

MARINE AIR BASE SQUADRON 16
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO San Francisco, 96602

RFR:meh
5750
8 July 1968

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16

Subj: Command Chronology

Ref: (a) WgO 5750.1C
(b) GruO 5750.1C

Encl: ✓(1) Command Chronology 1-30 June 1968

1. In accordance with references (a) and (b), enclosure (1)
is hereby submitted.

R. F. Rick
R. F. RICK

MAB-16

CMD CHRON

JUL 8 1968

MARBLE MOUNTAIN AIR FACILITY, DANANG, VIETNAM, MABS-16, 1-30Jun68

PART ONE

Organization Data

1. LtCol William E. SMILANICH Jr., Commanding Officer, 1-29Jun68
 LtCol Robert F. RICK, Commanding Officer, 30Jun68
 Maj James P. KIZER, Executive Officer, 1-30Jun68
 Maj Casey R. NIX, Communications Officer, 1-30Jun68
 Maj Duwain E. BJERKE, Commanding Officer Zulu Company/Provost Marshal, 1-30Jun68
 Capt Ronald L. GREGSTON, Clubs Officer, 1-30Jun68
 Capt Gerald K. RAINWATER, Administrative Officer, 1-30Jun68
 Capt Henry C. TURNER III, NBC Officer & Billeting Officer, 1-30Jun68
 Capt Robert A. JONES, Training Officer & Legal Officer, 1-30Jun68
 1stLt Leon E. CEDERLIND, Food Services Officer & Air Freight Officer, 1-30Jun68
 1stLt George J. HOFFMAN, Weather Officer, 1-30Jun68
 1stLt Ralph A. MILTON, Motor Transport Officer, 1-30Jun68
 1stLt John M. WEATHERSBY, TAFDS Officer & Crash Crew Officer, 1-30Jun68
 1stLt Larry L. HUNT, Assistant Motor Transport Officer, 1-30Jun68
 1stLt James H. WEBB, Embarkation Officer, 1-10Jun68
 Engineer Equipment Officer 10-30Jun68
 1stLt Ronald T. TAUNT, Materiel Officer, 1-30Jun68
 1stLt Wayne L. TREECE, Ordnance Officer, 1-30Jun68
 1stLt John E. JOURNEY, Assistant Base Operations Officer, 1-30Jun68
 1stLt Michael N. BRYANT, Civil Affairs Officer, 8-30Jun68
 1stLt Alan W. BRIDWELL, Assistant Communications Officer, 24-30Jun68
 2ndLt Kenneth H. REISERER, Embarkation Officer, 10-30Jun68
 WO-1 Ralph PALMER, Base Services Officer, 1-30Jun68
 LtCmdr George E. HAROLDSON, Protestant Chaplain, 1-30Jun68
 Lt Benjamin R. WALKER, Catholic Chaplain, 1-30Jun68
 Lt Russell A. JONES, Group Medical Officer, 1-30Jun68
2. Marine Officers-22 Marine Enlisted-655
 Navy Officers-3 Navy Enlisted-23

PART TWO

Narrative Summary

1. This report covers the period 1-30 June 1968. During this period, MABS-16 continued to support the facilities at Marble Mountain Air Facility and An Hoa Airfield.

Significant Events

1. Personnel. Four (4) Marine Officers, fifty-seven (57) Marine Enlisted and seven (7) Navy Enlisted were joined. One (1) Marine Officer, fifty-two (52) Marine Enlisted and five (5) Navy Enlisted were dropped. There was two (2) promoted to GySgt, two (2) promoted to SSgt, twenty-two (22) promoted to Sgt, three (3) promoted to Cpl, ten (10) promoted to LCpl and one (1) promoted to PFC during the month of June 1968.

2. Administration. On 30 June 1968 LtCol R. F. RICK assumed command of Marine Air Base Squadron 16 relieving LtCol W. E. SMILANICH Jr.

3. Awards. During the month of June 1968, there was one (1) Purple Heart Medal and five (5) Air Medals awarded to MABS-16 personnel.

4. Casualties. The following casualties were reported during the month of June 1968:

Cpl Arlan J. KENNEDY Jr., 2219532, USMC, KIA, 19Jun68, An Hoa
LCpl Stewart J. WILLIAMSON, 2277250, USMC, WIA, 19Jun68, An Hoa
LCpl Theodore A. HOGAN, 2284357, USMC, WIA, 19Jun68, An Hoa
HM2 Steven C. TOLAN, 7947137, USN, WIA, 26Jun68, 2 miles north of Hill 55

5. Civic Action. The MAG-16 Med-Cap Team went to the following places on a weekly basis: Stella Maris Orphanage/Dispensary, Protestant Orphanage and the Boys Town Orphanage. A total of 1,679 patients were rendered medical assistance. A Vietnamese nurse working aboard MAG-16 assists in the Med-Caps. Every Thursday Vietnamese employees of MAG-16 receive check-ups.

6. Ground Defense. During the month of June 1968, at Marble Mountain Air Facility, additional bunkers and defense positions were constantly worked on and improved.

7. Supply/Materiel. The following occurred during the month of June 1968:

a. The Marine Corps Section held a reconciliation of records with Group Marine Corps Property. Quantities as well as serial numbers were checked with favorable results. Marine Corps Section has started recovery of all body armor. This item will no longer be controlled by squadrons. It will be issued by Group as part of individual 782 gear.

b. The Navy Section has started inventory of all equipment. The Heavy Equipment Section is no longer a part of Utilities. This required numerous changes to the custody records.

8. Motor Transport. During the month of June 1968, the Marble Mountain Air Facility Motor Transport Section travelled 61,710 miles, hauled 1,590,900 gallons of water, hauled 23,200 gallons of MOGAS, hauled 15,600 gallons of diesel fuel, hauled 990 gallons of A/C oil, hauled 1,864 short tons of cargo and transported 34,333 passengers.

9. TAFDS. During the month of June 1968, this section issued the following amount of fuel at the locations indicated:

<u>LOCATION</u>	<u>115/145</u>	<u>JP-4</u>
Marble Mountain	146,007 Gal	584,738 Gal
An Hoa	3,147 Gal	101,605 Gal
Hill 55		176,222 Gal
Total	149,154 Gal	862,565 Gal

On 26 June TAFDS Section increased their capacity at Hill 55 from 20,000 gallons to 30,000 gallons of JP-4 fuel.

10. Base Operations. During the month of June 1968, reconstruction of the East parking apron from PSP to ASP was completed. Runway and taxiway painting was also completed. Windsocks were relocated closer to the ends of the runway and moved 125 feet from the edge of the runway.

a. Other Projects Pending Completion

(1) GCA to become operational, the following must yet be accomplished:

(a) Replace FPN-36 parts on loan to Chu Lai.

(b) Personnel (Operators and Technicians) to man GCA site for 24 hour capability are required.

(c) Completion of installation of RAPCON lines to Danang Air Base.

(d) High Intensity Approach and Strobe Lights installed for GCA minimums of $\frac{1}{4}$ mile.

(e) Flight checked after all the above is accomplished and furnished.

b. Damages. Marble Mountain Air Facility received from 8 to 10 enemy rockets on 27 June with minor damaged sustained to the West parking apron. All damage was repaired and the flow of aircraft traffic was not hindered.

c. The Crash Crew Responded as follows:

<u>FIELD</u>	<u>A/C STANDBYS</u>	<u>A/C FIRES</u>	<u>STRUCTURAL RESPONSE</u>	<u>STRUCTUAL FIRES</u>
MMAF	34	3	3	3
An Hoa	5	0	2	2

(1) No vehicle accidents involving personnel or vehicles this reporting period.

(2) At 1746 on 6 June 1968, the Crash Crew alert position observed a Ol-G aircraft as it ran off the runway on landing rollout runway 35. Crash Crew responded immediately and upon arrival at the scene found the aircraft had run off the runway on the left side and had flipped over on its back. There was no fire nor fuel spilled. Passengers escaped unaided and uninjured. One MB-5 Crash Fire truck stood by the aircraft while an accident investigation was conducted. At about 1930 the aircraft was picked up by a crane and taken to the organization's flight line.

(3) At 0820 on 11 June 1968, the Crash Crew alert position observed a fire in a CH-53A that was being runup. Crash Crew responded immediately and upon arrival at the scene found the fire in the upper portion of the aircraft. The fire was extinguished immediately. The pilot and crew escaped unaided and uninjured. Crash Crew washed down and returned to Crash Barn.

(4) At 0815 on 14 June 1968, Sick Bay notified Crash Crew of an electrical fire at Sick Bay. Crash Crew responded immediately. Personnel at Sick Bay extinguished the fire (electrical wires) prior to Crash Crew arrival.

(5) At 1650 on 15 June 1968, the Crash Crew alert position observed smoke coming from a UH-1E aircraft on landing. Crash Crew responded immediately and upon arrival at the scene found fire in the aircrafts alternator. With the use of three 15lb CO2 fire extinguishers, extinguished the fire immediately. The pilot and crew escaped unaided and uninjured. The aircraft was towed to flight line. Crash Crew returned to crash barn.

(6) At 1815 on 15 June 1968, the Corporal of the Guard, Zulu Company notified Crash Crew of a fire in a trash barrel at tower 12. Crash Crew responded immediately and with the use of water, extinguished the fire.

(7) At 1540 on 17 June 1968, an off duty Crash Crewman, Sgt TURGEON, informed Crash Crew of a fire in a trash barrel at hut #604. Crash Crew responded and extinguished the fire immediately.

d. The Air Freight and Passenger Section loaded freight and passengers as follows:

<u>MARBLE MOUNTAIN TO</u>	<u>WEIGHT</u>	<u>CU.FT.</u>	<u>PASSENGERS</u>
Phu Bai	60,823	4,313	81
Dong Ha	9,904	399	7
Quang Tri	64,842	2,410	111
Khe Sanh			1
Chu Lai	465	60	2
An Hoa	68,926	2,166	51
Miscellaneous	54,323	2,767	3
Incoming	18,674	1,082	
Total	277,957	13,197	256

e. Weather. During the month of June 1968 this section continued to support all Marine Aircraft Group 16 aircraft operations in the An Hoa and Marble Mountain areas.

f. Tower. The total operations conducted at Marble Mountain Air Facility during June 1968 are as follows:

Fixed Wing Operations	4,223
Helicopter Operations	22,235
Total Operations	26,458
IFR Operations	40

11. Food Services. There were approximately 210,000 meals fed at the Marble Mountain Air Facility Messhalls during the month of June 1968. Bread for the month of June was issued from the Red Beach Bakery. The messhall, in addition, used 12,000 pounds of flour for the preparation of breakfast pastry, cakes etc. A new 630 reefer has not been installed in the Enlisted Mess as requested. Additional drains were installed in the galley and spud locker by Public Works. All broken fans were replaced by Public Works. Aluminum siding was installed around the walls of the Enlisted and Staff Mess. Steam lines were equipped with drains and hot water faucets. Remodeling of the Officers Mess Galley and Dining Room has greatly helped the appearance of the mess. The Sergeant's Mess has also been remodeled. Remodeling of the Staff NCO Mess has commenced. Construction was started on the leach field. Technical and on the job training was conducted for all mess personnel and properly recorded. All clubs were furnished night snacks during the month. The 1stMAW Band played at the messhall on the 17th of

June. New tables were installed in the Officer and Staff Messes. All milk machines were pulled out of the Staff and Officers Mess for use in the Enlisted Mess. Pints of milk will be used until more milk machines can be obtained. An old scullery machine was relocated from the Staff Mess to the Enlisted scullery.

12. Base Services/Utilities

a. Water Point. During the month of June the Water Point personnel processed a total of 1,881,150 gallons of potable water. Of this total 46,000 gallons were issued to other units outside of MAG-16. A new motor was installed in well #4 during the month. One (1) well is now in proper operation.

b. Paint Shop. During the month of June the Paint Shop personnel completed some twenty-five (25) work orders.

c. Electric Shop. The Electric Shop personnel completed 113 work orders during the month of June.

d. Plumbing Shop. The Plumbing Shop personnel completed some twenty-seven (27) work orders during the month of June.

e. Refrigeration Shop. The Refrigeration Shop personnel completed some fifty (50) work orders during the month of June.

f. Carpenter Shop. The Carpenter Shop personnel completed about ninety-seven (97) work orders during the month of June.

g. Base Laundry. The Base Laundry processed 41,690 pounds of clothing during the month of June and collected organizational gear to be turned over to the civilian laundry service. The individual bundle service is continued to be available to all ranks.

13. Heavy Equipment. On 11 June 1968 Heavy Equipment became a separate section. 1stLt J. H. WEBB is the OIC. The maintenance section opened sixteen (16) work orders. Out of this number fourteen (14) were completed. The operations section completed 568 work requests. Two forklifts and drivers were sent to MAG-11 to help in their bomb dump. At this time the section has on loan to An Hoa, one (1) Art 30 and to MAG-11 one (1) RTF 060 forklift. One (1) D-4 scooploader is at WERS-17 which has been there since May 1968. To this date there has not been any work performed on this piece of equipment. During the month this section received one (1) RTF 060 from MAG-13 that was on temporary loan for 60 days.

14. Ordinance. During the month of June 1968 the MABS-16 Ordnance Section issued a total of 2,972 2.75" White Phosphorus and High Explosive Rockets, 422,890 rounds of assorted small arms ammunition and 2,981 pounds of assorted smoke and chemical agents.

15. Exchange. During the month of June the Exchange sales totaled \$53,664.26, James S. Lee totaled \$3,656.05, Saehan Photo totaled \$2,965.40, Huynh Phung Gift Shop totaled \$7,457.25, LOC SVP LTD Barber Shops totaled \$1,716.35 and Sax Tailor totaled \$11,454.30.

AN HOA AIRFIELD COMMAND CHRONLOGY FOR MONTH OF JUNE 1968

1. This report covers the period 1-30 June 1968. During this period the An Hoa Airfield Facilities, under the command of the Resident Officer-In-Charge, supported all transient aircraft with Crash, Fire and Rescue services, weather information, control tower facilities, air freight assistance and refueling services of aviation gas 115/145 and JP-4 fuel.

2. During the month of June the An Hoa Base was probed by enemy small arms fire and mortars four different times. Resulting in casualties to three of MABS-16 personnel. The alert conditions of 100% were assumed by all tenants approximately 50% of the month whereby all persons were required to sleep outside of their huts in the vicinity of their bunkers. When the base assumed 100% alert status eight men from the MABS-16 Detachment were assigned to report to the reaction platoon for duty. In addition, three men were assigned to man a bunker on the perimeter each night from 1800-0600. Living areas and the surrounding areas of the airfield were kept in good police daily by all hands and all equipment including generators were kept clean of dust and mud and preventative maintenance was performed weekly. All personnel supported operations "MAMALUKE THRUST" and "ALLENBROOK" by servicing aircraft, rearming helicopters and supervising loading troops and patrolled daily to undergo inspection for broken and torn places in the runway matting and to pickup metal pieces broken and laying on the runway. The runway matting was constantly being welded back together in order to maintain fixed wing capability.

3. Highlights for specific days of the reporting period are as follows: 1 June, Air Force Mission Commander Maj HELEMAN and 4 Air Force enlisted personnel departed An Hoa at 1200 after combat essential mission of hauling ammunition was completed by C-130 aircraft. From 1530-0230 An Hoa received 5 1/2 inches of rain fall. 2 June, ROIC departed for MMAF with monthly reports. 3 June, Crash Crew responded to a fire at the passenger terminal caused by a ruptured 55 gallon drum of MOGAS. No damage resulted from the fire. 4 June, at 1030 one UH-1E Black Cat took one 50 cal round of sniper fire off end of runway 24 causing engine damage. Hel made an emergency land off side of runway close to the tower. Used 6X6 truck to drag it far enough off the runway to continue fixed wing operations. 5 June, Marine CH-53 external lifted the Army UH-1E back to MMAF for repair. 6 June, had one CH-46 land on an emergency after returning from a Recon insert. Upon examining the CH-46 it was discovered that 2 30 cal rounds had hit the aircraft with one of them penetrating the engine. Was visited by Major Generals ROBERTSON and DRAKE. The Generals were met and escorted around the area by the Bn 3/7 Area Coordinator.

Received 3 C-130 aircraft loaded with M8A1 matting to be used to repair taxiway. 8 June, CH-46 from HMM-364 landed with an oil line shot up by a 50 cal sniper round. Aircraft was repaired and flown out by the crew. 9 June, 1stLt J. E. JOURNEY reported aboard as relief for 1stLt G. E. LENHART who departed An Hoa for MMAF and further assignment as ROIC, Khe Sanh Airfield. 13 June, the 15th Airport broke a record for one day operations with the same C-123 aircraft. It hauled 109,000 lbs of ammo from An Hoa to Da Nang even with the aircraft having one flat tire during the day plus a flat on a forklift. 14 June, Chaplains arrived to hold services. Detachment hoisted 3/5 by loading their goods on our 6X6 and letting them use our driver. 15 June, commenced matting of west taxiway. Work still in progress. Seabees laid new matting between east and west taxiways working thru the night to complete it. 17 June, field open for C-130 at 1800. 19 June, Marine KC-130F aircraft hit by ground fire. CH-53's completed 22 external lifts to move Charlie Artillery Battery to Hill 55. At approximately 2345 field hit by mortars resulting in three MABS-16 casualties, Cpl A. J. KENNEDY KIA, LCpl T. J. HOGAN AND LCpl S. WILLIAMSON WIA. TAFDS hose took direct hit resulting in approximately 9,000 gallons of JP-4 lost. 20 June, MABS-16 casualties MedEvac at 1400. Marine KC-130 blew tire on landing, new tire and jack flown in by Helo aircraft, departed before dusk, An Hoa on 100% alert. 21 June, Chaplains arrived for services. Heavy traffic of C-130 aircraft bringing supplies and matting. 1stMAW Inspector visited and checked runway conditions. He was advised by OIC and Seabees on present situation and plans for laying new matting on 5 July. Vietnamese aircraft received damaged elevator when it blew into jeep owned by Vietnamese. U. S. Government not responsible. Approximately 1930 two mortar received, no damage. All personnel on 100% alert remainder of night. 22 June, received eight mortar rounds at 2000 all personnel on 100% alert remainder of night. 24 June, received 20 Mortar rounds at approximately 0130. Base received 11 casualties MedEvac at approximately 0300. Major STANLEY, U. S. A. III MAF Transportation inspected airfield with myself and Lt RYAN. 25 June, commenced work on bunker improvement. Visited by General YOUNGDALE and General ROBERTSON. They were escorted around base by area coordinator. 26 June, no C-130 aircraft landed this date. Base on 100% alert. 27 June, Division G-4 and myself inspected Ammo emplacement. They^{was} planning to clean up all ammo. A CH-46 landed with engine out. Aircraft remained overnight. 28 June, Base went on 100% alert at 1900, all hands in vicinity of their bunkers. 29 June, visited by representatives from III MAF, 1stMAW, Asst OIC Marble Mountain to discuss runway matting. Party was met by myself and Lt RYAN. 30 June, Helo operations secured at 2030 due to resupply for 3/5.

4. Resume of each airfield facility for 1-30 June 1968 as follows:

a. The weather section consisting of three men made climatology observations on the hour for each 24 hour period when not on 100% alert status. The weather section provided existing weather to the control tower, MMAF weather office and SU#1, H&S Bn 3/7 during all hours of operation.

b. One ground communications man provided radio administrative net with one PRC-47 radio between An Hoa and MMAF Comm Center giving weather observation information reports each hour during hours of operation and sending and receiving administrative reports and messages.

c. One Marine enlisted with a 3000 lb forklift assisted the 15th Aerial Port Squadron Air Freight and Passenger terminal personnel to accomplish the following:

CARGO/MAIL (LBS)

<u>Aircraft</u>	<u>Off Load Cargo</u>	<u>Off Load Mail</u>	<u>On Load Cargo</u>	<u>On Load Mail</u>
C-130	3,190,445		342,433	
C-123	356,437		247,076	
C-7A	301,470		8,700	
Other	742,225		239,290	

PASSENGER HANDLING

<u>Aircraft</u>	<u>On Load</u>	<u>Off Load</u>
C-130	269	89
C-123	33	12
C-7A	302	117
Other	1,429	1,302

d. The crash crew consisting of 8 personnel performed their function of providing crash, fire and structural fire protection for both the airfield and the An Hoa base during all hours of operation and structural fire protection 24 hours daily. The crash crew responded to and provided the following:

<u>A/C Emergency Standbys</u>	<u>A/C Fires</u>	<u>Structural Fires</u>	<u>Crashes</u>
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8Jun68 1 CH-46 landed with notable battle damage. WIA on board taken to BAS.	0	3Jun68 55 gal drum on fire at airfield.	0
16Jun68 1 CH-46 landed with hydraulic power failure.		28Jun68 tar laying machine caught fire on new taxi strip.	
19Jun68 1 USMC KC-130F landed with blown tire. A/C received 3 rounds right side.	10		

Enclosure (1)

20Jun68 1 USMC KC-130F
 landed with blown tire
 27 Jun 68 1 CH-46
 landed with one engine
 out

<u>AF A/C Defuels</u>	<u>USMC A/C Defuels</u>	<u>Agents Used</u>
0	20	300 gal of water 25 gal foam 1 PKP bottle

e. The TAFDS section consisting of three personnel provided and maintained a hot refueling facility fuel farm for all transient aircraft. The personnel replenished the fuel farm by defueling from Marine KC-130F aircraft. During the period of this report the following was accomplished:

<u>No. Gallons 115/145 AvGas Issued</u>	<u>No. Gallons JP-4 Issued</u>
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3,157	101,605
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<u>No. Gallons 115/145 AvGas Received</u>	<u>No. Gallons JP-4 Received</u>
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0	101,454
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<u>No. Gallons 115/145 AvGas On Hand</u>	<u>No. Gallons JP-4 On Hand</u>
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10,069	13,775
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f. The control tower section consisting of tower controllers and one radio technician performed their function of providing control tower communications with all inbound and outbound aircraft during all hours of operation. The following aircraft operations for this reporting period is as follows:

<u>No. Fixed Wing Aircraft Operations</u>		<u>No. Helicopter Operations</u>	
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USMC A/C	136	USMC A/C	2,174
Other A/C	442	Other A/C	438
Viet A/C	212	Total A/C	2,612
Total A/C	790		

No. MedEvac

USMC	22
Civ	27
Total	49

5. Organizations:

1stLt C. C. OWENS 097559/7002	OIC An Hoa Airfield
SSgt P. G. MIRANDA 1870211/7051	NCOIC An Hoa Airfield
Sgt R. H. SMITH 2032822/7051	Crash Crew Sec Ldr
Cpl R. ARCHULETA 2092135/7051	Crash Crewman
Cpl L. G. BLEDSOE 2197004/7051	Crash Crew Driver
LCpl D. B. MONZON 2030149/7051	Crash Crewman
LCpl J. T. SMITH 2313049/7051	Crash Crew Driver
LCpl H. A. LANE 2235699/7051	Crash Crew Driver
LCpl J. D. PUGH 2183951/7051	Crash Crewman
Cpl L. REVELL 2223310/6811	Weather Observer
LCpl A. DUMAIS 2322333/6811	Weather Observer
LCpl M. DEWEY 2347797/6811	Weather Observer
Sgt S. P. REDDEN 1989712/5951	GCA Tech
Cpl S. E. ALEXANDER 2136945/6713	Tower Radar
Cpl S. D. MAYFIELD 2277412/1391	Bulk Fuel
Cpl L. L. SULLIVAN 2126505/6711	Tower Controller
LCpl A. M. BUSTO 2397754/1391	Bulk Fuel
LCpl O. M. NOLTING 2277412/1391	Bulk Fuel
LCpl C. G. LOCKHART 2304842/3131	Forklift Driver
LCpl J. A. TAYLOR /2531	Radio Oper TAD Messman

6. Problems encountered:

a. Runway matting is steadily breaking apart and is constantly being welded back together sufficiently to sustain operations: Starting on 1 July CBMU-301A will commence laying a new runway matting.

b. Tower communications are constantly going down due to heat and dust fouling up the blower motors in the ARC-27 Radios. Solution: Constant maintenance is being conducted and MAG-16 S-4 in in the process of obtaining an air conditioner for the tower.