MAC-16 FLEW A TOTAL OF 238.5 FLIGHT HOURS, CARRYING 625 PAX, 48.85 TONS OF CARGO AND 53 MED EVACS. THIS WAS ACCOMPLISHED IN 481 SORTIES.

SIGNIFICANT OCCURRENCES IN THIS REPORTING PERIOD WERE AT A MINIMUM IN THE DAWANG OPERATING AREA, WITH THE EXCEPTION OF A PILOT REPORTING TWO AIR BURSTS. 2ND LT BRACKEN, FLYING AN O-1C ON A ROUTINE TAOR SUEEP REPORTED TWO AIR BURSTS IN GRID SQUARE BT 0057. THEY APPEARED TO BE HEAVY CALIBER, POSSIBLY 37MM. MISSION NUMBER WAS 10-726A. ROUTINE OPERATIONS PREVAILED, WITH THE MAJORITY OF SUPPORT GOING TO 1/26, 3/9, 3/1, 3RD RECON BN, AND 3RD MOTOR T BN.

LATE REPORTS OF OPERATION PRAIRIE SUPPORT INDICATE THE MAJORITY OF SUPPORT GOING TO 3/5. THE O-1C AIRCRAFT OF HANS-16 DET "A" REPORT THE FOLLOWING TWO SIGNIFICANT OCCURRENCES IN THE PRAIRIE AREA ON 8 OCTOBER 66:

A. MISSION NUMBER 513B PERFORMED VISUAL RECONNAISSANCE FOR 2/5 AND SPOTTED FOUR ELEPHANTS IN THE VICINITY OF YD 085725.

B. MISSION NUMBER 513C, CONTROLLING FIXED WING AIR STRIKES IN THE VICINITY OF YD 033653 FOR 2/5 REPORTED THREE SECONDARY EXPLOSIONS. A TOTAL OF 5000 POUNDS OF BOMES AND EIGHT ML-77 NAPALM BOMES WERE DROPPED ON THIS MISSION.

SIGNIFICANT DETAILS OF SUBSEQUENT MISSIONS WILL BE REPORTED WHEN RECEIVED.

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MAG-16 SITREP - PERIOD COVERED 112100H TO 122100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 176.9 FLIGHT HOURS, CARRYING 1091 PAX, 356.5 TONS OF CARGO AND 63 MED EVACS. THIS WAS ACCOMPLISHED IN 687 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 56.4 HOURS FLOWN IN 215 SORTIES CARRYING 781 PASSENGERS AND 30.5 TONS. U.S. ARMY SUPPORT CONSISTED OF 8.8 HOURS FLOWN IN 16 SORTIES. THE C-10'S RECONNEED THE AREA AHEAD OF A SUEP BY 2/5 CONDUCTING AN AIR STRIKE ON V/D16722 RESULTING IN SIX STRUCTURES DESTROYED, FIVE STRUCTURES DAMAGED, AND THIRTY YARDS OF TRENCH DESTROYED.

SPARROW HAWK AIRCRAFT LAUNCHED AT PHU BAI FOR AN EMERGENCY RETRACTION OF ELEVEN TROOPS FROM ZC216445. THEY RECEIVED SMALL ARMS FIRE IN THE ZONE.

IN THE DANANG AREA ELEVEN MED EVAC MISSIONS WERE FLOWN. ONE OF WHICH RECEIVED FIRE AT BT183574. THE AIRCRAFT EXPENDED 360 ROUNDS OF 7.62 AMMUNITION AND COMPLETED THE MISSION UNHARMED. TWO AIRCRAFT FROM HMM-361 LAUNCHED WITH THE WMD-2 MED EVAC CHASE UH1E ON AN EMERGENCY RECON EXTRACTION OF TEN TROOPS AT AT331634. TWO OF WHICH WERE WOUNDED. SPARROW HAWK AIRCRAFT WERE LAUNCHED TO CARRY TROOPS FROM BT132585 TO BT172578. THE EMERGENCY LAUNCH TURNED TO ROUTINE IN NATURE AS THE TROOPS DIDN'T KNOW WHERE THEY WERE OR WHERE THEY WANTED TO GO.

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MAC-16 SITREP - PERIOD COVERED 122100H TO 132100H OCTOBER 1966

MAC-16 FLEW A TOTAL OF 159.6 FLIGHT HOURS, CARRYING 506 PAX, 48.7 TONS OF CARGO AND 58 MED EVACS. THIS WAS ACCOMPLISHED IN 418 SORTIES.

OPERATIONS WERE LARGELY ROUTINE IN THIS REPORTING PERIOD. THE MAJORITY OF MED EVAC SUPPORT WENT TO 4TH MARINES. 3/1 AND 2/1 WERE SUPPORTED WITH AERIAL RECONNAISSANCE FROM O-1C AIRCRAFT, AND 2/7 USED O-1C AIRBORNE ARTY SPOTTING. RECON TEAM INSERTS AND EXTRACTIONS WERE ROUTINE AND WITHOUT INCIDENT, AND 2/5 AND 2/9 WERE RESUPPLIED WITH FOOD, WATER, AND AMMO. IN SPITE OF A RISE IN FIRE INCIDENT REPORTS, THERE WERE NO REPORTED HITS IN THIS PERIOD.

OF PARTICULAR SIGNIFICANCE WAS THE EXTREMELY LARGE COMMITMENT OF AIRCRAFT TO OPERATION WESTCHESTER, IN WHICH THE SECRETARY OF DEFENSE VISITED THIS AREA AND DONG HA. THE COMMITMENT WAS SHARED BY MAC-16, MAC-36, AND THE ARMY AVIATION UNIT AT MARBLE MOUNTAIN. VMO-2 CARRIED MR MC NAMARA, THE UNDER SECRETARY OF STATE, AND LT GEN WALT IN THE DONG HA AREA, AND HML-265 CARRIED 15 NEWS REPORTERS AND PHOTOGRAPHERS IN THEIR VIP AIRCRAFT. THE VIP ENTOURAGE WAS PHENOMINAL, HOWEVER ANY EFFECTS IT MAY HAVE HAD ON THE WAR EFFORT ARE AS YET UNDETERMINED.

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MAG-16 SITREP - PERIOD COVERED 132100H TO 142100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 273.8 FLIGHT HOURS, CARRYING 790 PAX, 70.1 TONS OF CARGO AND 105 MED EVACS. THIS WAS ACCOMPLISHED IN 569 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 88.5 HOURS FLOWN IN 292 SORTIES CARRYING 387 PASSENGERS AND 59 TONS OF CARGO. THE U.S. ARMY CONTRIBUTED 11.1 HOURS AND 37 SORTIES. THE MAJORITY OF SUPPORT TODAY WENT TO 2/5.

IN THE DANANG OPERATING AREA SIGNIFICANT EVENTS WERE AT A MINIMUM. ONE BIRD CONTROL MISSION WAS LAUNCHED AND THE MISSION WAS WITHOUT INCIDENT. A CH-46 RETRIEVED A DOWNED ARMY HU1B FROM KHE SANH AND RETURNED IT TO MARBLE MOUNTAIN. IM44-263 ACCOMPLISHED SEVERAL RECON INSERTS AND RETRAC-TIONS WITHOUT INCIDENT BUT RECEIVED LIGHT SMALL ARMS FIRE AT AT979572 ON AN ADMIN/LIASON MISSION BUT NO HITS WERE TAKEN AND THE MISSION CONTINUED. SUPPORT WENT TO 3/1, 1/9 AND 3/9 AS WELL AS 4/503 OF 173RD AIRBORN.

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MAG-16 SITREP - PERIOD COVERED 142100H TO 152100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 167.9 FLIGHT HOURS, CARRYING 784 PAX, 65.8 TONS OF CARGO AND 31 MED EVACS. THIS WAS ACCOMPLISHED IN 298 SORTIES.

248 SORTIES WERE FLOWN IN SUPPORT OF OPERATION PRAIRIE. THIS WAS ACCOMPLISHED IN 68.8 FLIGHT HOURS. 567 PASSENGERS AND 50 TONS OF CARGO WERE MOVED. 45 WOUNDED WERE TRANSFERRED FROM DONG HA TO THE USS REPOSE BY CH-46 AIRCRAFT. WFO-2 ACCOMPLISHED TWO RECON INSERTS WITH ARMY GUNSHIP ESCORT WITHOUT INCIDENT. ALSO NUMEROUS COMMAND AND CONTROL MISSIONS WERE FLOWN BETWEEN THE VARIOUS BATTALION COMMAND POSTS.

OPERATIONS IN THE DANANG AREA WERE LARGELY ROUTINE. OIC'S CONTROLLED FOUR PRE-BRIEFED AIR STRIKES AND ACCOMPLISHED NUMEROUS VISUAL RECON MISSIONS. THE MED EVAC MOVED 17 US, 4 ARVN AND 10 CIVILIAN WOUNDED IN 13 SORTIES. THE MED EVAC WAS HIT ON TWO OCCASIONS. ONCE AT 1645 AND ONCE AT 1715. BOTH TIMES AT B1075675. HOWEVER THE MED EVACS WERE COMPLETED AND SUPPRESSIVE FIRE WAS RETURNED AND WAS EFFECTIVE.

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MAG-16 SITREP - PERIOD COVERED 152100H TO 162100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 205.4 FLIGHT HOURS, CARRYING 742 PAX, 77.0 TONS OF CARGO AND 40 MED EVACS. THIS WAS ACCOMPLISHED IN 601 SORTIES.

AT 1600 TODAY COL. K. L. REUSSER RELIEVED COL. R. M. HEIT OF COMMAND OF MAG-16.

FLIGHT OPERATIONS WERE ROUTINE THROUGHOUT THE REPORTING PERIOD, WITH NO SIGNIFICANT OCCURRENCES.

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MAC-16 SITREP - PERIOD COVERED 162100H TO 172100H OCTOBER 1966

MAC-16 FLEW A TOTAL OF 193.8 FLIGHT HOURS, CARRYING 431 PAX, 49.4 TONS OF CARGO AND 89 MED EVACS. THIS WAS ACCOMPLISHED IN 510 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 80.2 HOURS, FLOWN IN 254 SORTIES, CARRYING 393 PASSENGERS, AND 58 TONS OF CARGO. THE U.S. ARMY 120TH AVIATION COMPANY CONTRIBUTED 9.5 HOURS FLOWN IN 12 SORTIES. O-1C AIRCRAFT CONTROLLED AIR STRIKES AT YD095685, YD125725, YD123663, YD129658, YD126668, AND YD128732, YD033665, AND YD026664 IN SUPPORT OF 2/5.

IN THE DANANG OPERATING AREA SOME FIFTEEN MED EVAC MISSIONS WERE COMPLETED WHILE RECEIVING SNIPER FIRE FROM BT142619 AND AT955415. NO HITS WERE RECEIVED. TWO RECON EXTRACTIONS WERE EXTREMELY DIFFICULT DUE TO ALTITUDE AND OBSTRUCTIONS. ATB04424 AND ZC209380. AFTER MUCH DISCUSSION THE 10 MAN TEAM WAS FINALLY LIFTED OUT OF ZC209380 BY HOIST FROM A HUNDRED FOOT HOVER BY THE SPARROW HAWK AIRCRAFT. THE EXTRACTION AT ATB04424 WAS ACCOMPLISHED BY HHM-262 LIFTING TWO MEN OUT AT A TIME USING MAXIMUM POWER. ONE OH46A SLICK CARRIED THREE TELEPHONE POLES EXTERNALLY FROM 5TH COM TO THE TOP OF MONKEY MOUNTAIN.

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MAG-16 SITREP - PERIOD COVERED 172100H TO 182100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 76.7 FLIGHT HOURS, CARRYING 334 PAX, 44.9 TONS OF CARGO AND 39 MED EVACS. THIS WAS ACCOMPLISHED IN 244 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 5.5 HOURS FLOWN IN 20 SORTIES, CARRYING 88 PASSENGERS AND 5.5 TONS OF CARGO.

THE U.S. ARMY 120TH AVIATION COMPANY CONTRIBUTED 5.8 HOURS FLOWN IN 5 SORTIES FOR A TOTAL PRAIRIE SUPPORT OF 123.1 HOURS AND 243 SORTIES. THE 120TH AVIATION COMPANY AVAILABILITY FOR THE DAY WAS (4) FOUR RAZORBACK AIRCRAFT.

SUPPORT FOR OPERATION PRAIRIE WAS SEVERELY LIMITED DUE TO ADVERSE WEATHER CONDITIONS.

LATE ENTRIES FOR OPERATION PRAIRIE:

16OCT - 69 PAX, 37,500 LBS OF CARGO CARRIED FROM DONG HA IN SUPPORT OF 2/5 AND 2/9.

17OCT - 22 PAX TAKEN FROM DONG HA TO USS REPOSE.

17OCT - RESUPPLIED 2/9, 2/5, 3/7, 3/12, 1/11 WITH A TOTAL OF 47,700 LBS OF CARGO AND 77 PAX.

IN THE DANANG OPERATING AREA 39 MED EVAC MISSIONS WERE COMPLETED. FIRE WAS RECEIVED AT AT9352 AND AT205460 BY 50 CAL AND SMALL ARMS. NO HITS WERE RECEIVED. SMALL ARMS FIRE RECEIVED FROM BT157591. NO HITS WERE RECEIVED. RECEIVED SMALL ARMS FIRE FROM AT965592. NO HITS WERE RECEIVED.

TAOR RECON FLIGHT RECEIVED FIRE FROM AT BT070660. AIRCRAFT WAS HIT BUT COMPLETED THE MISSION. NO INJURIES WERE TAKEN.

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EMERGENCY MED EVAC RECOVERED 46 ARVN WIA FROM NONG SON (AT814383).  
ONE UH-1E MED EVAC ESCORT WAS SHOT UP DURING THE EVACUATION, BUT MANAGED  
TO FLY THE CRIPLED AIRCRAFT TO NONG SON. THE UH-1E CREW WAS EVACUATED BY  
THE MED EVAC AIRCRAFT (CH46A). THE CREW WAS NOT INJURED. WEATHER  
PERMITTING THE DOWNED UH1E WILL BE EXTERNALLY LIFTED OUT OF NONG SON  
AT 190800 BY A CH46A "SLICK".

11 PAX AND 2 DOGS FROM 1ST FORCE RECON BAT WERE RETRACTED FROM  
AT853614.

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MAC-16 SITREP - PERIOD COVERED 182100H TO 192100H OCTOBER 1966

MAC-16 FLEW A TOTAL OF 158.7 FLIGHT HOURS, CARRYING 668 PAX, 57.8 TONS OF CARGO AND 103 MED EVACS. THIS WAS ACCOMPLISHED IN 565 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 66.7 HOURS FLOWN IN 311 SORTIES, CARRYING 265 PASSENGERS AND 108 TONS OF CARGO. AMONG THE UNITS SUPPORTED WERE 2ND BN 9TH MAR, 1ST BN 11TH MAR AND 2ND BN 5TH MAR. IN ADDITION TWO H-46'S CARRIED SIX 105'S, ONE JEEP AND 11,100 POUNDS OF AMMUNITION FROM CAM LO TO D-5. DETACHMENT ALFA CONTROLLED A TOTAL OF TEN AIR STRIKES FOR CASSANDRA AND CREPE MYRTLE, AND ACCOMPLISHED NUMEROUS VISUAL RECON FLIGHTS FOR THOSE TWO UNITS PLUS PILSNER.

IN THE DANANG OPERATING AREA 17 MISSIONS WERE FLOWN BY THE REGULAR MED EVAC, LIFTING 17 US, 28 ARVN, AND 7 CIVILIANS. IN ADDITION TWO H-46 AND TWO HU-1E GUNS WERE LAUNCHED AT 2000 TO LIFT 30 ARVN WOUNDED FROM NONG SON TO THE ARVN HOSPITAL.

IN SUPPORT OF I CORPS FOUR H-46'S CARRIED 155 ARVN FROM BT 065580 TO AT 829397. UPON ARRIVAL AT LZ, A/C WERE UNABLE TO LAND DUE TO AIR STRIKES IN PROGRESS. A/C RETURNED TO MARBLE MOUNTAIN TO REFUEL AND ON SECOND TRIP WERE ABLE TO COMPLETE THE LIFT. AN EMERGENCY AMMUNITION RESUPPLY TO THE LZ WAS ALSO ACCOMPLISHED WITHOUT INCIDENT AND 22 ARVN MED EVAC WERE LIFTED FROM THE LZ.

THE RECOVERY OF THE HU-1E DOWNED AT NONG SON WAS COMPLETED WITHOUT INCIDENT.

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MAC-16 SITREP - PERIOD COVERED 192100H TO 202100H OCTOBER 1966

MAC-16 FLEW A TOTAL OF 197.8 FLIGHT HOURS, CARRYING 523 PAX, 11.4 TONS OF CARGO AND 136 MED EVACS. THIS WAS ACCOMPLISHED IN 499 SORTIES.

IN SUPPORT OF OPERATION PRAIRIE MAC-16 PILOTS FLEW 68.7 HOURS FOR 257 SORTIES CARRYING 200 PASSENGERS AND 46 TONS OF CARGO. IN SUPPORT OF I CORPS UNITS IN THE PRAIRIE AREA 18.4 HOURS WERE FLOWN FOR 143 SORTIES CARRYING 1247 PASSENGERS. THE ARMY UNITS CONTRIBUTED 12.4 FOR 18 SORTIES ACCOMPLISHING 18 TASKS. ONLY TWO (2) RAZORBACK AIRCRAFT FROM THE 120TH AVIATION COMPANY WERE AVAILABLE TODAY.

IN THE DANANG AREA OPERATIONS WERE HAMPERED SOMEWHAT BY WEATHER CONDITIONS. THE MED EVAC WAS AGAIN LAUNCHED TO THE NONG SON AREA FOR A LARGE LIFT (10 WIA) TODAY. ONE RECON EXTRACTION WAS ACCOMPLISHED BUT TWO INSERTS HAD TO BE CANCELLED DUE TO WEATHER. ALL FLIGHTS TO PHU BAI AND DONG HA WERE CANCELLED BECAUSE OF WEATHER. THE O-1C DETACHMENT ASSUMED THE PHU BAI TAOR RECONNAISSANCE FLIGHTS AS WELL AS THE CHU LAI AND DANANG AREA AO FLIGHTS.

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MAG-16 - SITREP - PERIOD COVERED 202100H TO 212100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 184.3 FLIGHT HOURS, CARRYING 1409 PAX, 24.3 TONS OF CARGO AND 35 MED EVACS. THIS WAS ACCOMPLISHED IN 504 SORTIES.

MAG-16 SQUADRONS FLEW NORMAL MISSIONS IN THE TAOR'S FROM CHU LAI TO DONG HA INCLUSIVE. MED EVAC, TROOPS AND LOGISTIC TRANSPORT, RECONNAISSANCE, AND VIP MISSIONS OCCUPIED THE PERIOD. WEATHER WAS INTERMITTENTLY POOR, HAMPERING OPERATIONS ALTOGETHER.

AN LZ RECON HOP WAS POSTPONED AND FINALLY ABORTED DUE TO WEATHER. HOWEVER LATER IN THE DAY HMM-164 AND WMO-2, PROVIDING TAC(A) AND ARMED ESCORT, COMPLETED THE MAJORITY OF THE LIFT. THE CH-46'S CARRIED 382 TROOPS FOR 2/3 INTO AN AREA NEAR NONG SON, AND THE HUEYS PROVIDED FIXING LZ PREP AND HELO ESCORT.

AN O-1C WAS DEVIATED FROM HIS SCHEDULED PHU BAI TAOR RECON TO ACT AS TAC(A) FOR THE EMERGENCY RETRACTION OF A RECON TEAM OF 3RD RECON BN.

LATE ENTRY FROM 20 OCT: 4 CH-46'S FROM HMM-164 SUPPORTED I CORPS, LIFTING 642 ARVN TROOPS FROM CAM LO TO XD 130467.

IN SUPPORT OF OPERATION PRAIRIE, MAG-16 FLEW 91.3 HOURS WITH 306 SORTIES CARRYING 649 PASSENGERS AND 31.5 TONS OF CARGO. THE U.S. ARMY UH-1B'S CONTRIBUTED 4.7 HOURS WITH 3 SORTIES. AVERAGE AVAILABILITY FOR THE ARMY WAS TWO A/C.

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MAG-16 SITREP - PERIOD COVERED 212100H TO 222100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 40.3 FLIGHT HOURS, CARRYING 55 PAX, 2.4 TONS OF CARGO AND 9 MED EVACS. THIS WAS ACCOMPLISHED IN 78 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 55.2 HOURS FLOWN IN 157 SORTIES, CARRYING 93 PASSENGERS AND 40.5 TONS OF CARGO. THE U.S. ARMY'S 120TH AVIATION COMPANY DETACHMENT CONTRIBUTED 8.7 HOURS FLOWN IN 13 SORTIES WHILE MAINTAINING 3 COMBAT READY AIRCRAFT. ADVERSE WEATHER CONDITIONS KEPT FLYING TO A MINIMUM IN THE PRAIRIE OPERATIONAL AREA FOR THIS REPORTING PERIOD.

IN THE PHU BAI AREA NO HOURS WERE FLOWN AS WEATHER WAS BELOW MINIMUMS FOR THE ENTIRE DAY.

IN THE DANANG AREA THE FLIGHTS WERE MINIMAL CONSISTING OF APPROXIMATELY TEN MED EVAC MISSIONS ON WHICH BOTH HH-263 MED EVAC AIRCRAFT AND VMO-2 ESCORT AIRCRAFT RECEIVED SMALL ARMS FIRE AND SEVERAL HITS FROM AT876401. THE UH34 IS REMAINING AT HILL 55 OVERNIGHT. THE UH1E RETURNED TO MHAF. TWO HH-265 AIRCRAFT INSERTED A SEVENTEEN MAN RECON TEAM AT ZC166511 RECEIVING FIRE FROM AT8760 AND AT9868. ONE AIRCRAFT HAD SLIGHT DAMAGE. NO ONE WAS INJURED. OTHER MISSIONS WERE HELD AND LATER CANCELLED DUE TO WEATHER.

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MAG-16 SITREP - PERIOD COVERED 232100H TO 242100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 330.5 FLIGHT HOURS, CARRYING 1916 PAX, 171.8 TONS OF CARGO AND 127 MED EVACS. THIS WAS ACCOMPLISHED IN 908 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 114.1 HOURS FLOWN IN 357 SORTIES, CARRYING 956 PAX, AND 77 TONS OF CARGO. IN SUPPORT OF I CORPS IN THE DONG HA AREA 10.3 HOURS WERE FLOWN IN 38 SORTIES, CARRYING 63 PAX, AND 7.5 TONS OF CARGO. THE U.S. ARMY'S 120TH AVIATION COMPANY CONTRIBUTED 19.4 HOURS IN 9 SORTIES WHILE MAINTAINING 4 COMBAT READY AIRCRAFT. TWO UH1E'S CRASHED AT DONG HA EARLY THIS MORNING AT THE FOLLOWING LOCATIONS: 240400H MAJOR COOKE, MED EVAC ESCORT, AT YD130695; 240508H MAJOR HAZELBAKER, SEARCH AND RESCUE, AT YD203648. THE WEATHER WAS VERY POOR COUPLED WITH EARLY MORNING DARKNESS. BOTH AIRCRAFT WERE STRIKES. FULL EXTENT OF THE INJURIES IS NOT KNOWN AS YET. HMM'S 164 AND 165 FLEW 44 HOURS IN SUPPORT OF PRAIRIE.

IN THE DANANG AREA HMM-263 MED EVAC AIRCRAFT WITH VMD-2 ESCORT FLEW ON EIGHT MISSIONS CARRYING 15 US, 8 ARVN AND 9 VN CIVILIANS WIA'S. THE MOST NOTEWORTHY MISSION BEING THE EVACUATION OF 22 WIA'S FROM THE NONG SON, AN/ HOA, AND THUONG DUC AREAS. HMM-164 AND HMM-265 COMBINED THEIR EFFORTS IN LIFTING 374 TROOPS AND 29 TONS OF CARGO INTO THE NONG SON AREA EARLY THIS MORNING. ALL OTHER MISSIONS WERE COMPLETED WITH ONLY MINOR MECHANICAL DELAYS EXCEPT THE HYDOL MISSION WHICH DID NOT GO AT ALL DUE TO A "NO SHOW" BY OUR US NAVY TECHNICIANS.

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MAG-16 - SITREP - PERIOD COVERED 242100H TO 252100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 232.0 FLIGHT HOURS, CARRYING 1144 PAX, 20.8 TONS OF CARGO AND 24 MED EVACS. THIS WAS ACCOMPLISHED IN 538 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 77.6 HOURS FLOWN IN 263 SORTIES, CARRYING 407 PAX, 77 TONS OF CARGO. IN SUPPORT OF I CORPS IN THE DONG HA AREA, 1.4 HOURS WERE FLOWN IN 6 SORTIES, CARRYING 19 PAX. THE US ARMY'S 120TH AVIATION COMPANY CONTRIBUTED 1.0 HOURS IN 2 SORTIES WHILE MAINTAINING A COMBAT READY AIRCRAFT.

IN THE DANANG AREA VIO-2 FLEW THE NORMAL VIP FLIGHTS THROUGHOUT THE DAY IN SUPPORT OF III MAF. THE C-130 DETACHMENT CONDUCTED AIR STRIKES AT AT951528, AT995587, AT988564 AND AT995585. 210 COMBAT MARINES OF 2/1 LIFTED TO AT988577. AIRCRAFT RECEIVED FIRE ON APPROACH AND TOOK FIVE (5) HITS. NO INJURIES. RETRACTED ELEMENTS OF 2/1, 3/9 AND 2/3 FROM OPERATIONS IN THE AN HOA AREA. A TOTAL OF 652 TROOPS WERE RETRACTED. FIRE WAS RECEIVED IN TWO OF THE LZ'S WITH NO HITS TAKEN. AN HOA WAS RESUPPLIED WITH 23875 LBS OF MEDICAL GEAR.

MED EVAC AIRCRAFT RECEIVED FIRE ON TWO OCCASIONS, AND WAS HIT ONCE WITH NO INJURIES TO PERSONNEL.

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MAG-16 - SITREP - PERIOD COVERED 252100H TO 262100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 240.8 FLIGHT HOURS, CARRYING 3133 PAX, 111.6 TONS OF CARGO AND 95 MED EVACS. THIS WAS ACCOMPLISHED IN 821 SORTIES.

MAG-16 SUPPORT FOR OPERATION PRAXIE INCLUDED A TOTAL OF 94.7 HOURS IN WHICH 316 SORTIES WERE FLOWN CARRYING 291 PASSENGERS AND 46.0 TONS OF CARGO. US ARMY GUNSHIP SUPPORT TOTALLED 9.3 HOURS, 35 SORTIES, WITH 17 TASKS. AVERAGE ARMY AIRCRAFT AVAILABILITY WAS 3. ALL PRAXIE SUPPORT WENT TO III MAF UNITS, AND INCLUDED NORMAL MISSIONS.

OPERATIONS WERE ROUTINE IN THE PHU BAI, DANANG, AND CHU LAI AREAS, WHERE OUR C-16's FLEW AERIAL RECONNAISSANCE, MED EVAC, LOGISTICS, RECON, AND ADMIN FLIGHTS ACCOUNTED FOR OUR SUPPORT. THREE UH-340's FLYING ENROUTE IN THE DANANG TAOR WITHOUT ESCORT GUNSHIPS WERE CREDITED WITH DESTROYING ONE STRUCTURE AND KILLING TWO VC WHEN THEY ANSWERED ENEMY AUTOMATIC FIRE WITH 3500 ROUNDS FROM THEIR INTERNAL MACHINE GUNS. ONE OF OUR CH-46's REPORTED TAKING A HIT FROM SNIPER FIRE WHILE ON CLIMBOUT FROM MARBLE MOUNTAIN. DUE TO THE HEAVY COMMITMENT OF UH-1H's TO OPERATION PRAXIE, GUNSHIP SUPPORT FOR OUR LOCAL OPERATIONS IS BEING PROVIDED BY MAG-36 AIRCRAFT.

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MAG-16 - SITREP - PERIOD COVERED 262100H TO 272100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 255.2 FLIGHT HOURS, CARRYING 1085 PAX, 113.6 TONS OF CARGO AND 83 MED EVACU. THIS WAS ACCOMPLISHED IN 677 SORTIES.

IN SUPPORT OF OPERATION PRAIRIE MAG-16 PILOTS FLEW 97.1 HOURS FOR 324 SORTIES CARRYING 392 PASSENGERS AND 76.0 TONS OF CARGO. THE US ARMY GUNSHIP SUPPORT CONSISTED OF 10.2 HOURS FOR 19 SORTIES AND 4 TASKS WITH 3 AIRCRAFT AVAILABLE. ALL SUPPORT TODAY WENT TO III MAP UNITS.

OPERATIONS WERE ROUTINE IN THE LOCAL TAORS. A/2/4 WAS LIFTED BACK TO PHU BAI FROM THE FIELD BY 2 OH-46A's AND 4 UH-34D's. WHILE LIFTING ELEMENTS OF G/2/1 INTO POSITION 3 UH-34D's RECEIVED AUTOMATIC WEAPONS FIRE, RESULTING IN 5 HITS IN ONE AIRCRAFT. NO INJURIES WERE SUSTAINED AND 400 ROUNDS OF 7.62mm WERE RETURNED. DURING AN EXTRACTION OF A RECON TEAM, 2 OH-46A's WERE TAKEN UNDER HEAVY FIRE FROM RIDGELINES AND SURROUNDING AREA. ONE HIT WAS RECEIVED AND 800 ROUNDS OF .50 CAL FIRE WAS RETURNED. THE G-16's FLEW AERIAL OBSERVATION OF DANANG, CHU LAI AND PHU BAI TAOR's. GUNSHIP SUPPORT IN THE DANANG AND PHU BAI TAOR's WAS AGAIN PROVIDED BY A DETACHMENT FROM VMO-6.

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MAG-16 - SITREP - PERIOD COVERED 272100H TO 282100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 19.7 FLIGHT HOURS, CARRYING 391 PAX, 31.7 TONS OF CARGO AND 74 MED EVACS. THIS WAS ACCOMPLISHED IN 397 SORTIES.

HELICOPTER OPERATIONS IN SUPPORT OF OPERATION PRAIRIE RESULTED IN 40.6 HOURS FLOWN IN 195 SORTIES, CARRYING 202 PASSENGERS AND 41 TONS OF CARGO. THE US ARMY'S 150TH AVIATION COMPANY CONTRIBUTED 1.0 HOURS IN 2 SORTIES WHILE MAINTAINING 2 COMBAT HELICOPTER AIRCRAFT. HMM 165 FLEW 12.7 HOURS IN 43 SORTIES TO COMPLEMENT THE PRAIRIE PACKAGE. ADVERSE WEATHER CONDITIONS KEPT FLIGHT OPERATIONS TO A MINIMUM.

IN THE DANANG AREA HMM 165 AND WMO-6 HAVE 12 AIRCRAFT AND 6 AIRCRAFT RESPECTIVELY SUPPLEMENTING MAG-16'S HEAVILY COMMITTED OPERATIONAL NECESSITIES. THEIR OPERATIONAL REPORTS WERE SENT TO THEIR HOME SQUADRONS TODAY BUT WILL BE INCLUDED WITH THE MAG-16 SITREP SUBSEQUENTLY. TWO HMM-263 AIRCRAFT EXTRACTED A 20 MAN RECON TEAM FROM AT037397. NO HOSTILE FIRE WAS RECEIVED. ONE HMM-164 AIRCRAFT WAS IN EVALUATION OF EXPERIMENTAL NIGHT LANDING. THE C-119'S WERE KEPT BUSY FLYING LOCAL RECON FLIGHTS OVER THE TAO'S OF CHU LAI, DANANG, PHU LAM, AND IN SUPPORT OF PRAIRIE.

END.

FOR INFO: THE MAG-16 SITREP IS BEING FORWARDED TO THE JCS AND THE JCS IS BEING FORWARDED TO THE JCS AND THE JCS IS BEING FORWARDED TO THE JCS.

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MAG-16 - SITREP - PERIOD COVERED 232100H TO 302100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 163.4 FLIGHT HOURS, CARRYING 968 PAX, 35.6 TONS OF CARGO AND 27 MED EVACS. THIS WAS ACCOMPLISHED IN 363 SORTIES.

SUPPORT OF OPERATION PRAXIE INCLUDED A TOTAL OF 103.4 HOURS, 395 SORTIES, CARRYING 1143 PAX AND 39.3 TONS OF CARGO. US ARMY GUNSHIP SUPPORT TOTALED 11.8 HOURS, 20 SORTIES, WITH AN AVERAGE AVAILABILITY OF 4 AIRCRAFT. PRAXIE MISSIONS WERE ALL NORMAL SUPPORT MISSIONS <sup>FOR</sup> TASK FORCE DELTA, WITH NO SIGNIFICANT HIGHLIGHTS.

IN THE PHU BAI, DANANG, AND CHU LAI TAOR'S MAG-16 SUPPORTED III MAF WITH NORMAL MEDEVAC, ADMIN, LOGISTIC, RECON INSERT - EXTRACT, AND VIP FLIGHTS. TWO DISTINGUISHED VISITORS TO THE AREA TO ENJOY TRANSPORTATION PROVIDED BY MAG-16 WERE LT. GEN. IRULAK, CG, FMFPAC, AND ADM. McDONALD, CNO. MISSIONS THROUGHOUT THE DAY WERE SINGULARLY ROUTINE AND ORDERLY. MED EVAC MISSIONS INCLUDED THREE EMERGENCIES, FOUR PRIORITIES, AND TWO ROUTINES.

MAG-36 AIRCRAFT OPEN TO MAG-16 TO SUPPORT OPERATIONS IN DANANG AND DONG HA COMPLIED THE FOLLOWING RESULTS:

	<u>MAG-165</u>	<u>MAG-6</u>	<u>MAG-363</u>
HOURS	17.5	27.3	59.0
SORTIES	69	73	161
TASKS	32	33	
PAX	465	8	124
CARGO	2.5		4.5
AVG. AVAIL.	3	6	10

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MAG-16 - SITREP - PERIOD COVERED 302100H TO 312100H OCTOBER 1966

MAG-16 FLEW A TOTAL OF 97.3 FLIGHT HOURS, CARRYING 351 PAX, 54.1 TONS OF CARGO AND 25 MED EVACS. THIS WAS ACCOMPLISHED IN 259 SORTIES.

IN SUPPORT OF OPERATION PHAIBIE MAG-16 FLEW 76.9 HOURS FOR 235 SORTIES CARRYING 541 PASSENGERS AND 35 TONS CARGO. THE ARMY ADDED 8.7 HOURS FOR 17 SORTIES WITH FOUR AIRCRAFT AVAILABLE AND HML-165 FROM MAG-36 ADDED 6.6 HOURS FOR 32 SORTIES CARRYING 227 PASSENGERS AND 7 TONS OF CARGO. IN SUPPORT OF I CORPS IN THE CONG HA AREA MAG-16 CONTRIBUTED 2.5 HOURS FOR 10 SORTIES HAULING 77 PASSENGERS AND 5 TONS OF CARGO.

IN THE DANANG AND PHU BAY AREAS OPERATIONS WERE ROUTINE WITH ONE EXCEPTION. THE SPARROW HAWK AIRCRAFT WERE LAUNCHED ON AN EMERGENCY RECON EXTRACTION THIS EVENING AND RECEIVED SMALL ARMS AND AUTOMATIC WEAPONS FIRE IN THE ZONE AND WHILE ENROUTE. THE RECON TEAM SUFFERED 1 KIA BUT NO AIRCRAFT HITS WERE RECORDED. A GUNSHIP FROM WMO-6 HELPED TO SUPPRESS THE FIRE.

THE DETACHMENTS OF HML-363 AND WMO-6 FROM MAG-36 TODAY CONTRIBUTED 61.2 HOURS CARRYING 182 PASSENGERS AND 1.4 TONS OF CARGO IN 192 SORTIES, AND 14.4 HOURS FOR 53 SORTIES CARRYING 4 PASSENGERS, RESPECTIVELY. HML-363 HAD 8 AIRCRAFT AVAILABLE WHILE WMO-6 HAD 6 AVAILABLE.

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Appendix #9