

## HEADQUARTERS

Marine Aircraft Group 36  
1st Marine Aircraft Wing, FMFPac  
FPO San Francisco 96601

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8 November 1965  
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From: Commanding Officer  
To: Commanding General, First Marine Aircraft Wing  
(Attn: ACofS, G-3)

Subj: Command Chronology

Ref: (a) Wing Order 5750.1A

Encl: ✓(1) Photos (9)  
✓(2) Newspaper Clippings  
✓(3) News Releases

1. Narrative of significant events occurring during the reporting period.

The First of October saw Marine Aircraft Group 36 dug in to stay at KY HA Airfield. Rain for the first few days of October hampered camp construction but flying continued at an accelerated pace. The sun shone through on 7 October and on 8 October the Seabees once again began to grade and started laying matting on Helo Mat #2. Beautiful weather continued and by month's end almost one half of the aluminum matting was in place. Six hardbacked G.P. tents were erected on the southeastern end of Mat #2 to be used as maintenance and office spaces. MAG-36 was inspected by LtGen V. H. KRULAK on 10 October and the General cut the ribbon dedicating the new mess hall. The mess hall was named "FRYE HALL" in honor of Sergeant A. FRYE, who was KIA January 1965, while serving as crew member for HMM-365.

The Honorable Senator BREWSTER from MARYLAND visited MAG-36 on 11 October and talked to Marine and Navy personnel from the beautiful State of MARYLAND.

MAG-36 suffered its first casualty on 11 October when Staff Sergeant R. E. WOMACK was KIA by enemy ground fire while riding as loadmaster for HMM-364. The aircraft was operating at the vicinity of BS 610990.

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MAG-36

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General WESTMORELAND and party visited the KY HA enclave on 20 October and seemed quite pleased with the progress made by MAG-36 since its arrival.

MAG-36 received its C-117D transport on 20 October and immediately went into service hauling in needed supplies.

Base Services began hardbacking tents in the permanent camp area. At month's end the enlisted containment area is 80% complete with 32 strongbacked tent frames completed, only 13 of which are covered due to lack of tentage.

## 2. Organizational Data

a. Unit Designation	Location	Date
H&MS-36	KY HA	1 Oct - 31 Oct
MABS-36	KY HA	1 Oct - 31 Oct
HMM-261	S.L.F. aboard U.S.S. VALLEY FORGE	11 Oct - 31 Oct
HMM-362	KY HA	1 Oct - 31 Oct
HMM-363	QUI NHON	1 Oct - 31 Oct
HMM-364	KY HA	1 Oct - 31 Oct
VMO-6	KY HA	1 Oct - 31 Oct

b. Period covered by this report: 1 Oct - 31 Oct

c. Task Organizations: None

d. Commanding Officers and Staff of MAG-36

CO	JOHNSON, W. C.	COL
XO	ARMAGOST, W. I.	LTCOL
ADJ	AMBROSE, R. H.	2NDLT
S-1	TOUGHTON, E. R.	MAJOR
S-2	SCHULER, J. L.	CAPT
S-3	COSTELLO, K. W.	LTCOL

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S-4	SOMMERVILLE, D.	LTCOL
Chaplain	HOWARD, M.	LCDR
Flt Surgeon	SCHENK, T.	LT (USN)
MTO	MOFFETT, F. L.	CAPT
EMB	EVANS, K. B.	CAPT
ORD	PARKER, G. R.	CWO-2
MAINT	GARDINER, J. C. JR.	MAJOR
LEGAL	TROYER, P.	1STLT
COMM	MEEKS, C. I.	CAPT
CIVIL AFFAIRS	FARNSWORTH, F. W.	MAJOR
AVN SAFETY	GOODSELL, W.	MAJOR
NATOPS	VOBORA, G.	MAJOR
SECURITY	JESSEN, T. F.	CAPT
GROUND SAFETY	SOLTES, A. J.	CWO-2

## Commanders and staff of attached units

## H&amp;MS-36

CO	MOONEY, T. G.	LTCOL
XO	SIVERT, P. G.	MAJOR
ADMIN	CUTCOMB, S. H.	CAPT

## MABS-36

CO	KENNEDY, J. A.	MAJOR
XO	MICHEELS, H. M.	MAJOR
ADMIN	EGAN, J.	1STLT

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## HMM-362

CO	ALDWORTH, J.	LTCOL
XO	DUVALL, R. L.	MAJOR
OPS	SMITH, W. W.	MAJOR

## HMM-364

co	LUCAS, W. R.	LTCOL
XO	HATCH, R. D.	MAJOR
OPS	NEEDHAM, M. J.	MAJOR

## VMO-6

CO	ZITNIK, R. J.	LTCOL
XO	PRESSON, R. E.	MAJOR
OPS	PURCELL, R. D.	MAJOR

e. Average monthly strength of MAG-36 was 1329 officers and men.

Unit	Mar. Off.	Mar. Enl.	Navy Off.	Navy Enl.
H&MS-36	37	304		
MABS-36	17	319	4	22
HMM-362	53	167	1	
HMM-364	59	166	1	
VMO-6	30	148	1	

### 3. Sequential listing of significant events for the period covered.

- 1 Oct: Eighteen (18) HMM-364 aircraft and flight crews were placed in a standby status for a strike/troop lift in support of the 7th Marines on Operation "Quick Draw". The strike was delayed until 2 October. No other flights were scheduled this date.

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VMO-6 helos led by Major A. J. KOHANOWICH, were called upon to deliver fire onto enemy positions where heavy small arms fire had forced a ground unit sweeping through the area to assume a defensive position. The UH-1E's although receiving fire, attacked the enemy positions with rocket and machine gun fire thereby allowing the ground unit to continue their offensive thrust. It was during this strike that the squadron received its' first confirmed enemy KIA.

- 2 Oct: Seventeen (17) HMM-364 aircraft participated in the strike/troop lift which was scheduled for 1 October. The strike was made at coordinates BS 562952 and was designated as Operation "Quick Draw".

VMO-6 had the honor of providing aerial transportation for Mr. Otto FUERBRINGER, managing editor of Time Magazine. The squadron conducted an aerial tour of the CHU LAI enclave TAOR and then delivered Mr. FUERBRINGER to DANANG Air Base.

Base Utilities brought in a new well. The first well silted after 28,000 gallons of water was drawn in one day. MABS-36 does not have organic well drilling equipment. A Koering Crane was used to dig a ten foot by ten foot well to a depth of eight feet.

- 3 Oct: Eighteen (18) HMM-364 aircraft again supported the 7th Marines for the final strike/troop lift in Operation "Quick Draw". The lift was from coordinates BT 538226 to BS 520951.

- 4 Oct: Fourteen (14) HMM-364 aircraft retracted the 7th Marines involved in Operation "Quick Draw". One aircraft, YK-14, on SAR duty in support of MAG-12 received small arms fire in the vicinity of coordinates BS 561298. Five hits were received and no personnel injuries were sustained.

- 5 Oct: Four (4) HMM-364 aircraft completed a troop lift for the 7th Marines from BT 537027 to BT 455042. Four aircraft completed a retraction of a 7th Marine patrol from BS 429933 to BT 537027, and a reconnaissance flight for the 4th Marines of the TAOR was conducted.

Base Services erected a temporary Chapel utilizing a hospital ward tent. The new trash dump was also opened.

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6 Oct: Four (4) HMM-364 aircraft departed KY HA for an unscheduled troop retraction in support of the 7th Marines. The flight received intense ground fire coming out of the LZ (BS 544915), and the lead aircraft, YK-4, commanded by Major M. J. NEEDHAM with seven Marine troops aboard, was forced down at coordinates BS 524997 when a round punctured an oil line. After making a safe landing, Major NEEDHAM ordered the Marines in the troop compartment to set up a perimeter defense around the aircraft until repairs could be made on the aircraft. A maintenance aircraft was flown in to repair the downed aircraft. In 2½ hours all repairs were made in the rice paddy and the aircraft was flown back to KY HA. Another aircraft in the flight received four hits, but in spite of the damage, the HAC, 1stLt B. G. BECK, was able to fly the plane back to KY HA. There were no injuries to any personnel aboard the two aircraft.

The Post Office GP tent was erected by Base Services and the office was functioning by 1400. The initial temporary mess hall was closed and movement of all facilities and supplies to the newly completed wooden mess hall structure commenced. The new trash dump was closed by the ADC. MAG-12 trash dump being utilized.

7 Oct: HMM-362 launched on strike mission 10-788I-1, a lift of 144 Marines to LZ at BT 443064 by twelve (12) UH-34D's at 1940H, supported by one Air Force C-123 to drop parachute flares to light the zone, four (4) UH-1E gunships from VMO-6 and four (4) A4E's as CAP. YL-51 piloted by LtCol ALDWORTH, CO of HMM-362, received three (3) hits from sniper fire, one (1) of which lodged in the center of the co-pilot's seat, but did not reach the occupant. All aircraft returned safely. At 0720H, the CHU LAI SAR helicopter, piloted by Captain Z. B. FISHER, made a hazardous night water pickup of an A4E pilot who was forced to eject after shearing his gear on takeoff. The operation was made all the more difficult because the pilotless aircraft continued to fly for some time after the pilot's ejection, and finally crashed at sea shortly after the pilot had been brought safely aboard the rescue helicopter.

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HMM-364 committed two aircraft to act as maintenance and SAR aircraft for HMM-362 on an emergency night strike/troop lift west of CHU LAI (BT 434084), which was conducted with the use of flares.

A section of VMO-6 UH-1E's escorted a flight of UH-34D's on a night recon insertion. Some small arms fire was received during the insertion, however, the suppressive fire delivered by the UH-1E's silenced the enemy fire and the hop continued without incident.

8 Oct: Eight (8) HMM-364 aircraft participated in a resupply of ARVN outposts. Rice, the major commodity, and other foodstuffs were carried from QUANG TIN to various scattered westerly outposts. A two (2) aircraft troop lift was completed in support of the 7th Marines from BT 568032 to BS 675985. Seventeen (17) VC prisoners were ferried for the 4th Marines from BT 556052 to BS 599922.

Five (5) VMO-6 UH-1E's, participating in Operation "Harvest Moon", delivered fire into suspected enemy positions adjacent to the Helo Landing Zones. The flight leader, LtCol ZITNIK, acted as TAC(A) during the entire operation, while the remaining four Hueys continued to strafe the nearby hills until the lift was completed.

9 Oct: A four (4) aircraft troop retraction was flown in support of the 4th Marines from BT 308705 to BT 532009, by HMM-364. Two aircraft completed a troop lift and resupply for the 2nd Army Division at QUANG NGAI to BS 805382.

VMO-6 carried an ARVN advisor on a TAC(A) mission. It was the first time this squadron had flown with an ARVN advisor aboard and he has flown on all subsequent TAC(A) missions since then. This was supposed to give the pilot of the TAC(A) aircraft more freedom in choosing targets for fixed wing aircraft, and has proved to be most effective.

10 Oct: HMM-364 flew support for the 4th, 7th and 3rd Marines, ARVN forces, MAG-36 and III MAF providing normal supply and administrative flights. These flights were of a routine nature. The Squadron alternated with HMM-362 throughout the month in support of MAG-12 by providing two SAR aircraft at CHU LAI strip.

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LtGen KRULAK, BGen MCCUTCHEON and a party of sixteen (16) visited the MAG-36 area on this day and VMO-6 was chosen once again to provide VIP aircraft. The aerial tour of the CHU LAI TAOR was considered to be most successful.

First meal in new mess hall - Sunday brunch. Official dedication of mess hall as "FRYE HALL" in memory of Sergeant FRYE at 1330. Steak and ice cream for the evening meal.

11 Oct: Eleven (11) HMM-364 aircraft departed KY HA for an ARVN strike/troop lift out of QUANG NGAI, however, the mission was aborted due to weather. As the flight was returning to KY HA, the lead aircraft was hit by ground fire at the southern extremity of the TAOR, in the vicinity of BS 610990. One round struck and killed SSgt WOMACK, who was riding as a Loadmaster in the troop compartment. This was the first casualty sustained by the Squadron since deployment overseas on 10 August 1965. Inclement weather caused most of the scheduled missions to be cancelled, however, a two (2) aircraft resupply flight was launched at dusk to BT 488098. The lead aircraft encountered small arms fire in the vicinity of the landing zone.

12 Oct: HMM-362 executing Mission 10-1175M-1 lifted 160 troops in an attempt to trap VC in the vicinity of BT 906055. Conducted under marginal weather conditions, the operation was completed smoothly.

Fifteen (15) HMM-364 aircraft were launched to QUANG NGAI in support of an ARVN strike/troop lift which was originally scheduled for 11 October. The strike was completed as planned from QUANG NGAI to BS 602480. Additional support was provided by follow-up re-supply and eleven (11) ARVN med evacs.

A flight of six (6) VMO-6, UH-1E's were launched to QUANG NGAI to act as the helo escort on an ARVN operation that was to take place just south of QUANG NGAI near the village of PHU KHURONG. The Hueys leading the way on the initial assault wave, encountered light automatic weapon fire and immediately returned the fire with rockets and machine guns. Due to the extensive suppressive fire being delivered by the Hueys, a safe landing was afforded the UH-34D's. This enabled the

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disembarking troops to regroup and mount an offensive drive almost immediately. Five (5) buildings were destroyed on the initial wave and the Hueys remained on station, delivering fire where needed until the lift was completed. Not a single VMO-6 aircraft was hit during the operation. Later during the same operation, two Hueys led by Captain PETTIGREW with Captain CONNER as wingman, were launched to escort two UH-34D's into the area of operation to evacuate friendly WIA's. The landing was made with the Hueys flying cover and no enemy opposition was received until the evac aircraft lifted from the landing zone. It was at this time that enemy fire was received from a nearby village. Reacting as quickly as possible and with clearance from the FAC, the Hueys attacked the village destroying some fifty (50) buildings by rocket and machine gun fire, and damaged many others proving once again that the UH-1E is invaluable as helo escort. This action had permitted the UH-34D's to continue out of the area with the WIA's without further incident.

Marginal weather conditions forced a reduction in VMO-6's activities until about the 20th of the month, when the monsoon rains started to subside temporarily. Meanwhile, the squadron had still managed to keep the CHU LAI TAOR under surveillance, escorting UH-34D's on resupply runs and keeping a med evac crew on standby twenty four (24) hours a day.

Base Services began construction on the northern enlisted contonment area.

- 13 Oct: Two (2) HMM-364 aircraft transported ten (10) wounded ARVN's from HIEP DUC at 9224 to "B" Med (BT 533114).
- 14 Oct: Two (2) HMM-364 aircraft hauled six (6) tons of captured VC rice from coordinates BT 378042 to LZ WILDCAT (BT 536076) in support of the 4th Marines.
- 15 Oct: HMM-364 lifted a 4th Marine Reconnaissance Platoon from LZ QUAIL (BT 559049), and inserted them at coordinates BT 449969.
- 16 Oct: HMM-364 launched a sixteen (16) aircraft flight to QUANG NGAI for an ARVN strike/troop lift. The mission was aborted due to bad weather and all aircraft returned to KY HA.

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After dark a flight of VMO-6 consisting of two (2) UH-1E's led by Captain CONNER, was launched on a med evac mission to evacuate a wounded Marine of a recon company. Although displaying outstanding airmanship in the face of near zero weather, the lift could not be accomplished in the mountainous area. The recon company was informed and were assured that the KLONDIKE aircraft would try again early the following day. The following morning, a second flight led by Captain KRUEGER, Co-Pilot LT SHOEMAKER, and escorted by Captain WRIGHT, Co-Pilot Major PURCELL proceeded back to the point where this evacuation was to take place. Weather at the time of take off was 100 feet, and  $\frac{1}{4}$  to  $\frac{1}{2}$  mile visibility. Captain KRUEGER expertly led the flight into the mountainous terrain under the most hazardous weather conditions and into the pick-up zone under observation of VC troops. Captain WRIGHT in the armed UH-1E made a low sweep of the area to ensure the zone was clear of VC. The landing was made by Captain KRUEGER and two Marine wounded were evacuated. It was determined at this time that a flight of UH-34D's could be led into the area by this flight to retract the remainder of the recon unit. The troops were in poor condition and it is doubtful that they could have remained in the area much longer. The DASC was informed and eight (8) UH-34D's were put on immediate standby for the retraction. The UH-1E's upon returning to KY HA, then led the UH-34D's into the pick up zone where the retraction was made.

17 Oct: Six (6) HMM-364 aircraft were launched on an emergency retraction of a trapped reconnaissance platoon at coordinates BS 430995. The platoon was located at the bottom of a deep valley with 1000 foot hills surrounding the area. Inclement weather had prevented their retraction for two days. Lack of food coupled with VC sniper fire had resulted in a rather disconcerting situation for the ground Marines. Major R. D. HATCH, was designated the Flight Leader and after careful consideration made the decision to launch the flight. In an attempt to retract the platoon, he led the aircraft through heavy rainshowers, into the cloud shrouded canyon where the beleaguered platoon waited. After landing, the flight was forced to remain on the ground in a highly exposed position while the Marines made their way across the rice paddies to the aircraft. On leaving the landing zone, one aircraft attracted small arms fire but was not hit. The ground unit was returned to its command post. All aircraft returned safely to KY HA despite adverse weather conditions.

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18 Oct: Eight (8) HMM-364 aircraft participated in a strike/troop lift by the 3rd Marines. Four (4) aircraft transported supplies from QUANG NGAI to surrounding ARVN outposts. Two aircraft were fired on, but received no hits.

Five (5) VMO-6, UH-1E's led by LtCol ZITNIK, participated in Operation "Quick Draw" which was conducted fifteen (15) miles northwest of CHU LAI. LtCol ZITNIK, acting as TAC(A), directed air strikes on the landing zones and the four (4) UH-1E's led by Major KOHANOWICH provided helo escort cover. One (1) armed UH-1E piloted by Major KOHANOWICH with Lt KROHN as his co-pilot delivered fire onto enemy positions and the ground units confirmed two VC KIA's as a direct result of Lt KROHN's rocket fire. Before the operation ended, Maj KOHANOWICH and Lt KROHN had five (5) confirmed VC KIA's, to their credit with three going to Major KOHANOWICH and two to his co-pilot Lt KROHN.

Two (2) VMO-6, UH-1E's crewed by Major PRESSON, Major PURCELL, Captain KRUEGER, Lt INGOLDSTAD, Sergeants FRAKER and LOVE, Cpl DALTON, and PFC KELLY flew to KHAM DUC to escort three (3) VNAF UH-34's with special forces personnel to a classified landing zone. The mission was accomplished despite near zero weather and extreme turbulence in the mountainous terrain west of KHAM DUC. Upon returning from the landing zone severe weather forced the flight to separate from the three (3) VNAF H-34's. They were observed to be flying into a cloud at the top of a ridge line. One (1) aircraft in this flight was observed in a left hand turn out of the clouds and not sighted again. The flight jettisoned their rocket pods because the altitude and weight would not allow them to climb. A heading of 180° was selected for an IFR climb out. Break out on top was made at 7,500 feet and a join up at 8,000 was accomplished by the section. The flight then proceeded to CHU LAI directed by MACS-7 with a 500 foot separation under instrument conditions. Maximum altitude attained by the section was 10,000 feet. The lead aircraft had approximately five minutes of fuel left at touchdown at CHU LAI. The flight was conducted under the most severe instrument conditions at night.

19 Oct: Two (2) HMM-364 aircraft were dispatched with squadron personnel to QUI NHON for liaison with the 52nd Army Air Battalion concerning a joint Marine, Army and ARVN strike. The aircraft remained at QUI NHON.

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20 Oct: HMM-362 conducting Mission 10-1743-3 sent six (6) UH-34D's to PHU CAT in support of II Corps operations in that area, but the mission was aborted after two (2) days because of bad weather.

Seventeen (17) HMM-364 aircraft plus six (6) aircraft and crews from HMM-362 departed KY HA for QUI NHON to join the two (2) aircraft launched the previous day. All aircraft refueled at QUI NHON, then proceeded to PHU CAT and remained overnight.

A section of VMO-6 UH-1E's led by Captain SHIELDS, launched on a TAO sweep of the CHU LAI enclave. While on the TAO mission the KLONDIKE flight received a call from 3rd Battalion, 3rd Marines requesting help in an attempt to suppress fire being received from four (4) heavily camouflaged VC who had crossed a ridge line and rice paddy and were hiding in a tree line. The flight confirmed the exact location of the enemy troops and at the request of the unit commander, initiated a relentless exhibition of UH-1E fire power into the VC tree line. Upon completion of their machine gun and rocket attack, the ground troops moved through the area to find and confirm, by individual body count, that four VC troops had been killed by rocket and machine gun fire delivered by the VMO-6 flight.

Temporary tower constructed and in operation by TAD personnel from MATCU-68.

21 Oct: After a detailed briefing by the 52nd Army Air Battalion at PHU CAT, nineteen (19) HMM-364 aircraft plus six (6) HMM-362 aircraft flew from PHU CAT to the staging area at BONG SON. The first wave of ARVN troops were loaded aboard, however, low ceilings and marginal visibility and heavy rainshowers caused the joint strike to be cancelled. The twenty-five (25) aircraft unloaded the troops and proceeded to QUI NHON via PHU CAT where they remained overnight on a stand by status.

Ten (10) of VMO-6's UH-1E's were sent to QUI NHON to participate in a joint operation to be held approximately thirty miles northwest of that base, however, marginal weather conditions forced a cancellation of the proposed operation. After waiting three (3) days for the weather to break the aircraft returned to KY HA when the weather failed to clear.

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22 Oct: Twenty-five (25) HMM-364 aircraft remained at QUI NHON in an on-call standby status. Continued poor weather during the day, prevented the planned strike/troop lift from taking place. At approximately 1700H the joint strike was cancelled.

23 Oct: All aircraft returned from QUI NHON to KY HA without further incident.

At night the VMO-6 Med Evac crew was alerted that "B" Med had a patient that was to be evacuated to QUI NHON Hospital. The Med Evac flight led by Captain WHALEY encountered instrument conditions just south of CHU LAI and MACS-7 was contacted for radar service and an instrument climb out was effected to 8,500 feet. Radar vectors were received until within fifty miles of QUI NHON when two-way radio contact could no longer be maintained. The flight continued on their last assigned heading because neither aircraft had been able to obtain a fix on QUI NHON homer although the Ident was being received. UHF-ADF bearings were erratic and unreliable. The last assigned heading took the flight into the QUI NHON area and radio contact was established with a flare plane which guided the flight into QUI NHON with flares and voice direction. Using landing lights the flight of UH-1E's were able to letdown through a small hole at sea where the ceiling was broken. The tower then spotted the landing lights and vectored the two aircraft to the airfield where a landing was made. The aircraft then returned to KY HA the following day.

24 Oct: HMM-364 flew support for the 4th, 7th and 3rd Marines, ARVN forces, MAG-36 and III MAF providing normal supply and administrative flights. These flights were of a routine nature. The squadron alternated with HMM-362 throughout the month in support of MAG-12 by providing two (2) SAR aircraft at CHU LAI strip.

On the 24th and 25th VMO-6 squadron pilots acted as TAC(A)'s while directing air strikes on known VC strongholds, supply caches, supply trails and training areas inflicting heavy damage against the VC positions. VIP aircraft were also furnished on the 25th for Senators Ted KENNEDY, Millard TYDINGS, and their party. Major PRESSON commanded the flight and an aerial tour of the DANANG TAOR was provided for the Senators.

25 Oct: Eight HMM-364 aircraft participated in an ARVN re-supply flight from QUANG TIN to HIEP DUC.

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26 Oct: HMM-362 launched on Mission 10-2354-1, an airlift assault in support of 3rd Battalion, 7th Marines and carried 581 combat troops and 6501 pounds of cargo to three (3) landing zones at BT 489898, BT 495907, and BT 513899. Fire was received at the last zone, but only one aircraft was hit. Excellent support by VMO-6 UH-1E's and A4E's from MAG-12.

Eight (8) HMM-364 aircraft were flown on a joint/strike/troop lift with HMM-362 in support of the 4th Marines to coordinates BS 489898. In addition, our helicopters lifted 157 Vietnamese civilians from BT 506894 to BINH SON. These aircraft encountered mortar and small arms fire in the pickup zone (BT 506894), however, no damage was sustained by any aircraft.

MABS-36 electricians installed field lighting utilizing modified high intensity runway lights.

27 Oct: HMM-362 conducted Mission 10-2385-1, a troop lift supporting 3rd Battalion, 7th Marines, moving them 2000 yards. Fire received in the zone entering and departing. YL-45 received one hit.

Twelve (12) HMM-364 aircraft along with HMM-362 took part in a strike/troop lift in support of the 7th Marines. The strike was flown from coordinates BS 510095 to BT 530025 and BS 550875. Four (4) aircraft were hit by small arms fire in the supposedly secure pickup zone (BS 510095). Corporal Gary DOWELL, the gunner in YK-6, was fatally wounded as a result of this fire. Fourteen aircraft later in the day, retracted all of the troops involved in the operation along with 15 Vietnamese civilians.

A flight of six (6) VMO-6, UH-1E's led by LtCol ZITNIK who would be acting as TAC(A), launched in the early morning to fly helo escort in an operation conducted by the 3rd Battalion, 7th Marines along the SONG TRA BONG River. The fixed wing aircraft, directed by LtCol ZITNIK, bombarded the areas adjacent to the helo landing zone and the UH-34D's escorted by six (6) VMO-6 aircraft, made the initial assault wave while suffering only one casualty, which occurred in the pick up zone. The Hueys delivering fire on many sniper positions throughout the landing, kept the VC dispersed and off balance in the critical moments of the landing, thereby allowing the ground troops to mount an offensive through the area. Hueys were kept in the air throughout the day, patrolling

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the river so as to cut off any escape attempt that might be made. Captain KRUEGER, leading a flight of two aircraft responded to a call of help from the ground units when they began to receive heavy fire from a nearby village. The flight took the village under attack, destroying five buildings and succeeded in dispersing the enemy, allowing the friendly units to continue their sweep. The operation ended on the 29th but the VC would still feel the sting of the UH-1E firepower for during the retrograde of the troops, sniper fire was reported from a nearby hill. A flight of UH-1E's led by Captain PETTIGREW, investigated and caught the VC in the open. Rockets and machine guns fire was laid down immediately and the Hueys kept the area under fire until a flight of A-4's could be directed on the target. The A-4's and Hueys expended all their ordnance onto the target and although no damage assessment was made, little doubt existed but that the VC were killed by the combined strike.

On this date MARBLE MOUNTAIN Airfield was attacked and VMO-2 lost a number of aircraft in the attack. VMO-6 provided seven (7) aircraft for support in the DANANG area then transferred the seven aircraft to VMO-2 leaving this squadron with eleven (11) aircraft. The squadron continued to fly all of its missions assigned, however, on a limited scale.

28 Oct: HMM-362 launched on Mission 10-2385A-3 lifting 465 Vietnamese refugees and two (2) tons of cargo from the battle area, BS 504876, to BINH SON. Two (2) UH-34D's on Mission 10-5359-4 carried one (1) ton of cargo from BT 537075 to resupply BT 510076 after dark.

Eleven (11) HMM-364 aircraft flew a strike/troop lift in support of ARVN forces from QUANG NGAI to coordinates BS 703375/765464/703398. Four (4) aircraft on a reconnaissance platoon insertion for the 4th Marines encountered heavy ground fire when a reconnaissance officer in the lead aircraft directed the pilot to land in the wrong landing zone (BT 405055). All aircraft waved off and no damage was received by any of the aircraft. The reconnaissance platoon insertion was then made at BT 404047 without incident.

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A flight of VMO-6, UH-1E's led by Captain SHIELDS, were launched to support a unit which was receiving fire from an enemy position and had reported sighting fifty (50) VC in the area. The UH-1E's arrived on the scene and immediately spotted six (6) VC running for cover. The Hueys expended their ordnance into the area and dispersed the VC. The ground unit continued their sweep through the area and found one (1) VC killed, ammo caches, camouflaged uniforms, mines, hand grenades, and other equipment. Once again the UH-1E's of VMO-6 had provided air power when needed and prevented what might have been a heavy loss to friendly troops.

29 Oct: HMM-364 supported the 4th Marines with fifteen (15) aircraft in Operation "Tiger Claw". This strike/troop lift was made to coordinates BT 345074 and BT 366054. Upon completion of this flight, all fifteen (15) aircraft flew to the TAM KY airstrip for an ARVN strike/troop lift to coordinates BT 330113. Both missions were accomplished without mishap.

30 Oct: Eight (8) UH-34D's of HMM-362 spent the day flying out of MARBLE MOUNTAIN Airfield in order to supplement aircraft shortage of HMM-263 and HMM-361 caused by VC attack.

Seven (7) HMM-364 aircraft together with HMM-362 retracted all the troops involved from BT 345074 in Operation "Tiger Claw". Eight (8) aircraft lifted 51,000 pounds of ARVN supplies from QUANG TIN to HIEP DUC.

31 Oct: One (1) HMM-362, UH-34D working a routine resupply out of QUANG NGAI received a small arms round through the cockpit from the duty sniper about one mile to the west of QUANG NGAI Airstrip. 1stLt P. L. TURNER, co-pilot, cut by flying glass (WIA). Injury not serious.

a. Marine Aircraft Group 36 statistics for period 1 October to 31 October 1965:

(1) Aircraft assigned	65
(2) Average daily availability	48
(3) Flight hours	3917
(4) Missions	896

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(5) Sorties	11,860
(6) Cargo tons carries	930
(7) Troops/Passengers carried	20,098
(8) Medical Evacs	223
(9) Casualties	
(a) WIA	1
(b) KIA	2
(c) Non-combatant fatality	1

#### 4. Special notes of interest:

Colonel William G. JOHNSON, CO, MAG-36 and Lieutenant Colonel William I. ARMAGOST, XO, MAG-36 were recommended for Air Medals during the month of October.

A very significant fact worth noting was the heavy ground fire received by squadrons retracting troops during the last two weeks of October. When the troops were dropped into the landing zone very little if any fire was received. It may be a new tactic being employed by the VC.

It may also be noted that TAFDS had dispensed 203,000 gallons of fuel during the period covered. This was all "hot" fueling.

During the period covered MAG-36 had used 558,000 gallons of purified water.

The Group has kept two SAR helos at MAG-12 on a 24 hour basis since its arrival at KY HA. The MAG-36 helos and pilots have worked with MAG-12 pilots, perfecting rescue techniques.

It might be noted that KY HA Airfield has yet to be attacked. This can be attributed to the excellent perimeter defense set up by Captain T. JENSEN and his platoon. This by no means takes away from the excellent 4th Marine's defenses. MAG-36 has been called upon time and time again to furnish platoons to back up the MAG-12 area at CHU LAI.

ORIGINAL FILE

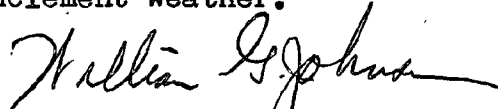
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The following items reported are significant in that they constitute requirements not normally fulfilled by the Group Communications Section.

a. AN/URC-22 radios are being installed in three crash trucks to serve as an interim means of communication until crash truck radios are received.

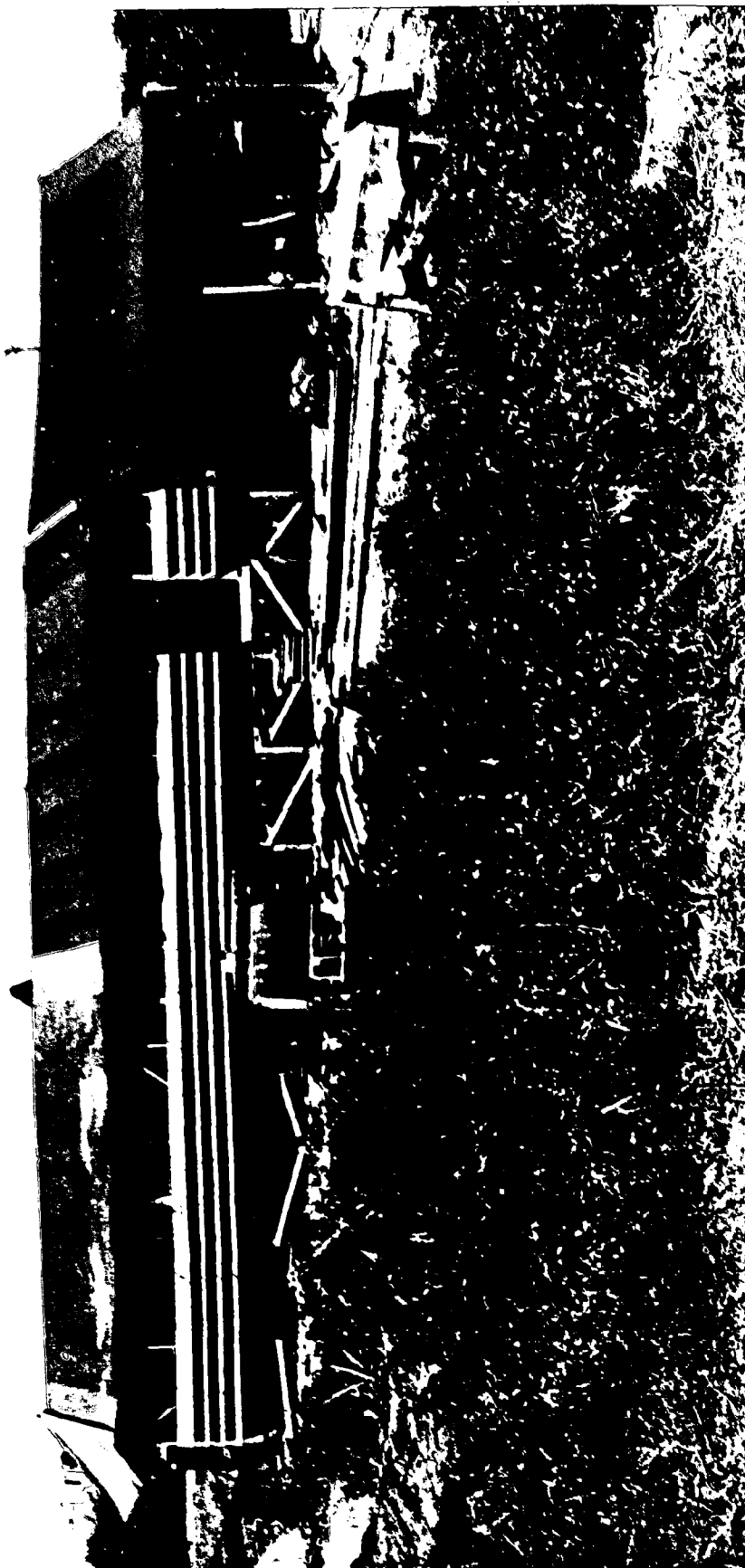
b. An AN/PRC-41 radio set has been installed in the KY HA Field Tower as an interim means of communication until the Group receives a GRC-99.

c. A Westmont Terminal Navigation Beacon is in use at KY HA. This is a medium frequency homing beacon originally issued to MAG-36 as a test item. It provides navigational guidance at night and during inclement weather.

  
WILLIAM G. JOHNSON

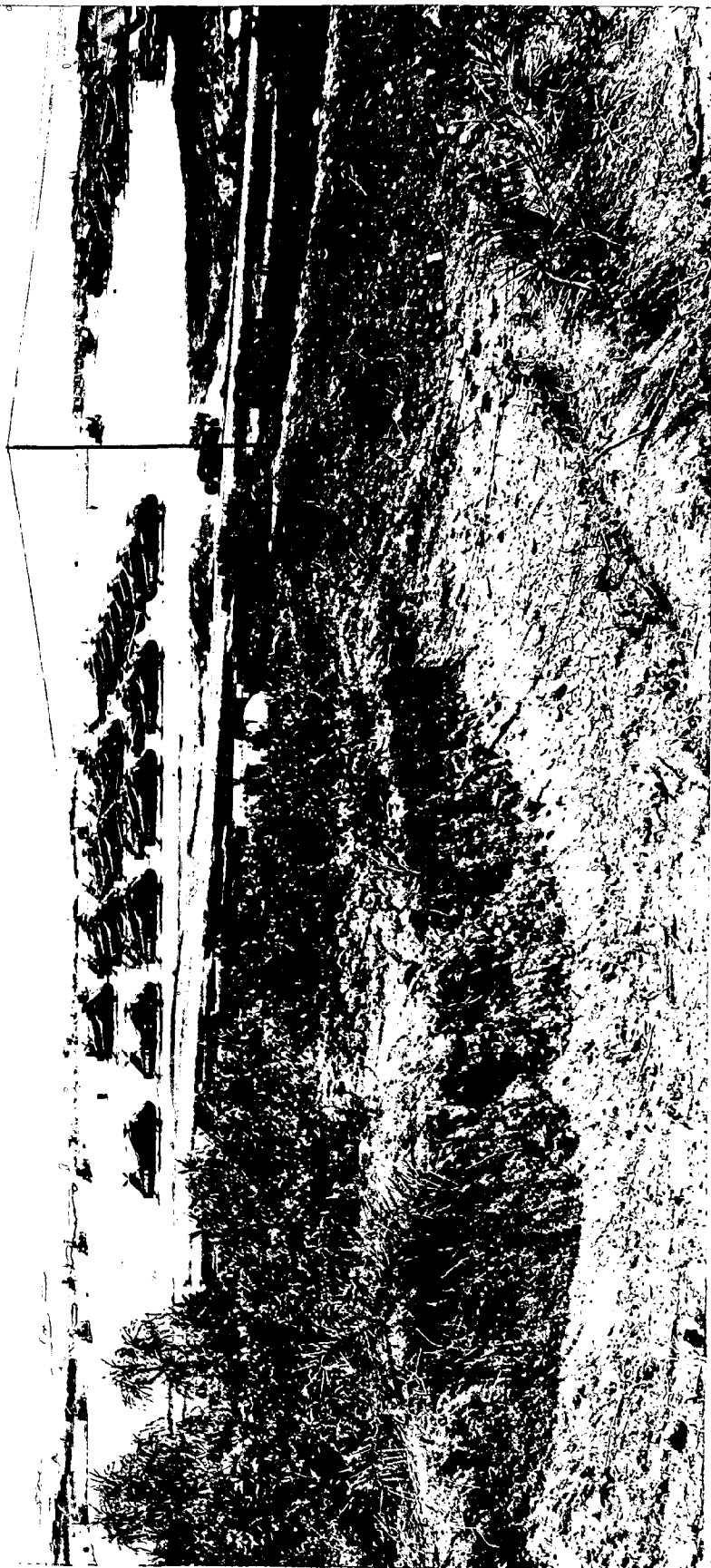
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WAC 36 Laundry Building, 4 Oct 1965

Enclosure (1)



MC-36 - Helo. Mat. #1 looking West. 2 Oct 1965

Enclosure (1)



6 M/G-36 View of Kylla looking West, 2 Oct 1965

Enclosure (1)



MAG-36 View looking North East Shower units, Laundry and Mess Hall, 1 Oct 1965

Enclosure (1)



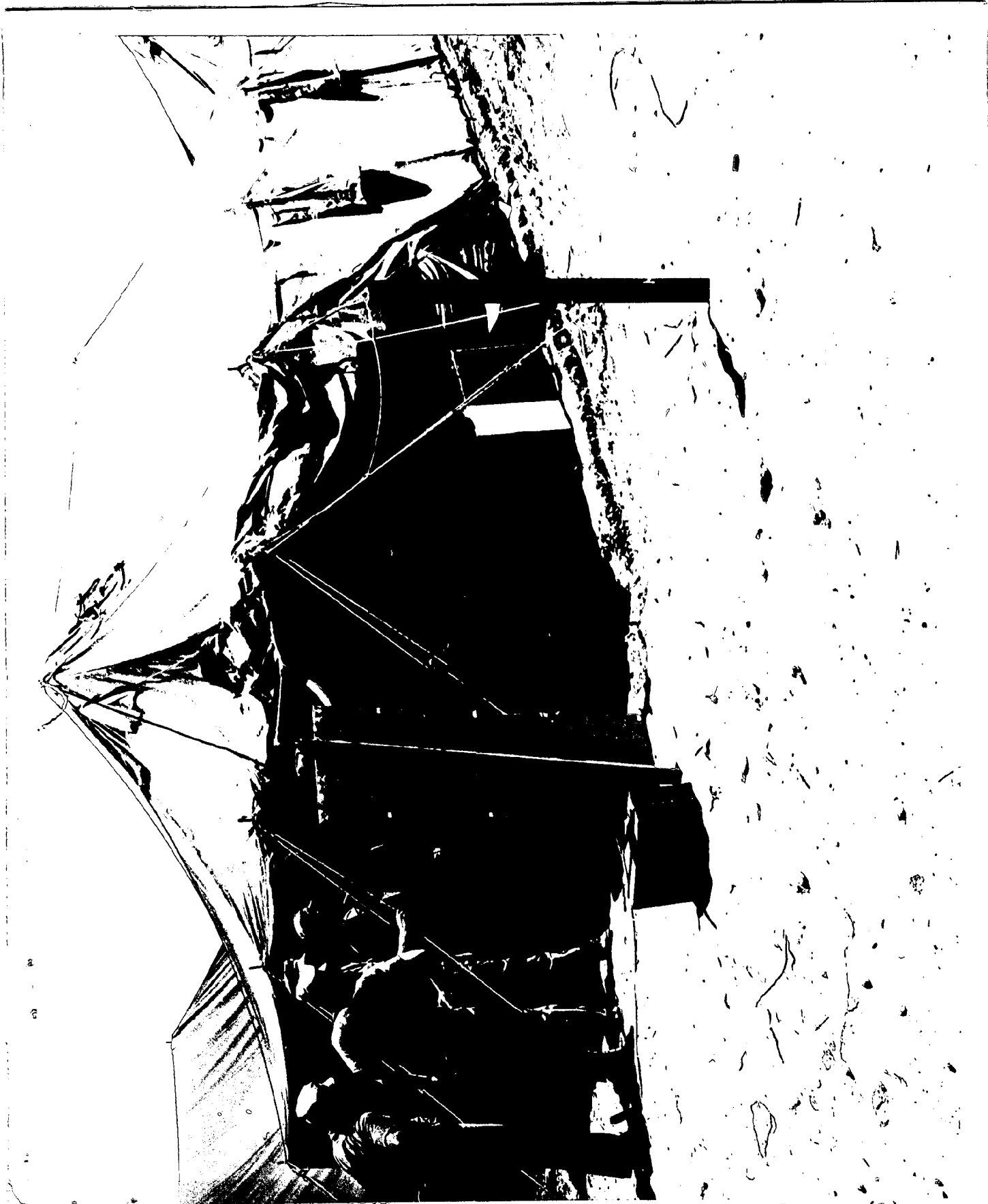
Enclosure (1)

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W.C-36 Post Exchange, Oct 1965

Enclosure (1)

ENCLOSURE (1)

DECLASSIFIED



Enclosure (1)

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COMBAT INFORMATION BUREAU  
 III MARINE AMPHIBIOUS FORCE AND NAVAL COMPONENT COMMAND  
 MILITARY ASSISTANCE COMMAND, VIETNAM  
 C/O FPO, SAN FRANCISCO  
 CALIFORNIA 96601

Release No. 771-65  
 (1st Marine Air Wing Release No. X-330-65)  
 By: Sgt. C.B. Simmons

Da Nang Press Center  
 Da Nang, Vietnam  
 Tel: Falcon 6259

sar

FOR IMMEDIATE RELEASE

CHU LAI, Vietnam, Oct. 12--It's bad enough to try to heli-rescue a pilot down in the South China Sea at night, but to save the man while his fully armed, pilotless jet is aimlessly wandering above you is enough to fill the plot of a horror movie.

It happened to a crew of Marine Helicopter Squadron (HMM)-362.

A Skyhawk jet taking off from here on a night bombing mission severed its landing gear. The pilot was forced to eject and landed in the South China Sea.

The HMM-362 Search and Rescue (SAR) 'copter immediately took off. Its pilot, Capt. Z.B. Fisher (Enfield, N.C.) was radioed directions from the wingman of the downed flier. There was also some disturbing news. The unmanned Skyhawk had placed itself into a tight orbit over the area, unseen but dangerous with the ordnance load beneath the wings.

The SAR chopper crew thought it had spotted the sea-bound pilot once, but when the bird hovered over the spot, the rescuers saw that it was a sampan.

Finally, however, the SAR crewmen spotted the Marine flyer, semaphoring with a flashlight. Bathed in the 'copter's landing lights, he was winched to safety.

While this was going on, the downed pilot's wingman found the wandering jet and kept an eye on it, until the search chopper left.

Once the sky was clear, the wingman triggered cannon rounds into the unmanned jet until it crashed into the sea.

-usmc-

Enclosure (3)

COMBAT INFORMATION BUREAU  
III MARINE AMPHIBIOUS FORCE AND NAVAL COMPONENT COMMAND  
MILITARY ASSISTANCE COMMAND, VIETNAM  
C/O FPO, SAN FRANCISCO  
CALIFORNIA 96601

Release No. 789-65; Photo No. 2-324-65      Da Nang Press Center  
(1st Marine Air Wing Release # X-336-65)      Da Nang, Vietnam  
By: Sgt. C.B. Simmons      Tel: Faloon 6259

harvest

FOR IMMEDIATE RELEASE

CHU LAI, Vietnam, Oct. 14--Some Vietnamese farmers have been taxed as much as 25 per cent of their rice crop under penalty of death. The collectors are the Viet Cong.

When the men of Marine Aircraft Group (MAG)-36 heard this, they helped form a tax-busting unit.

While farmers worked in the rice fields, 200 Marines were heli-lifted into the surrounding terrain by MAG-36 helicopters. The operation, called Harvest Moon, placed Marines in a perimeter around the rice harvesters, to protect them from Viet Cong.

The landing was preceded by bombing and strafing of hills around the paddies. This job fell mostly to Marine Observation Squadron (VMO)-6 and their HU-1E gun helicopters. The copters continued the strafing while the landing was underway, then circled the fields ready to be called in by ground troops to eliminate any Viet Cong resistance, while the harvesters gathered the rice.

This year, the tax collectors decided to forego their food account.

-usmc-

Enclosure (3)

COMBAT INFORMATION BUREAU  
III MARINE AMPHIBIOUS FORCE AND NAVAL COMPONENT COMMAND  
MILITARY ASSISTANCE COMMAND, VIETNAM  
C/O FPO, SAN FRANCISCO  
CALIFORNIA 96601

Release No. 782-65 Photo No. 1-335-65  
First Marine Aircraft Wing Release No. X-332-65  
By: LCpl. Bruce Barclay

Da Nang Press Center  
Da Nang, Vietnam  
Tel: Falcon 6259

arrival

FOR IMMEDIATE RELEASE

QUI NHON, Vietnam, Oct. 15 — A Marine helicopter squadron has been moved here to function as the only Marine Corps air transportation for the area.

The first mission assigned the newly arrived Marine Medium Helicopter Squadron (HMM)-363 came five hours after its arrival.

The order was to fly familiarization flights over landing zones to be used in future combat lifts.

Shortly after, HMM-363 had 19 helicopters operational and standing by for emergencies.

The squadron, headed by LtCol. George D. Kew (Los Angeles, Calif.), is manned by about 250 Marines. Because it is located more than 100 Miles from other Marine air groups, HMM-363 falls under U. S. Army's Task Force Alpha, senior command for the area.

The squadron not only supports Marine outposts around Qui Nhon, but also Army of the Republic of Vietnam (ARVN) and U. S. Army troops throughout the area.

Since its arrival last week, HMM-363 has flown 75 missions and more than 300 flight hours.

-usmc-

Enclosure (3)

COMBAT INFORMATION BUREAU  
III MARINE AMPHIBIOUS FORCE AND NAVAL COMPONENT COMMAND  
MILITARY ASSISTANCE COMMAND, VIETNAM  
C/O FPO, SAN FRANCISCO  
CALIFORNIA 96601

Release No. 799-65  
First Marine Air Wing Release No. X-343-65  
By: Sgt. C.B. Simmons

Da Nang Press Center  
Da Nang, Vietnam  
Tel: Falcon 6259

vc and dark

FOR IMMEDIATE RELEASE

CHU LAI, Vietnam, Oct. 17--While infantry Marines were holding off the Viet Cong, aviation Marines were fighting time to save a helicopter from falling into enemy hands five miles from here.

The Marine Medium Helicopter Squadron (HMM)-364 chopper, hit with small arms fire while delivering assault Marines to a landing zone, had to set down in a rice paddy when its engine caught fire. The seven men aboard immediately fanned out in a protective perimeter, while GySgt. Albert J. Galindo (Tustin, Calif.), the crew chief, opened the engine's hood.

"We'd landed in about two feet of water," he said later, "and that put the fire out. But a bullet had cut the oil line, and we couldn't move without a new hose."

Then began the struggle against time.

If the helicopter wasn't repaired before rapidly approaching darkness set in, the Viet Cong had all night to mass for an attack for what they consider a prize.

Marine attack jets and armed Huey 'copters reported above and weaved tight figure-eights over the paddy. Minutes later, other UH34D's, carrying additional ground security and SSgt. Ward E. Christian (Santa Ana, Calif.) set down beside the cripple. SSgt. Christian, a maintenance chief, found that "...the needed hose was not in stock."

(more)

Enclosure (3)

vo and dark-2-2-2-2-2-2

One of the relief helicopters took off for the five-mile trip to Ky-Ha air facility, new home of Marine Aircraft Group (MAG)-36, the heli-group assigned to Chu Lai.

That's when the VC attacked.

Sneaking through dense undergrowth so as not to be seen by air cover, the VC opened up on a flank of the rice paddy. The perimeter guard and Hueys ohewed into the enemy positions. Christian kept working on the engine.

"You might say I was worried, but mostly about the hose not getting back before it got dark."

It did, though. There were long shadows cast when the 'copter came back with the part and set down near where the VC had been routed. There was still light enough to get the hose in place.

Then the air armada, including the repaired 'copter, headed home.

-usmc-

Enclosure (3)

COMBAT INFORMATION BUREAU  
 III Marine Amphibious Force and Naval Component Command  
 Military Assistance Command, Vietnam  
 c/o FPO, San Francisco,  
 California 96601

Release No: 808-65 Photo No: 1-340-65  
 First Marine Air Wing Release No: X-349-65  
 By: LCpl. Bruce J. Barclay

Da Nang Press Center  
 Da Nang, Vietnam  
 Tel: Falcon 6259

team

FOR IMMEDIATE RELEASE

QUI NHON, Vietnam, Oct. 19 -- "This is called a galley."

"It's a kitchen!"

"And you're standing on a deck."

So go the conversations between the two American elements here, the U. S. Marines and the U. S. Army.

The Marines have Medium Helicopter Squadron (HMM)-363 flying from this port. They share a field encampment with an Army transportation company and a platoon of Army Huey armed helicopters.

Except for conversational mix-ups, the teamwork belies any interservice rivalry. Marines and soldiers jointly operate the single messhall, live in the same compound, use the same clubs and facilities.

Operationally, the 'copters fly identical assault strikes regardless of the tactical markings painted on the fuselages. Marine UH34Ds ferry assault ground troops to battlefields, escorted by the rocket-and-gun Hueys of the Army. While the troop-carriers are in landing zones, the Hueys rove overhead waiting to hit the first sign of opposition.

When they get back to the heli-pad, both services have their planes worked on in the same hangar, and though the maintenance chores are competitive, the only conflict is, once again, in the use of colloquialisms. Questions like

"Say, Army, can I borrow one of these whatever-you-call-'ems?"

-usmc-

Enclosure (3)