

5/MCD/gl

Ser: 00116966

NOV 10

SECRET (unclassified upon removal of enclosure (1)).

FIRST ENDORSEMENT on CO 1stMAW ltr 3:LWJ:rfr over 5216  
Ser: 003A27866

From: Commanding General, Fleet Marine Force, Pacific  
To : Commandant of the Marine Corps (Code A03D)

Subj : ✓ Combat Chronology for month of September 1966;  
submission of (U)

1. Forwarded.

*M. C. Dalby*  
M. C. DALBY  
By direction

*Alm m - 161*

*End of Chron*

300131

*Sept 1966*

**SECRET**

66 9817

MARINE MEDIUM HELICOPTER SQUADRON 161  
 Marine Aircraft Group 16  
 1st Marine Aircraft Wing, FMF, Pacific  
 c/o FPO San Francisco 96602

3:LWJ:rfr  
 5216  
 003A27866

From: Commanding Officer  
 To: Commandant of the Marine Corps, (Code A03D)  
 Via: Commanding General, Fleet Marine Forces, Pacific

Info: Commanding Officer, Marine Aircraft Group 16

Subj: Combat Chronology for month of September 1966

Ref: (a) MCO 5720.2  
 (b) WgO 5750.1B

Encl: (1) Combat Chronology

1. In accordance with references (a) and (b), the combat chronology report for the period 1 through 30 September 1966 is submitted.
2. This cover letter is downgraded to unclassified upon the removal of enclosure (1).

*C. E. WYDNER Jr.*  
 C. E. WYDNER Jr.

HMM-161	
S&C #	309-66
COPY	1 OF 5 COPIES

DOWNGRADED AT 3 YEAR INTERVALS;  
 DECLASSIFIED AFTER 12 YEARS.  
 DOD DIR 5200.10

**SECRET****SECRET**

SECRET

TABLE OF CONTENTS

PART I	ORGANIZATIONAL DATA
PART II	NARRATIVE
PART III	DEPARTMENTAL REPORTS
PART IV	DOCUMENTATION

SECRET

**SECRET**  
SECRET

- |                     |                      |
|---------------------|----------------------|
| 1. SQUADRON         | HMM-161              |
| 2. LOCATION         | HUE PHU BAI, VIETNAM |
| 3. REPORTING PERIOD | 1-30 SEPTEMBER 1966  |
| 4. COMMAND STAFF    |                      |

C.O. LTCOL. S. F. MARTIN 027068/7335  
 X.O. MAJ. S. F. LAWRENCE 058682/7335 1-26 SEPTEMBER 1966  
 S-1 CAPT. F. C. LEWIS 076554/7335  
 S-2 CAPT. G. L. STARR 085316/7335  
 S-3 MAJ. L. W. JARMAN 062139/7335  
 S-4 CAPT. P. F. JANSSE 075407/7335  
 MAINT CAPT. P. N. SAMARUS 069223/7335

SQUADRON STRENGTH

OFFICERS: 35 NA, 3 AG, 1MC, 1CHC  
 ENLISTED: 115, 3 MC

**SECRET**  
SECRET

~~SECRET~~

SECRET

1 September 1966. In support of Operation Prairie, 10 aircraft carried 2,450 pounds of cargo, 123 passengers, and 5 med-evacs.

For 4th Marine support 1,000 pounds of cargo, 21 passengers, and 8 med-evacs were carried by 6 aircraft.

Three aircraft on I Corps support carried 1,400 pounds of cargo, 3 passengers, and 3 med-evacs. One med-evac was cancelled because the individual died before the aircraft left the squadron area.

Two aircraft flew an administrative run to Marble Mountain.

2 September 1966. In various missions in support of Operation Prairie 10 aircraft carried 22,600 pounds of cargo, 40 passengers, 31 med-evacs, and 1 VC.

Two aircraft flew to Marble Mountain with sudden Death 9 and 16 passengers.

In support of I Corps 4 aircraft carried 2 passengers and 6 med-evacs. One med-evac was aborted because of inclement weather.

Three 4th Marine support aircraft carried 10,950 pounds of cargo, 16 passengers, and 35 men on 2 recon insertions and 1 retraction.

3 September 1966. In support of Operation Prairie 7 aircraft carried 26,755 pounds of cargo, 66 passengers, and 21 med-evacs. Four aircraft flew a simulated strike to YD 083643 with no passengers aboard. Small arms fire was received, and 1 aircraft was hit.

One I Corps support aircraft carried 5 med-evacs.

Two 4th Marine support aircraft carried 2 med-evacs and 2 civilian med-evacs.

4 September 1966. In support of I Corps 2 aircraft were sent to search for a lost LCU. The craft was found at YD 3770. One other aircraft carried 13 med-evacs.

One 4th Marine support aircraft carried 4 passengers.

Two aircraft flew a courier to Da Nang and Marble Mountain and carried 1,500 pounds of cargo and 9 passengers.

In support of Operation Prairie 6 aircraft carried 27,375 pounds of cargo, 47 passengers, and 1 med-evac.

5 September 1966. In support of Operation Pawnee 1 aircraft carried 1 med-evac, 1 passenger, and 1 med-evac.

Two aircraft supported the 4th Marines and carried 1 med-evac, 44 passengers, and 9,080 pounds of cargo.

Five aircraft supported Operation Prairie and carried 8,200 pounds of cargo, 7 med-evacs, and 4 passengers.

6 September 1966. In support of Operation Prairie there were 6 aircraft. They carried 88 passengers, including a 20 man paratroop. There were 3 med-evacs and 2,150 pounds of cargo carried. Two separate flights received small arms fire, but sustained no hits on recon retractions.

~~SECRET~~  
DECLASSIFIED  
SECRET

ENCLOSURE (1)

(1)

**SECRET**  
DECLASSIFIED  
**SECRET**

A courier flight went to Da Nang to pick up a 1st MAW Special Services show. They were fired upon by small arms in Hal Van Pass, but received no hits. Eight passengers, and 250 pounds of gear were carried.

In support of the 4th Marines 2 aircraft carried 1 med-evac, 90 passengers, and 4,400 pounds of cargo.

One aircraft in support of I Corps carried 6 passengers and 3 med-evacs. Picking up one med-evac at YD 7127 it drew .50 cal. tracer fire, but sustained no hits.

7 September 1966. One aircraft stood Phu Bai/Operation Pawnee med-evac. It carried 1 passenger and 2 med-evacs. While attempting a med-evac at YD 695137 the aircraft settled into the trees as a result of loss of wind and rotor RPM. None were injured, and the aircraft was recovered several days later by an Army CH-47.

In various missions supporting Operation Prairie 6 aircraft carried 11 passengers, 24,760 pounds of cargo, and 7 med-evacs.

Two 4th Marine support aircraft carried 17 passengers and 501 pounds of gear.

I Corps support was handled by 1 aircraft carrying 1 med-evac.

8 September 1966. Six aircraft in support of Operation Prairie carried 24,530 pounds of cargo, 83 passengers, and 11 med-evacs.

Two aircraft in support of the 4th Marines carried 10 passengers and 8,400 pounds of cargo. They also performed a psychological warfare leaflet drop with 2 passengers and 40 pounds of leaflets.

In support of I Corps 2 aircraft carried 6 med-evacs, 22 passengers, 800 pounds of cargo, 1 pig, 4 chickens, and 1 parrot.

9 September 1966. In support of Operation Prairie 6 aircraft carried 34 med-evacs, 161 passengers, and 21,675 pounds of cargo.

Two aircraft on 4th Marine support carried 21 passengers and 50 pounds of cargo.

Two aircraft flew a courier to Marble Mountain and carried 28 passengers and 2,550 pounds of cargo.

One aircraft in support of I Corps carried 8 med-evacs, 21 passengers, and 850 pounds of cargo.

10 September 1966. Two aircraft flew B.Gen. English and 1 passenger from Phu Bai to the Hilltop Pad in Da Nang.

Six aircraft stood by at Dong Ha in support of Operation Prairie. They carried 26,560 pounds of cargo, 75 passengers, and 18 med-evacs.

Two 4th Marine support aircraft carried 5,700 pounds of cargo, and 28 passengers.

Three aircraft in support of Operation Pawnee made a 15 man recon insert at YD 816997 and also carried 14 passengers.

In support of I Corps 1 aircraft had 2 med-evacs and 1 passenger.

Two aircraft flew a courier to Da Nang and Marble Mountain and carried 14 passengers and 1,350 pounds of cargo.

ENCLOSURE (1)

(2)

**DECLASSIFIED**  
**SECRET**

**SECRET**  
**DECLASSIFIED**  
**SECRET**

11 September 1966. Six aircraft on Operation Prairie carried 29,950 pounds of cargo, 11 med-evacs, and 56 passengers. One aircraft YR 12, experienced engine trouble and a precautionary emergency landing was made at Le Vang airstrip. The aircraft remained over night and was repaired there.

In support of I Corps 2 aircraft carried 25 med-evacs and 1 passenger. One aircraft received small arms fire at YD 640343, but sustained no hits.

Two aircraft flew to Marble Mountain and Da Nang and carried 7 passengers.

Three aircraft in support of the 4th Marines carried 16 passengers and 2,750 pounds of cargo.

Two aircraft on Operation Pawnee carried 2 passengers and 500 pounds of gear.

12 September 1966. Three aircraft supported Operation Pawnee. They made a 16 man recon team retraction at ZC 202992.

Six aircraft provided Operation Prairie support. They carried 24,750 pounds, 11 med-evacs, and 98 passengers.

Two aircraft on I Corps support had 5 med-evacs, and 5 passengers.

Four 4th Marine support aircraft carried 21 med-evacs, and 300 pounds of gear.

Two aircraft flew convoy escort from Phu Bai to Dong Ha and return.

Three aircraft flew to Marble Mountain carrying 1,750 pounds and 20 passengers.

13 September 1966. Four aircraft were sent to Ky Ha for med-evac standby. They carried 18 passengers, 800 pounds, and 7 med-evacs including one for the ROK.

In various missions 6 aircraft in support of Operation Prairie carried 6,500 pounds of cargo, 12 med-evacs, and 45 passengers.

Four aircraft provided transportation for 1st MAF Special Services show from Da Nang to Phu Bai and return. There were 4 passengers and 100 pounds of gear.

In support of the 4th Marines 2 aircraft carried 104 passengers, 1 med-evac, 1 VC med-evac, and 7,000 pounds of cargo.

Two aircraft on I Corps standby had 6 med-evacs and 5 passengers.

14 September 1966. Two aircraft flew BGen. English from Phu Bai to Hue to Phu Bai to the Hilltop Pad in Da Nang.

Six aircraft on Operation Prairie carried 8,315 pounds of cargo, 30 passengers, and 1 med-evac.

Four aircraft made a 28 man recon insert at YC 833977 in support of the 4th Marines.

Two aircraft flew a courier to Marble Mountain and carried 10 passengers and 2,300 pounds of cargo.

Two I Corps support aircraft had 2 med-evacs.

ENCLOSURE (1)

(3)

**SECRET**  
**DECLASSIFIED**  
**SECRET**

SECRET  
DECLASSIFIED  
SECRET

15 September 1966. Ten aircraft were sent to Dong Ha to support Operation Prairie. They carried in various missions 46,310 pounds of cargo, 107 passengers and 11 med-evacs.

Three aircraft on 4th Marine support carried 1,220 pounds of cargo and 49 passengers.

Two aircraft in support of I Corps carried 33 med-evacs, 18 passengers, and 13,030 pounds of cargo. There was an emergency resupply to XD 915215. One of the med-evacs was a young Vietnamese child who had been hit by a truck in a U.S. convoy as he was trying to retrieve a piece of candy from the road. Toward dusk an emergency med-evac of 13 was made about 4 miles NE of the Phu Bai area. There was heavy enemy action that was quieted considerably by an Army bird dog and a Marine gunship. The VC employed a 57mm recoilless rifle in the area, but neither aircraft received hits.

16 September 1966. In support of I Corps 2 aircraft carried 16 passengers and 1 rallier.

In support of Operation Prairie 6 aircraft carried 4 med-evacs, 105 passengers, and 3,100 pounds of cargo.

Operation Prairie support aircraft carried 20 passengers and 15,000 pounds. On a med-evac to XD 973604. YR 1 took intense fire resulting in many hits. The throttle box was hit causing the controls to go to full power. A climb was initiated and the plane returned to Dong Ha airstrip while IFR in the clouds. At 7,000 feet the mixture was scooped and a full autorotation was made into a small rice paddy in very hilly terrain. An overcast from 1,500-2,000 feet upwards made this feat extremely hazardous. It was a fine example of the professional skill of the pilot. YR 21 recovered the crew uninjured except for the gunner who had very small fragments in his arms and a bruised knee.

17 September 1966. Two aircraft in support of I Corps carried 8 med-evacs and 4 passengers.

In support of the 4th Marines 2 aircraft carried 3 med-evacs, 3,000 pounds and 30 passengers.

Operation Prairie saw a hectic day. Eighteen med-evacs, 32 passengers, and 6,850 pounds were carried. In the morning, YR 21 was approaching a landing zone at XD 967595 for a med-evac and drew automatic weapons fire. The approach was waved off and no hits were received. At approximately 1630 YR 4 was sitting in Permission CP at XD 975565 and came under mortar attack. Three rounds exploded within 20 meters of the aircraft. Over 400 hits were sustained, but the plane was airworthy and was flown to Dong Ha. The crew chief and gunner were wounded with small bits of shrapnel in the face, arms, and legs. Neither pilot was injured. At approximately 1910 YR 17 was on an emergency ammo resupply to XD 956592. There was no landing zone, so a hover delivery was employed. Heavy fire was encountered driving YR 17 into the trees damaging the rotor tips. The aircraft was flown to Dong Ha with extensive small arms damage.

ENCLOSURE (1)

(4)

SECRET  
DECLASSIFIED

**SECRET****SECRET**

YR 11 followed YR 17 into the area and received 3 hits. The ammo was delivered. "

18 September 1966. One aircraft stood 4th Marines support and med-evac. It carried 1 passenger.

I Corps support aircraft had 1 passenger.

In Operation Prairie 3 aircraft carried 71 passengers, 4 med-evacs, and 2,400 pounds on a resupply mission to XD 963605, YR 10 received 3 hits from small arms and automatic fire upon leaving the zone. The primary servo system was lost, but the aircraft was flown back to Dong Ha. This zone was later named by the pilots who went there landing zone Maggot.

19 September 1966. I Corps support aircraft carried 9 med-evacs and 1 passenger.

Two Operation Prairie support aircraft carried 27 passengers, 2 med-evacs, and 38,000 pounds of cargo.

Three 4th Marine resupply aircraft carried 29 passengers and 6,275 pounds of cargo, plus a recon retraction from ZC 985994.

Two aircraft flew a courier to Marble Mountain carrying 15 passengers and 1,540 pounds.

20 September 1966. Fourth Marine support aircraft carried 40 passengers.

Four aircraft made a courier trip to Marble Mountain and carried 28 passengers and 100 pounds.

In support of Prairie 4 aircraft carried 8 passengers and 750 pounds of gear.

21 September 1966. Two aircraft supported the 4th Marines. They carried 28 passengers and 6,075 pounds.

Two aircraft in support of Prairie carried 2 passengers and 100 pounds.

Two aircraft flew to Marble Mountain with 10 passengers and 150 pounds.

One aircraft carried 1 med-evac and 1 passenger for I Corps.

One aircraft was radio relay for a recon team near coordinates YD 4016.

22 September 1966. Four aircraft flew to Marble Mountain and carried 1 med-evac, 12 passengers, and 1,850 pounds of cargo.

I Corps med-evac aircraft had 1 med-evac.

Fourth Marine support aircraft carried 49 passengers, and 350 pounds of gear.

23 September 1966. In support of the 4th Marines, 3 aircraft flew radio relay for a recon team. Three aircraft carried 45 passengers and 6,820 pounds.

Two aircraft flew courier to Marble Mountain and carried 4,700 pounds.

Two aircraft flew support for Operation Prairie and carried 3

ENCLOSURE (1)

(5)

SECRET

**DECLASSIFIED**

DECLASSIFIED  
SECRET  
SECRET

passengers and 250 pounds.

One aircraft in support of I Corps carried 1 med-evac.

24 September 1966. A courier run was flown to Marble Mountain by 3 aircraft with 24 passengers and 1,775 pounds of cargo.

In support of Operation Pawnee 6 passengers were carried.

25 September 1966. In support of the 4th Marines squadron aircraft carried 11 passengers, and 3200 pounds

In various missions in support of Operation Prairie 36,570 pounds and 22 med-evacs were flown.

At 0945 YR 19 started on an admin run to a small hill at XD 987 592. Upon reaching the zone the aircraft drew 57mm recoilless rounds. No hits were received.

At 1915, on the 265 degree radial at 12 NM from Dong Ha TACAN YR 3 was hit by friendly artillery fire. The aircraft burst into flames and was completely out of control at 3,500 feet. The four crewmen were killed together with a corpsman from HMM-265.

26 September 1966. Eight aircraft in support of Operation Prairie carried 27,850 pounds of cargo, 105 passengers and 23 med-evacs.

Two aircraft provided 4th Marine support.

27 September 1966. One aircraft on I Corps med-evac. It carried 4 passengers and 3 med-evacs.

For the 4th Marines support 2 aircraft flew 8 passengers and 200 pounds of gear.

In support of Operation Prairie 32,240 pounds, 89 passengers and 49 med-evacs were carried. YR 1 received 4 hits from small arms fire at YD 011619.

28 September 1966. On 4th Marine support 3 aircraft carried 3 passengers and flew convoy escort from Phu Bai to Dong Ha and return.

In support of Operation Prairie 8 aircraft carried 146 passengers, 115 med-evacs, and 21,450 pounds of cargo.

One aircraft assisted in a tactical recovery of EG 14 at YD 982 217 and carried 1,500 pounds and 7 passengers.

29 September 1966. Eight aircraft in support of Operation Prairie carried 75 passengers, 52 med-evacs, and 4,260 pounds of cargo.

30 September 1966. Eight aircraft in support of Operation Prairie carried 10,375 pounds of cargo, 15 passengers and 6 med-evacs.

ENCLOSURE (1)

(6)

DECLASSIFIED  
SECRET  
SECRET

SECRET

SECRET

S-1

A. Personnel. During the month of September two officers joined and fifteen officers were dropped for a total of thirty five officers on hand. During the same period, ten enlisted were joined and fifty eight were dropped for a total of one hundred fifteen on hand.

Two men were promoted to E-7, two to E-6, seven to E-5, eleven to E-4, twentyone to E-3, and oneto E-2.

B. Special Services. During September two professional shows entertained HMM-161. Both shows were thoughtly enjoyed by squadron personnel.

C. ISO. Hometown news releases and short news articles have continued to be forwarded to appropriate hometown news media and far east military news papers. These articles reflected personal awards and promotions during the month of September.

D. Awards and Decorations. Major R. J. Blanc recieved the Distinguished Flying Cross for his outstanding performance of duty while on a med-evac in support of Vietnamese forces.

First Lieutenant P. A. Ducat recieved the Distinguished Flying Cross for his outstanding performance of duty while evacuating forty seven wounded U.S. Army troops and the bodies of seven who had been killed in action.

First Lieutenant J. L. Grinstead recieved the Distinguished Flying Cross for his outstanding performance of duty while evacuating Vietnamese wounded.

Sgt. D. T. Kearney received the Bronze Star for his outstanding performance of duty, while under small arms fire, for carrying Vietnamese wounded to his aircraft.

Major L. W. Jarman recieved the Navy Commendation Medal.

Thirteen first award air Medals, one good conduct, and one Purple Heart were also awarded during the month of September.

E. Casualties. First Lieutenant P. W. Culwell recieved fragmentation particles in left eye and cheek while on med-evac 10 miles NW of Phu Bai.

17 Cpl. B. L. Hudson and L/CPL. T. E. Rogers recieved minor fragmentation wounds 50 miles NW of Phu Bai while on emergency resupply.

PFC J.J. Leonard and PVT George W. J. Sitter recieved numerous - shrapnel wounds to the arms, legs and body when an enemy mortar round exploded 20 yards from their aircraft.

1stLt. P. A. Ducat, 1stLt. D. W. Reiter, CPL. V. H. Parker and L/CPL. A. W. Green were all killed in action on 25 September when their aircraft was shot down while on a medical evacuation mission, eleven miles west of Dong Ha, Republic of Vietnam.

ENCLOSURE (1)

(7)

SECRET

SECRET

SECRET

SECRET

## S-2 Summary for the month of September 1966

During the month of September 1966, normal intelligence functions were conducted by the S-2 Section.

The enemy order of battle and all fire incidents involved within the northern two provinces of Vietnam, along with friendly operations were displayed on the situation/operations map in the ready room. The order of battle was kept up-to-date, and confirmed enemy automatic weapons, AA, and mortar positions were plotted on the map.

Daily briefings by the Fourth Marines were attended by the squadron S-2 personnel. The Commanding Officer and Marine Aircraft Group 16 were kept informed of the situation in the Hue Phu Bai and Dong Ha/Cam Lo operating areas.

Total fire incidents for the month were 26 involving directly 41 UH-34D aircraft and indirectly 22 other 1stMAW aircraft. 10 aircraft received 31 hits from small arms and automatic weapons. One aircraft received over 400 hits resulting from mortar fire. There were two incidents involving mortar fire, one involving air bursts and, one involving friendly artillery, resulting in four wounded-in-action, three not serious and one in fair condition, and 5 killed in action, four from HMM-161 and one from HMM-265.

Daily briefings for enlisted personnel were given during morning musters. Intelligence information and security briefs were given to the pilots during the All Officers Meetings.

The squadron intelligence section continued to be the air intelligence collection agency for the Hue Phu Bai area in support of First Marine Aircraft units.

The weather for September did not restrict flight operations. The average temperature was 94 degrees for the high and 74 degrees for the low. The end of the month found much lower ceilings and more frequent rain showers in the Phu Bai and Dong Ha/Cam Lo operating areas.

The Civil Affairs functions for the month of September were kept to a minimum. The early part of the month was when the Vietnamese elections occurred. All civil affairs activities ceased during this time. The continued harrassing by enemy snipers on Highway 1 prevented any civil affairs work from being conducted during the remainder of the month.

ENCLOSURE (1)

(8)

SECRET

SECRET

SECRET

SECRET  
DECLASSIFIED

S-3

## 1. Flight Operational Statistics

Hours Flown	1,460.9
Sorties	3,605
Pax	3,284
Med-Evacs	782
Cargo (Tons)	320.2
ARVN Support (Hrs.)	105.6

2. Special Operations. The squadron participated in the Operations below, with the results shown. More detailed information is contained in the narrative section of this chronology.

<u>OPERATION NAME</u> <u>(INCLUSIVE DATES)</u>	<u>PASSENGERS</u>	<u>CARGO</u> <u>TONS</u>	<u>MED-EVACS</u>
PRAIRIE (1-30)	2,045	262.8	583
PAWNEE PHASE II (1-14)	62	0.3	24

ENCLOSURE (1)

(9)

DECLASSIFIED  
SECRET

SECRET

**SECRET****SECRET**LOGISTICS

A. The majority of the last 10 days of the month were spent in preparation for the upcoming movement from Phu Bai RVN to MCAF Futema, Okinawa.

A liaison meeting with the Commanding Officer, the Operations Officer, and the Logistics Officer of HMM-163 was held during the month. During this meeting it was agreed that all gear would remain in place for the move except personnel flight gear, individual tool boxes, squadron publications, and orders.

On 21 September higher authority decided that the squadrons would also take individual 782 gear and weapons. Since 782 gear and weapons had not been included on previous movements of rotating squadron several new and unexpected problems arose. The 9th MAB outfitted the incoming squadron with only the T.O. weapon for each man. This left them with a deficiency of approximately 45 side arms (.38 caliber pistols) for their enlisted crew chiefs and gunners, the outgoing squadron obtained permission from MAG-16 to invoice the extra .38 caliber pistols above T.O. to the incoming squadron.

The advance party departed for Okinawa on the 25th. The Marine Corps Property Officer, the Motor Transport Officer and the Logistic NCOIC were included on the advance party.

Preparation had been made with the 3rd FSR to withdraw the personal gear of squadron member on the 28th of September so that it would be available to the main body of the squadron upon their arrival in Okinawa.

On 30 September the squadron was informed that the upcoming movement had been frozen.

B. The following PQL amounts were consumed during the month:

AVGAS	69232 gals	\$11,077.12
AVOIL	1815 gals	\$ 907.50

C. The squadron was granted \$9,500.00 during the month. This money has been added to our BPN 01 fund.

ENCLOSURE (1)

(10)

SECRET

**SECRET**

**SECRET**  
SECRET

MAINTENANCE DEPARTMENT

1. During the month of September HMM-161 flew 1,460.9 hours while maintaining an average availability of 51.2%. The following were the causes of non-availability:

AACP	16.2%
Major Component Changes	9.4%
Battle Damage and metal work	7.0%
Component adjustment and minor component replacement	7.8%
Calendar Inspections	3.0%
Avionics	2.2%
Miscellaneous	2.2%
Bravo Damage	1.0%

2. The following components were used during the month:

ENGINES	6	TAIL GEAR BOXES	4
MAIN GEAR BOXES	4	INT GEAR BOXES	2
MAIN ROTOR BLADES	23	CLUTCHES	4
TAIL ROTOR BLADES	30	TAIL ROTOR ASSY	10
MAGNETOS	4	CARBURETOR	9
FUEL PUMPS	2	GENERATORS	4
MAIN ROTOR HEADS	8	STARTERS	1
CYLINDER AND PISTON ASSY	4	TACH GENERATORS	11
OIL COOLERS	6	PRIMARY SERVO	7
#1 INVERTER	3		

3. Maintenance strength at the beginning of the month was 127 men counting TAD people. At the end of the month the department was operating with 93 men

ENCLOSURE (1)

(11)

**SECRET**  
SECRET