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11 May 1969

PROVISIONAL MARINE AIRCRAFT REG 32
Command Chronology

1 April 1969 to 30 April 1969

PART I

DISMANTLING DATA

PART II

DISMANTLING DATA

PART III

DISMANTLING DATA

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ENCLOSURE (1)

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PART I - ORGANIZATION AND PERSONNEL

1. Staff

a. Provisional Marine Aircraft Group 39

(1) Col Edward A. PARFITT	1-30 April 1969	CO
(2) LtCol Ladd W. NELSEN	1-30 April 1969	XO
(3) Capt Lawrence E. TANKSLEY	1-30 April 1969	S-1/Ad
(4) Maj Leo J. HILL	1-30 April 1969	S-2
(5) Maj William SUMMERS	1-30 April 1969	S-3
(6) LtCol James A. WELLS Jr.	1-30 April 1969	S-3
(7) LtCol Hans A. ZANDER	1-30 April 1969	S-3
(8) Maj Herman C. BROWN	1-30 April 1969	S-4
(9) Maj Robert N. SLOSON	1-30 April 1969	AvnOff
(10) LCDR Rodney R. SCHAEFER	1-30 April 1969	Chaplain
(11) LCDR Gordon F. KELLOGG	1-30 April 1969	Flt Surgeon

b. 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 38

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

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2. Provisional Marine Aircraft Group 39
 1st Marine Aircraft Wing
 Fleet Marine Force Pacific
 FPO San Francisco, 96602

Quang Tri Air Base, Republic of Vietnam

1-30 April 1969

3. Average Monthly Strength

Marine Officers	197	Marine Enlisted	1210
Navy Officers	4	Navy Enlisted	16

4. Important Visitors

- a. Lieutenant General Lewis W. WALT, Assistant Commandant of the Marine Corps
- b. Lieutenant General Henry W. BUSE Jr., Commanding General, Fleet Marine Force Pacific
- c. Major General G. J. QUILTER, Commanding General, First Marine Aircraft Wing

PART II NARRATIVE SUMMARY

In April, MAG-39 squadrons, crews and ground personnel continued to provide helicopters support for the 3rd Marine Division operations in Northern I Corps. This included carrying internal/external cargo, tactical trooplifts and medical evacuations in support of operations Purple Martin and Virginia Ridge. MAG-39 helicopters also gave maximum support to the 1st and 5th Mechanized Divisions (Army) and ARVN troops conducting operations within the 3rd Marine Division TAOR.

Good flying weather accompanied by improved availability of fixed wing assets on call, reduced aircraft hits considerably in April.

Aboard Quang Tri Air Base numerous construction projects were undertaken and completed by Mobile Construction Battalion 128 and Construction Battalion Maintenance Unit 301. Projects completed were: Five 40' X 100' Butler Hangers, Aircraft Crash Crew and Fire House, 13,750 square feet of fixed wing parking apron, 30,000 square feet of helicopter parking apron, eighteen 16' X 32' SEA Huts, and one 40' X 100' Mil Facility completed. The following projects still under construction: potable water distillation system, ten 16 X 32 Sea Huts, one 16' X 32' shower unit, one 20' X 64' TAFDS. The U. S. Army is in the process of installing a dial communication system in Quang Tri Combat Base. Vietnamese contractors completed a basketball court and a tennis court.

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1Apr69: In the Montana Mauler operation, Seaworthy 98-6 sighted and engaged NVA with fixed wing, killing 8 NVA and wounding many. Cattlecall and Chatterbox aircraft conducted normal resupply and medevac missions with no significant events.

2Apr69: Low ceilings and visibility in the 3rd MARDIV area of operation hampered flight operations in the morning hours. The weather lifted in early afternoon permitting MAG-39 aircraft to fly resupply missions in support of Maine Craig. Evacuation of LZ Argonne had to be postponed due to heavy enemy bombardment of the zone.

3Apr69: Cattlecall, Dimmer and Varsity aircraft completed the evacuation of LZ Argonne in spite of heavy enemy SAF/AWF. Seaworthy 99-3, 99-4, 99-7 and 99-8 provided gunship cover and ran fixed wing aircraft on enemy positions throughout the operation.

4Apr69: Seaworthy 98-0, while covering the emergency resupply of Seven-Up Echo, uncovered an extensive NVA bunker complex at XD806232. Seaworthy 98-0 controlled 3 flights of fixed wing on the complex, destroying 13 bunkers and causing one secondary explosion.

5Apr69: Operating in deteriorated weather, MAG-39 aircraft provided support for operations Purple Martin and Maine Crag in forms of resupply and medevac missions.

6Apr69: Poor weather again hampered air operations in Northern I Corps. Seaworthy 98-15 launched in an attempt to locate and establish communications with an isolated unit working out of LZ Argonne. Seaworthy 98-1, 6 and 9 acted as radio relay for the unit all day. Resupply attempt for the unit could not be completed due to terrain features.

7Apr69: Seaworthy 98-12 working in the Maine Crag area of operation, discovered an NVA company on a trail at XD7717. Working with Seaworthy 98-10, the two OV-10's delivered suppressive fire while controlling two flights of fixed wing strikes accounting for 23 enemy KIA's and 4 secondary explosions.

8Apr69: Cattlecall and Chatterbox aircraft provided helicopter support for operation Maine Crag. Seaworthy 99-5 and 6 uncovered, an enemy machine gun position in the Ba Long Valley area and controlled fixed wing destroying the position.

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9Apr69: Chatterbox medevac, with the support of Seaworthy 99-1 and 2 successfully completed the emergency extract of recon team Alexander during the early morning hours. Even though the aircraft received heavy enemy fire, all airplanes returned safely to home base.

10Apr69: Six Chatterbox aircraft flew an average of 7.4 hours during tactical troop movements, while Cattlecall aircraft provided resupply for operation Maine Crag. Seaworthy aircraft ran 6 flights of fixed wing on suspected enemy positions firing at LZ Sparks. Fire ceased and all aircraft returned home safely.

11Apr69: Cattlecall medevac, with the support of Seaworthy 99-13, 14 and Basketball 833 picked up emergency medevacs at XD9025 in extremely hazardous weather. During the day Seaworthy 99-1 and 2 were credited with 6 NVA KBA's and 5 probable WIA's.

12Apr69: Throughout the day Seaworthy gunships and OV-10 aircraft provided suppressive fire and fixed wing air strike control for units of Temple Lake, who were in ground contact with NVA/VC units. Both Cattlecall and Chatterbox aircraft were credited with outstanding flying in picking up emergency medevacs and delivering emergency resupply in a hot zone at XD803634.

13Apr69: Cattlecall 92-3 and 4 were diverted for a Sparrowhawk mission in the 018594 grid square to support troops in contact. Two Army AH-1 Cobras were employed for gun support, and several flights of fixed wing provided suppressive fire in successfully completing the 60 man insert.

14Apr69: Cattlecall aircraft conducted two helicopter assaults into LZ Fisher and LZ Puson in support of operation Maine Crag. Seaworthy aircraft spotted 5 NVA soldiers at XD0985 and after a brief exchange of fire Seaworthy was credited with 5 KBA's.

15Apr69: MAG-39 aircraft provided routine helicopter support for 3rd MANDIV throughout the day with no significant highlights.

16Apr69: Seaworthy 98-0, while on routine Visual Recon for Seven-Up, uncovered a active .50 cal position. He called in arty and fixed wing on the position destroying the position with 1 KIA. Further recon of the area revealed 2 more gun positions along with a staging and storage area. Seaworthy 98-0 again controlled air strikes resulting in two .50 cal positions destroyed, 5 KBA's 10 possible KBA's and one large secondary explosion.

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17Apr69: Seaworthy 99-1 and 2 received intense automatic weapons fire while attempting to insert recon team Hungarian. The insert was completed after fixed wing strikes destroyed the enemy positions. Cattlecall and Chatterbox aircraft provided resupply and trooplifts respectively. Operations were hampered by low ceilings and visibility.

18Apr69: Seaworthy 98-7, while on a visual recon mission of a freshly discovered NVA position in the Dewey Canyon area, lost an engine to enemy fire. Seaworthy 98-7 returned to Quang Tri with a single engine. The position could not be observed further due to deteriorating weather. Cattlecall aircraft concentrated on resupplying troops in operation Maine Craig.

19Apr69: Cattlecall medevac and wingman picked up 23 medevacs at C-4 under the flares of Seaworthy 98-16 and the suppressive fire of Seaworthy 99-13 and 14.

20Apr69: Seaworthy 98-2 and 3 flew cover for convoys along highway #9, Seaworthy 97-7 and 8 were instrumental in controlling fixed wing in this area, and keeping the convoy route open.

21Apr69: Activity again centered around the highway #9 and Dong Ha Mountain area, where an active mortar position was observed by OV-10A's. A second mortar and machine gun position was destroyed by additional air strikes.

22Apr69: At 1000H, Cattlecall 92-1 took off with a flight of 6 for an assault troop lift into YD013645. As Cattlecall 92-1 set down in LZ Junior, a command detonated mine exploded under the aircraft, causing 3 Alpha injuries. Cattlecall 92-2 picked up the crew and passengers under intense enemy fire. During a follow-up phase of the troop lift at LZ Squirrel, an Army UH-1E met the same fate as 92-1. Cattlecall 92-2 again braved intense enemy fire while picking up the wounded Army crew and passengers.

23Apr69: For the second consecutive day HMM-161 was assigned the task of helo lifting ARVN troops into LZ Junior. The second Cattlecall aircraft into the LZ received intense fire, causing the aircraft to crash land. Upon impact, the aircraft rolled down hill, pinning both pilots in the cockpit for 7 hours. Rescue personnel freed the trapped pilots, but the co-pilot rescue came too late.

24Apr69: At 1800H, Chatterbox 93-9 and 10 attempted an emergency extract of recon team "Carpet" at YD023651. Chatterbox 93-9 was shot down, crashed and burned, causing injuries to crew and passengers. Chatterbox 93-10 was also shot down attempting to extract the crew and passengers. Chatterbox 93-11 and 12 arrived on station shortly after and inserted a reactionary force simultaneously extracting the injured crew members.

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25Apr69: Seaworthy 98-9 provided convoy escort along route #9 controlling 3 flights of fixed wing in support of the convoy. Cattlecall medevac picked up 10 medevacs from Sword 63, with the suppressing fire support of Seaworthy 99-13 and 14.

26Apr69: MAG-39 provided routine helicopter support for the TAOR with no significant highlights.

27Apr69: Seaworthy 97-7 ran four flights of fixed wing on NVA storage areas uncovering and destroying many bunkers and storage areas.

28Apr69: Seaworthy 97-0 ran several flights of fixed wing on an NVA supply depot at XD654682 destroying 2 bunkers and about 12 tons of rice. Seaworthy 99-13 and 14 provided gun support for U. S. Army units "Neper" and "Sword" who were under heavy ground attack by NVA/VC elements.

29Apr69: Chatterbox aircraft successfully completed several emergency supply deliveries at XD911644 in spite of extremely heavy enemy fire. Seaworthy 97-4 spotted 150-200 NVA in the Cunningham area, and ran 6 flights of fixed wing aircraft, resulting in at least 20 KBA's.

30Apr69: Today VMO-6 broke all known monthly flight time records for Marine Observation Squadrons. Flying 3,016.2 hours. Chatterbox and Cattlecall aircraft provided routine helo support for 3rd MARDIV.

1. Personnel. No critical shortages exist.
2. Administration. Administration continues to be hampered by the inadequacy of office equipment and material.
3. Awards. The following award recommendations have been submitted during this period:

a. Silver Star - 2	d. Air Medals - 33 Single Mission 4;7 Strike/Flight
b. DFC's - 12	e. Navy Commendations - 4
c. Bronze Star - 1	f. Navy Achievement - 7

4. Casualties

a. Hostile:	KIA: 3	WIA: 17
b. Non-Hostile:	DIA: 0	Other: 9

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Morale continues to be high within Provisional Marine Aircraft Group 39. Work has been completed on the Group basketball court, with the tennis court awaiting installation of fencing and net. These facilities combined with the already operational clubs system, exchange, handball court, skeet range, physical fitness center, and various other recreational facilities, should aid greatly in maintaining a high state of morale. Vigorous troop welfare programs have been in existence since activation of this Group and continue to receive utmost attention at all levels.

6. Statistical Analysis. The chaplain reports the following statistical categories as he functions in his pastoral roles of Priest, Educator, Counselor and Civic Action Officer:

<u>a. Sunday Celebrations</u>	<u>Number</u>	<u>Attendance</u>	<u>Communed</u>
Chaplain SCHEER (Lutheran)	6	145	59
Chaplain KLAARS (Roman Catholic)	4	148	143
Chaplain WILLARD (Presbyterian)	4	72	33
Chaplain ECKER (Roman Catholic)	3	119	99
Chaplain MIGNONE (Roman Catholic)	1	40	41
Totals	18	529	375

b. Weekday/Holy Day/Memorial Services

Mid Week R. C. MASS	4	31	30
Holy Week	2	14	5
CAPS	2	22	13
Memorial Service	1	132	N/A

c. Education

Religious Discussion Group	1	5	N/A
Religious Instruction	3	8	N/A

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d. <u>Pastoral Counseling and Therapy:</u>	<u>Number</u>
Religious	1
Pre-Marital	3
Domestic Conflicts	7
Transfer-Discharge	3
Behavior Disorder	15
Psychoneurotic	2
Family Relations	1
Miscellaneous	7
Above individuals seen in therapy more than once	14
Total professional counseling cases for April 1969	53
Red Cross	32
Brig Visits	2
Hospital Visits	5

7. Civic Affairs: Twenty-three Civic Affairs trips were made in the MAG-39 Civic Action area of responsibility. Eighty-six persons from the Group composed the teams implementing personal response and Civic Action Projects. Five Med-Caps were conducted with 140 patients and 155 treatments. The following material was rendered to the Vietnamese:

30 25 lb bags of cement, one 15 lb box of soap, one school desk, 150 school kits.

8. Intelligence

a. During the first part of April the enemy activity remained at a low level. However, during the last two weeks of the month the area from Route #9 North to the DMZ had a slight increase in enemy activity. The enemy concentrated most of his activity in the vicinity of LZ Junior. The enemy appeared to be trying to keep open infiltration routes from the DMZ to RSVN.

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b. Enemy action against MACV-39 was limited to ground fire against group aircraft. This was the eighth consecutive month that Quang Tri Air Base was not targeted by enemy rocketeers. The number of aircraft receiving fire decreased by 47 from the previous month with a decrease in aircraft hit of 17.

FIRE INCIDENTS: 89

AIRCRAFT HIT: 27

AIRCRAFT DESTROYED: 2

CASUALTIES: 4 KIA, 5 WIA(E)
8 WIA(M)

c. Indications are that the enemy will attempt to maintain pressure by isolated mortar/sapper attacks while continuing to build up his logistical supply line for the Spring-Summer offensive during May 1969.

9. Medical

a. In accordance with reference (a), the following statistics present the activity of the Medical Department during the month of April 1969:

(1) Total patients seen at sick call	734
(2) Total number of in-patients	000
(3) Total number of physicals	84
(4) Total immunizations	1220

10. Air Operationsa. April Totals

HOURS	PAX	TONS OF CARGO	MEDEVAC MISSIONS	MEDEVACS
6,209.5	20,118	2,472.5	688	2441

b. Quang Tri Air Base Operations

1. Aircraft Emer	Structural	Medevacs	Wash Downs
26	5	28	0

2. 0945/15Apr69 Equipment responded to MACV area with 530-C structural truck and water tanker. One thousand (1000) gals. of water and twenty five (25) gals. of light water were used to extinguish fuel and ammo fire.

3. 1100/23Apr69 Personnel responded with rescue equipment to off station helicopter crash. Both pilots were trapped. Both pilots were freed by lifting the aircraft with a CH-54.

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1. Aircraft Resp	Structural Resp	Medevacs
7	2	0

2. 1145/15Apr69 Used one thousand five hundred (1500) gals. water and fifty (50) gals. light water to extinguish fuel line fire.

3. 2040/17Apr69 Used eight hundred (800) gals. of water on structural fire in Construction Battalion.

d. Vandergrift Air Base Operations

1. Aircraft Resp	Structural Resp	Grass Fires	Fuel Fires
7	4	6	2

2. 9Apr69 Personnel responded with two (2) vehicles to LSA. CH-53 landed on external load. Fuel and ammo fire resulted causing the loss of the aircraft and LSA.

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