

HEADQUARTERS
PROVISIONAL MARINE AIRCRAFT GROUP 39
1st Marine Aircraft Wing
FPO, San Francisco, California 96602

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5750
Seri 03A22468
11 August 1968

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From: Commanding Officer
To: Commanding General, First Marine Aircraft Wing (G-3)
Subj: Command Chronology for the period of 1-31 July 1968; submission of
Ref: (a) WgO 5750.1C
Encl: ✓(1) Command Chronology for Provisional Marine Aircraft Group 39
✓(2) Command Chronology for Provisional Headquarters and
Maintenance Squadron 39
✓(3) Command Chronology for Marine Medium Helicopter Squadron 161
✓(4) Command Chronology for Marine Medium Helicopter Squadron 262
✓(5) Command Chronology for Marine Observation Squadron 6
✓(6) Command Chronology for Marine Air Traffic Control Unit 66
Detachment Alpha
-(7) Command Chronology for Marine Air Traffic Control Unit 62

1. In accordance with instructions contained in reference (a), enclosures
(1) through (7) are submitted herewith.

W. Sienko
W. SIEJKO

PROV MAG-39
CMD CHRON

Prov MAG-39
SAC # 271-68
Copy # 1

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PROVISIONAL MARINE AIRCRAFT GROUP 39
Command Chronology
1 July 1968 to 31 July 1968

PART I

ORGANIZATIONAL DATA

PART II

NARRATIVE SUMMARY

PART III

SIGNIFICANT EVENTS

ENCLOSURE (1)
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PART I ORGANIZATIONAL DATA1. Staff

a. Provisional Marine Aircraft Group 39

(1) LtCol.	Paul W. NIESON	1-4 July 68	C.O.
(2) Col.	Walter SIENKO	5-31 July 68	C.O.
(3) LtCol.	Louis A. GULLING	1-31 July 68	X.O.
(4) Capt.	Charles FEASLEMAN	1-31 July 68	S-1/Adjutant
(5) Maj.	John A. HATHAWAY	1-31 July 68	S-2
(6) Maj.	Arthur C. CRANE	1-31 July 68	S-3
(7) Maj.	David WORKMAN	1-31 July 68	S-4
(8) Maj.	William A. MCGAW Jr.	1-31 July 68	Avn Safety 0
(9) LCDR.	Rodney R. SCHEER	1-31 July 68	Chaplain
(10) Lt.	Drewery H. MORRIS	1-31 July 68	Flight Surgeon

b. Provisional Headquarters and Maintenance Squadron 39

(1) See page 1 of enclosure (1) to enclosure (2)

c. Marine Medium Helicopter Squadron 161

(1) See page 1 of enclosure (1) to enclosure (3)

d. Marine Medium Helicopter Squadron 262

(1) See page 1 of enclosure (1) to enclosure (4)

e. Marine Observation Squadron 6

(1) See page 1 of enclosure (1) to enclosure (5)

f. Marine Air Traffic Control Unit 66 Detachment Alpha

(1) See page 1 of enclosure (1) to enclosure (6)

g. Marine Air Traffic Control Unit 62

(1) See page 1 of enclosure (1) to enclosure (7)

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2. Provisional Marine Aircraft Group 39
1st Marine Aircraft Wing
FMF, Pacific, FPO San Francisco, California 96602
Quang Tri Air Base, Republic of Vietnam
1-31 July 1968

3. Average Monthly Strength

Marine Officer:	185	Marine Enlisted:	1039
Navy Officer:	4	Navy Enlisted:	14

4. Important Visitors:

MajGeneral Charles J. QUILTER

BrGen Harry G. OLSEN

PART II NARRATIVE SUMMARY

During the month of July, units of Provisional Marine Aircraft Group 39 supported the following operations: Canton II, Lancaster II, Kentucky, Napoleon/Saline and Scotland II.

Provisional Marine Aircraft Group 39 helicopters were committed primarily in support of operation Lancaster II. During July a total of 6108.8 hours were flown in 21,412 sorties. A total tonnage of 3377.7 tons and 36,674 passengers were carried by the Group aircraft. There were 1640 med-evacs.

The evacuation of Khe Sanh Combat Base was completed, and Landing Zone Stud became the replacement Combat Base for the ProvMAG-39 aircraft. A detachment of Marine Air Traffic Control Unit 62 was moved to LZ Stud from Khe Sanh Combat Base, and is currently conducting Air Traffic Control operations for the many landing zones in the Stud area.

At Quang Tri Airfield, a new messhall was opened, the Marine exchange moved to permanent quarters and many of the sand/dust areas have been sealed to alleviate the problems in the mat and messhall area. ProvMAG-39 Motor Transport has also received sixteen (16) new M-151A1 jeeps to make up for the transportation shortage previously experienced.

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9 July 1968. Recon inserts and extracts were uneventful until the last one when the transport aircraft waved off because 30 to 40 NVA appeared to have a trap set. The insert was aborted and the gunbirds expended their ordnance but could not get a BDA. Back at Wuang Tri airfield, the crash crew responded quickly to extinguish a fire that erupted on an Air Force HH-3 Jolly Green as it was refueling.

11 July 1968. Chatterbox aircraft with Seaworthy (UH-1E's) as armed escorts, participated in a 600 man troop lift from LZ Stud to Hill 715. After four (4) uneventful trips into the zone, Chatterbox 6-1 flown by Maj. THERIAULT, with the Group C.O. as his co-pilot took fire in the zone, wounding Col. SIENKO slightly in the right arm. Chatterbox 6-2 was hit, caught fire and had to be abandoned. The crew sustained minor injuries, the aircraft was a complete strike.

12 July 1968. Hill 639 was evacuated today by Cattlecall CH-46's. Cover for the troop lift was provided by Seaworthy gunbirds who controlled air strikes against NVA bunker complexes then marked two NVA mortar positions for Fingerprint 49 who ran an airstrike on them.

14 July 1968. Seaworthy aircraft flew 50 sorties for 26.6 hours in a visual search for an upcoming operation.

17 July 1968. D-Day for operation Lancaster II saw ProvMAG-39 supporting Task Force Hotel with sixteen CH-46's, six gunbirds and two UH-1E slicks. The morning's troop lift went smoothly, but the afternoon troop lift saw heavy anti-aircraft fire resulting in 13 of the 16 CH-46's taking hits, and four of the six gunbirds taking hits. Seaworthy claimed a total of twelve MEDEVACs confirmed. The rest of the day were uneventful until the last one when the transport aircraft waved off because 30 to 40 NVA appeared to have a trap set.

18 July 1968. VMO-6 flew 118.2 flight hours today, the majority of this was in support of operation Lancaster II during Battalion size troop lifts. The day ended with the crash crew extinguishing a fire that erupted on an Air Force CH-3 Jolly Green as it was refueling.

20 July 1968. Recon insertions were the order of the day with seven teams inserted and five flights of fixed-wing airstrikes controlled in LZ preps.

21 July 1968. The crash crew of Quang Tri airfield responded very quickly as an Air Force CH-46 ran off the runway due to brake failure. Also at Quang Tri, the new 500 man messhall was opened at ribbon cutting ceremony performed by BrigGeneral HILL and the crew sustained minor injuries in a follow on strike.

19 July 1968. The day ended with 5 today by Cattlecall CH-46's. Cover for the day was provided by Seaworthy gunbirds who ENCLOSURE (1) marked two NVA mortar positions for Fingerprint 49 who ran an airstrike on them.

21 July 1968. Seaworthy aircraft flew 50 sorties for 26.6 hours in a visual search for an upcoming operation.

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(1) CHUBONDRY

CHUBONDRY

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23 July 1968. The charterbox CH-46's of HM-262 launched on an emergency insertion of a quick reaction platoon in support of recon team 1STHMAS in minimum weather conditions.

24 July 1968. Fingerprint 28, and an air observer from III Mardiv found and destroyed 17 bunkers, 2 automatic weapons positions and got two confirmed kill on NVA.

25 July 1968. WD-6 prepped a landing zone in operation Canton II when the Fingerprint on station could not run fixed wing airstrikes due to weather. The troop lift was successfully completed with no resistance found.

26 July 1968. Lancaster II's PAFB was the scene of most of the flying for the squadrons of Frevmag-39 who logged 227.2 hours.

27 July 1968. Once again the Quang Tri crash crew was quickly on hand to cover a Marine O-1K from WD-6 when his starboard brake locked causing him to ground loop off the runway into the sand.

30 July 1968. While providing routine gun cover for the afternoon re-supply from LZ Stud, Seaworthy 4-9 discovered 42 rocket launchers and positions. After controlling 5 flights of fixed wing airstrikes on their location, 4-9 totaled 20 secondary explosions and all 42 positions destroyed.

1. Personnel. Critical shortages exists as follows:

a. WD-6

HOS

REMARKS

6319

A critical shortage continues to exist in the supervisory ranks E-5 to E-7.

b. HM-161

No critical shortages exists.

c. HM-262

HOS

REMARKS

6320

A critical shortage continues to exist in the supervisory ranks of E-5 to E-7.

d. HMIS-39

No critical shortages exists.

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also serves as the Civic Action Officer. During July, the Civic Action Program continued to develop satisfactorily with the completion of the school in the Trieu Phong District nearly in sight. School supplies are on hand to be dispensed with the opening of the school.

7. Intelligence

a. General. Intelligence support of Group operations continued to expand and formalize during the month of July. A concept to lower aerial photographic response time from 48 hours to 6-8 hours was evolved in cooperation with the G-2, 3rdMarDiv. called the Immediate Imagery Interpretation Center Concept (IIIC), it utilizes the organic aircraft and interpretation capability of the 1stMAW and III MAF presently co-located at Da Nang Airbase. This concept was evolved to support a multi-regimental sweep in the Northern Lancaster AO below the DMZ.

The morning briefing of the Commanding Officer was expanded into a formal command briefing with the addition of S-3 and weather briefers. The direct teletype link with Wing G-2/3 was reactivated with the receipt of new equipment. Direct liaison with the Joint Technical Advisory Detachment (USMID) to the ARVN Military Intelligence was established.

b. Statistics

Fire Incidents	102
Aircraft Hit	35
Aircrew Casualties	9 WIA
Spo: Reports	7
Recon Inserts/Extracts	57

c. Significant Intelligence Developments. During July the enemy avoided contact and initiated only small unit and harassment/terror actions in Quang Tri Province. Agent reports early in the month indicated that a countrywide "Autumn-Winter Offensive" would be mounted on or about 20 July and that maneuver elements were regrouping and training in their base areas. This date was not met and new reports indicate that the 19th of August is the new jump-off date.

Enemy action against ProvMAG-39 was limited to the ground-to-air fire incidents shown above. The first day of the Northern Lancaster AO

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Operation, 17 July, saw 19 aircraft fired on and 15 hit. A growing counterintelligence threat in marijuana sales on the base periphery was noted.

8. Air Operations

a. July Totals

<u>CARGO</u>	<u>PAX</u>	<u>MEDEVAC</u>	<u>MEDEVAC MISSIONS</u>	<u>HRS</u>	<u>SORTIES</u>
3377.7 Tons	33,674	1,640	535	6,108.8	21,412

9. Air Control

a. A new letter of agreement with the Air Force RAPCON has been drawn up and will be presented to them during the coming week for their comments.

10. Motor Transport

a. 31 July 1968 saw the arrival of sixteen (16) new M-151A1 jeeps to alleviate the transportation shortage previously experienced. They have been allocated to the operating squadrons and various other sections throughout the air base.

11. Base Development/Military Construction

a. The below listed items were completed or started during July:

- (1) Construction was completed on the Medical Bunker with the aid of MCB-11.
- (2) Completion of the Assistant Wing Commander's facilities.

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