

G-3

HEADQUARTERS
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco 96602

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3:RPG:bew
5750
003A01571
15 January 1971

[REDACTED] -- Unclassified upon removal of enclosure (1)

From: Commanding Officer
To: Distribution List

Subj: Command Chronology for the period 1-31 December 1970

Ref: (a) WgO 5750.4

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

1. In accordance with reference (a), enclosure (1) is submitted.
2. This letter is downgraded to unclassified upon removal of enclosure (1).

L. C. Street III
L. C. STREET III

DISTRIBUTION: 1st MAW (3)
MAG-16 S-3 (1)

MAG-16	
SAC #	0018-71
COPY #	2 of 4

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DOD DIR 5200.10

1st MAW SAC No.	Copy No.
127-71	1

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DEC 1970

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<u>1. Designation</u>	<u>Commander</u>	<u>1-31 Dec 70</u>
CO, MAG-16	Col L. C. STREET III	1-31Dec70
XO, MAG-16	LtCol R. P. GUAY	1-8Dec70
	LtCol J. E. GILLIS	9-31Dec70

Subordinate Units

H&MS-16	LtCol C. H. PITMAN	1-31Dec70
MABS-16	LtCol J. M. DEAN	1-31Dec70
H&L-167	LtCol D. A. MCCAUGHEY	1-4Dec70
	LtCol R. J. BLANC	5-31Dec70
HML-367	LtCol C. E. REESE	1-31Dec70
HMM-262	LtCol F. K. WEST	1-31Dec70
HMM-263	LtCol L. K. KECK	1-31Dec70
HMM-364	LtCol H. W. STEADMEN	1-31Dec70
H&H-463	LtCol R. R. LEISY	1-31Dec70

2. Location

1-31 December 1970: Marble Mountain Air Facility, RVN

3. Staff Officers

Executive Officer	LtCol R. P. GUAY	1-8Dec70
	LtCol J. E. GILLIS	9-31Dec70
Adjutant	Capt W. J. STEFFAN	1-31Dec70
S-1	Maj J. E. CARROLL	1-14Dec70
	Maj J. D. HAYNES	15-31Dec70
S-2	Capt E. G. NOLL	1-31Dec70
S-3	Maj H. F. LAWSON	1-8Dec70
	LtCol R. P. GUAY	9-31Dec70
S-4	LtCol W. R. FAILS	1-31Dec70

4. Average Monthly Strength

<u>USMC</u>		<u>USN</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
320	2,131	9	23

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PART IINarrative Summary

During the month of December 1970, MAG-16 continued its support of Free World Military Assistance Forces in the I Corps Tactical Zone. MAG-16 closed out calendar year 1970 by flying a total of 7,086.8 hours and 24,092 sorties while supporting the First Marine Division, First Marine Aircraft Wing, the United States Army, the Republic of Korea Marines and the Army of the Republic of Viet Nam.

This month, as in the last, there were four changes of command within MAG-16. LtCol J. E. GILLIS, who was medevaced, returned and relieved LtCol R. P. GUAY as Executive Officer of the MAG, who resumed the duties of S-3 returning Major H. F. LAWSON to his former role as Assistant S-3. LtCol D. A. MCCAUGHEY, upon rotation to CONUS, relinquished command of HML-167 to LtCol R. J. BLANC. Major J. E. CARROLL relinquished his duties as S-1 Officer to Major J. D. HAYNES and assumed the duties of NATOPS/Safety Officer.

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PART IIISequential Listing of Significant Events

1. Awards. There were 2 Bronze Stars, 2 Navy Commendation Medals, 1 Purple Heart, and 290 Strike/Flight Air Medals awarded during the month of December 1970.
2. Enemy Casualties and Damage Inflicted. MAG-16 inflicted 45 KBMA (confirmed), 9 KBMA (probable), 1x122 rocket destroyed, 1 Bunker destroyed, 8 hootches and 5 secondary explosions.
3. Intelligence. 25 aircrew spot reports of intelligence value were received from aircrews and other sources; this is 6 more than reported for the previous month. No report of intelligence value was received from indigenous sources; no change from the previous month.
4. Sequential Listing of Significant Events by Date:
 - 2 December 1970: Six UH-1E's from HML-167 destroyed 2 hootches and had two KBMA (confirmed) on a visual reconnaissance mission.
 - 4 December 1970: Change of Command at HML-167, with LtCol R. J. BLANC relieving LtCol D. A. McCAUGHEY as Commanding Officer.
 - 4 December 1970: Aircraft VT-1 of HML-367 impacted the water just east of Marble Mountain Air Facility resulting in one fatality and one minor injury. The aircraft was not recovered.
(Appendix 2 to MAG-16 Command Chronology)
 - 7 December 1970: Six CH-46D, two AH-1G, and one UH-1E flying on a tactical assault accounted for one KBMA (confirmed) and one secondary explosion.
 - 11 December 1970: Two CH-53D, six CH-46D, four AH-1G and one UH-1E were combined in support of the 1st Marine Division on a tactical assault resulting in one (1) KBMA (confirmed).
 - 14 December 1970: Two UH-1E and two AH-1G combined on a visual reconnaissance mission in support of the 1st Marine Division and accounted for one hootch destroyed, 4 secondary explosions, five (5) KBMA (probable).

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- 16 December 1970: Aircraft 154014 of HMM-364 received fire while on a tactical assault resulting in the crew chief being injured.
- 16 December 1970: Aircraft 153350 of HMM-364 received fire while on a medevac extract, resulting in the crew chief being hit in the leg.
- 18 December 1970: One CH-53D, six CH-46D, four AH-1G and one UH-1E combined on a tactical assault in support of the 1st Marine Division, resulting in eight (8) KBMA (confirmed).
- 19 December 1970: Aircraft 153351 received fire on short final to a zone when power was lost and the aircraft settled into the trees. The aircraft caught fire and was a total loss. All of the crew members received injuries, resulting in three of them being medevaced out of Vietnam.
- 19 December 1970: In support of the 1st Marine Division on a night visual recon mission, three UH-1E's accounted for six KBMA (confirmed), and two KBMA (probables).
- 23 December 1970: During a recon mission in support of the 1st Recon Battalion, two CH-46D and two AH-1G accounted for two (2) KBMA (confirmed).
- 23 December 1970:- A routine gun training mission, consisting of two UH-1E's from HHTL-167, accounted for four hootches destroyed and two (2) KBMA (confirmed).
- 24 December 1970: Two AH-1G and one UH-1E flew a visual recon mission in support of the 1st Marine Division, and accounted for one (1) KBMA (confirmed).
- 26 December 1970: Two CH-53D, six CH-46D, four AH-1G and one UH-1E flying a tactical assault in support of the 1st Marine Division, accounted for one bunker destroyed, one hootch destroyed, one (1) KBMA (confirmed) and two (2) KBMA (probable).
- 26 December 1970: Two UH-1E's on a visual recon mission destroyed one 122 rocket.

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5. Air Operations

	<u>HML-167(UH-1E)</u>	<u>HML-367(AH-1G)</u>		
Hours	1,721.6	1,378.5		
Sorties	5,051	3,650		
KBA(Confirmed)	21	24		
Pax	3,285	Ø		

	<u>HMM-262(CH-46D)</u>	<u>HMM-263(CH-46D)</u>	<u>HMM-364(CH-46D)</u>
Hours	1,153.3	959.7	1,143.4
Sorties	4,449	3,413	4,505
Evacs	204	231	232
Pax	9,644	7,989	9,879
Cargo (Tons)	159.7	169.4	212.3

	<u>HMH-463(CH-53D)</u>	<u>H&MS-16(CH-46D)</u>
Hours	721.9	8.4
Sorties	3,024	Ø
Pax	17,075	Ø
Cargo (Tons)	3,027.5	Ø
TAR's	6	Ø

<u>MAG-16</u>	<u>TOTAL</u>	<u>MAG-16</u>	<u>TOTAL FY71</u>
Hours	7,086.8	Hours	51,006.8
Sorties	24,092	Sorties	171,721
Pax	47,872	Pax	387,749
Cargo (Tons)	3,568.9	Cargo (Tons)	29,796.3
Evacs	667	Evacs	7,522
KBA (Confirmed)	45	KBA(Confirmed)	241
TAR's	6	TAR's	43

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6. Hostile Fire Analysis

a. Enroute Fire Incident/Hit Chart

	OVER 500'	UNDER 500'	TOTAL
INCIDENTS	11	21	32
HITS	1	9	10

(1) The following conclusions are based on the above chart.

(a) 66% of the enroute fire incidents occurred below 500 feet AGL.

(b) 90% of all enroute aircraft hits occurred below 500 feet AGL.

(c) Therefore, flight at or below 500 feet AGL places the aircraft in its highest area of vulnerability and reduction of this vulnerability is directly proportional to the amount of supporting arms utilized and/or tactics employed.

b. Fire Incident/Hit Chart

TYPE MSN.	FLT TIME		FIRE INCIDENTS		HITS	
	HR.	%	NUMBER	%	INCID	HOLES
MEDEVAC	919	13	26	30	10	35
STRIKE	1201	17	34	39	5	14
OTHER	4944	70	40	31	2	13
TOTAL	7068	100	87	100	17	62

c. Analysis of fire incidents/hits sustained indicates that most occur at random except the strike mission and the medevac mission where a definite trend has been shown. Based on the above chart and prior compiled data, all flights below 1500 feet AGL are escorted by gunships.

d. This command has initiated correspondence requesting additional fire support from units needing medevac support. Since 66% of all aircraft

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hits occurred below 500 feet AGL, a constant field of fire by the ground unit when the aircraft is descending to final approach would be beneficial. This procedure, combined with proper gunship air-support procedures, would reduce the vulnerability of the medevac transport.

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PART IV

Supporting Documents

MAG-16 Control Number/
Letter Identification

✓ Command Chronology of HML-167	03A00571
✓ Command Chronology of HML-367	03A00671
✓ Command Chronology of HMM-262	03A00571
✓ Command Chronology of HMM-263	03A00571
✓ Command Chronology of HMM-364	03A00371
✓ Command Chronology of HMM-463	CO, HMM-463 1tr 3: MJW:trs 5750 of 5 January 1971
✓ Command Chronology of H&MS-16	CO, H&MS-16 1tr 1/CTL/erg 5213 of 6 January 1971
✓ Command Chronology of MAES-16	CO, MAES-16 1tr of 4Jan71

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