MARINE MEDIUM HELICOPTER SQUADRON 163
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
c/o Fleet Post Office
San Francisco, California, 96602

3:LWM:atm
5750
7 July 1966

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

Subj: Command Chronology, June 1966 (U)

Ref: (a) MgO 5750.1B
(b) GruO 5750.1B

Encl: (1) Organizational Data, Narrative Summary, Significant Events and Supporting Documents

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

2. This letter is downgraded to unclassified upon removal of enclosure (1).

C. A. HOUSE

MAG-16 S&C
LOG # 0997-66
COPY 1 OF 1

ENCLOSURE (4)
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Marine Medium Helicopter Squadron 163
1-30 June 1966
Marble Mountain Air Facility, Republic of Vietnam

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A. (u) PART ONE ORGANIZATIONAL DATA

(u) 1. Commanding Officer and Staff

a. Charles A HOUSE, LtCol, Commanding Officer, 1-30 June 1966
b. Joseph P BENO, Maj, Executive Officer, 1-30 June 1966
c. Leroy I. BLANKENSHIP, Maj, Operations Officer, 1-30 June 1966
d. William S. MORGAN, Maj, Material Officer, 1-30 June 1966
e. Larry J. Polk, Capt, Aircraft Maintenance Officer, 1-27 June 1966
f. David H. KEY, Capt, Aircraft Maintenance Officer, 28-30 June 1966
g. George T. LEONHARDT, Capt, Aviation Safety Officer, 1-20 June 1966
h. Robert L. KEMBLE, Capt, Aviation Safety Officer, 21-30 June 1966
i. Forrest E. WALKER, Capt, NATOPS Officer, 1-30 June 1966
j. Thomas J. COWPER, Maj, Administrative Officer, 1-30 June 1966
k. Larry D. GLENN, 1/Lt, Intelligence Officer, 1-20 June 1966
l. Peter EUSTIS, Capt, Intelligence Officer, 21-30 June 1966
m. Robert B. CAMERON, Lt.(USN(MC)), Medical Officer, 1-10 June 1966
n. James R. FOWLER, Lt.(USN(MC)), Medical Officer, 11-30 June 1966
o. Harvey J. OLITSKY, 1/Lt, Custodian S&C, 1-30 June 1966

(u) 2. Task Organization

Location Marble Mountain Air Facility, DaNang, Republic of Viet Nam, 1-30 June 1966

(u) 3. Average Monthly Strength

MARINE		NAVY	
OFF	ENL	OFF	ENL
48	149	1	3

(u) 4. Important Visitors

None

B. (c) PART TWO NARRATIVE SUMMARY

1 June 1966 - Normal Operations. See Part IV. One aircraft YP-20 piloted by 1/Lt. J.R. MORGAN, effected an emergency landing in the area bearing 310° at 12 nautical miles from Chu Lai. The aircraft backfired once and a noticable lost of power was encountered by the pilot. A descent to a landing was initiated. One of the passengers in the aircraft was familiar with the area and informed the pilot, through the crew-chief, of a Marine position in the area. The position was located during the descent and a safe landing into a secure zone was effected utilizing what power remained. The second aircraft of the two plane section informed Superchief Base of the problem and a maintenance team was despatched to the downed aircraft.

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A complete engine change was required and accomplished by the maintenance team prior to darkness. There were no injuries suffered by either the crew or passengers.

2 June 1966 - Normal Operations. See Part IV.

3 June 1966 - Normal Operations. See Part IV. One aircraft, YP-6 piloted by Capt. D. H. KEY, received four (4) hits at grid coordinates AT 909511 during a med-evac/resupply mission. There were no injuries to crew members and only limited damage to the aircraft. An evaluation of helicopter landing zones in the Danang area and list of pilot noted discrepencies has been initiated. For preliminary results see Part IV.

4 June 1966 - Normal Operations. See Part IV. A spray rig has been installed in YP-8 for the purpose of conducting a wide spread pest control program. This program became necessary due to the outbreak of Malaria in certain areas occupied by Marines. The program began today with the spraying in the Phu Bai area. When the program is complete, large areas around Phu Bai, Danang, and Chu Lai will have been sprayed.

5 June 1966 - Normal Operations. See Part IV. One aircraft, YP-2, piloted by Capt. L. J. POLK, was hit twice by small arms fire on departure from a landing zone at grid coordinates AT 072622 during an emergency resupply. There were no injuries to crew members and only minor structural damage to the aircraft.

6 June 1966 - Normal Operations. See Part IV. A night emergency retraction of a recon patrol from grid coordinates AT 873466 was accomplished. Two planes led by LtCol C. A. HOUSE accomplished the mission with no incidents occuring.

7 June 1966 - Normal Operations. See Part IV. Actor Frank Sutton and former boxing champion Archie Moore were lifted to various units located throughout the Danang area.

8 June 1966 - Normal Operations. See Part IV. Two aircraft received small arms fire in the vicinity of grid coordinates AT 985573 during a resupply of units in the Hill 55 area. The number two (2) aircraft, piloted by Maj. L. I. BLANKENSHIP, received one hit. There were no injuries to crew members and only minor structural damage to the aircraft.

10 June 1966 - Normal Operations. See Part IV. One aircraft, YP-24, piloted by 1stLt H. J. OLITSKY suffered an engine failure on take off at grid coordinates ZC 168839. No injuries were incurred by crew members or personnel aboard. The aircraft sustained moderate damage.

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Because of the terrain it was decided not to repair the aircraft in the field. Troops were lifted to the zone in order to provide security for the aircraft and maintenance team. After removal of the engine rotor head, transmission, rotor blades, and radios a CH-37 from Sub-unit two lifted the remaining hull to DaNang Air Freight. Under the cover of a HU-1E from VMO-2 two (2) H-37s and one (1) H-34 lifted the maintenance teams and security troops back to their bases.

11 June 1966 - Normal Operations. See Part IV. One aircraft, YP-23 piloted by Capt. L. J. POLK was hit by small arms fire at grid coordinates AT 959602 during a resupply. There were no injuries to crew members and minor damage to the aircraft. An extraction of 18 med-evacs from grid coordinates AT 986607 was accomplished. For particulars see part IV.

12 June 1966 - Normal Operations. See Part IV.

13 June 1966 - Normal Operations. See Part IV. Twelve aircraft from HMM-163 augmented by three H-37s from Sub-unit 2 departed MMAF and proceeded to LZ Crawdad. After landing at LZ Crawdad the planes were shut down and a briefing of the pilots conducted. Prior to take-off small arms sniper fire opened up on the zone. All personnel in the zone hit the deck with troops in the zone, augmented by 1000 rounds of 7.62 ammo fired by HMM-163 gunners, returning the fire. No aircraft were hit by the fire. Briefing was completed and the first load of troops were lifted to grid coordinates BT 184593. Small arms fire was received while departing the landing zone with negative hits. The planes returned to LZ Crawdad and picked up the remaining troops. YP-5 had an illumumated chip detector light and remained at LZ Crawdad. The remaining eleven aircraft completed the mission sucessfully without further incident. A total of 145 troops were carried in 69 sorties and 16.7 hours of flight time.

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14 June 1966 - Normal Operations. See Part IV.

15 June 1966 - Normal Operations. See Part IV. One aircraft, YP-8 piloted by 1stLt S. E. PRESTON, received one (1) hit from small arms fire while conducting the pest control program in the Chu Lai area. There were no injuries to personnel and minor damage to the aircraft. A retrograde of 194 troops was accomplished by a flight of Superchief aircraft led by LtCol C. A. HOUSE. Small arms fire was received at grid co-ordinates BT 185591 and BT 015627 with no hits to the aircraft.

16 June 1966 - Normal Operations. See Part IV.

17 June 1966 - Normal Operations. See Part IV.

18 June 1966 - Normal Operations. See Part IV.

19 June 1966 - Normal Operations. See Part IV. HMM-163 provided transportation for John Wayne and party on his tour of the Marine positions in the Danang area.

A recon insertion in the area of grid co-ordinates AT 998460 was aborted due to enemy activity in the area surrounding the landing zone. The section of Superchief H-34's, led by Capt. D. H. KEY, departed An Hoa with a recon party totaling eight (8) troops. Air support was provided by a two plane Condole flight. The altitude in the area of the LZ was approximately 2500 feet with prominent mountains and ridgelines dominating the landscape. Capt. KEY led his section to the landing zone at minimum altitude with the intention of sneaking over a ridgeline into the LZ, thus limiting the exposure time of the aircraft in the LZ and preventing wide-spread observation of the landing. When the aircraft cleared the ridgeline and just prior to landing both the pilot and co-pilot, 1stLt L. G. LUEDDERS, observed the enemy activity in the zone. A wave-off was initiated and when the helicopters were clear of the area the Condole flight was called in to strike the zone. The recon team was returned to An Hoa.

Two aircraft on a resupply received automatic weapons fire in the vicinity of grid co-ordinates BT 002615. Both aircraft were hit. The lead aircraft, YP-9 piloted by Capt. W. C. MC MINN, received one round through the lower right clam shell door starting a small fire. An immediate rapid descent was initiated to near-by LZ Crawdad. By the time the aircraft reached the deck the fire had burned itself out. A maintenance team was lifted to the area and an engine change in the downed aircraft was accomplished. There were no injuries to personnel in either aircraft.

20 June 1966 - Normal Operations. See Part IV.

21 June 1966 - Normal Operations. See Part IV. On a resupply of troops located at grid co-ordinates AT 996585 two birds received small arms fire from the vicinity of grid co-ordinates AT 999544 two out of the three times they approached the zone. Approximately 100 rounds

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of suppressing fire was expended. There were no hits received by the aircraft and results of the fire is unknown.

22 June 1966 - Normal Operations. See Part IV.

23 June 1966 - Normal Operations. See Part IV.

24 June 1966 - Normal Operations. See Part IV.

25 June 1966 - Normal Operations. See Part IV.

26 June 1966 - Normal Operations. See Part IV. An emergency resupply of ammunition was flown by two Superchief aircraft from Hill 55 to grid coordinates AT 924537. An outstanding feature of the mission was the smoothness in which it was conducted as in a majority of emergency situations a break-down of communications and coordination has been known to occur. Two (2) thousand pounds of cargo was carried without incident.

27 June 1966 - Normal Operations. See Part IV. Two Superchief aircraft departed for Saigonfor the purpose of evaluating a long range fuel/oil system for the H-34. See Part IV for interim evaluation.

28 June 1966 - Normal Operations. See Part IV. HMM-163 has assumed the role of providing 24 hour med-evac service in the Danang area. One UH-34D with a corpsman included in the crew along with a gunship from VMO-2 providing fire supression support are launched within 15 minutes of notification of the med-evac. This quick action greatly increases the chances of survival for seriously wounded personnel.

29 June 1966 - Normal Operations. See Part IV.

30 June 1966 - Normal Operations. See Part IV. One aircraft, YP-18 piloted by Capt. D. H. KEY, was hit while on a resupply in the vicinity of AT 921554. An escort of Condole aircraft was obtained in case of futher incidents and the resupply continued. There were no injuries to personnel and only minor damage to the aircraft.

One Superchief aircraft received fire in the vicinity of grid coordinates BT 085589 while evacuating wounded personnel. The fire was returned by both Superchief and Deadlock Escort. Results of the suppressing fire is unknown. Crewmembers of the same aircraft were responsible for sighting new anti-helicopter devices consisting of barbed wire strung from the tops of 20 foot poles in the vicinity of grid coordinated AT 982559. This is the first sighting of this type of anti-helicopter device.

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C. PART THREE SIGNIFICANT EVENTS

1. Personnel. During the month the squadron experienced a high turnover in personnel. A total of 57 officers and enlisted left while 26 officers and enlisted joined the squadron. M/Sgt MORIO left the squadron and was replaced by M/Sgt TOMASZEWSKI as squadron First Sergeant. Five officers received permanent 1stLt appointments.

2. Administration. No significant events.

3. Awards. Four Distinguished Flying Crosses were awarded during the month, see Part IV. In addition, 59 Air Medals and three Navy Commendation Medals were awarded. Eleven crew members were awarded their Combat Air Crewman's Wings.

4. Casualties. None.

5. Civic Action. No significant events.

6. Morale/Welfare Programs. No significant events.

7. Informational Services. Fifty-two hometown news releases regarding awards were submitted to the wing ISO.

8. Intelligence/Counter-Intelligence. In addition to the normal intelligence work, the S-2 Section is preparing a landing zone photo folder. This folder will contain photos of all landing zones within the Danang TAOR. Any other frequently used landing zones will also be included. Attached to each photo will be information pertaining to the landing zone. It is believed that this folder will be of great value in familiarizing new pilots with the landing zones prior to actual use.

9. Air Operations.

a. Flight hours: 1532.7

b. Sorties: 3,252

c. Passengers: 3,506

d. Cargo: 142.7 Tons

e. Med Evacs: 169

10. Special Operations. Operation Dodge. HMM-163 supported Operation Dodge with one aircraft flying chase for a UH-1E. The two aircraft flew in the capacity of command and control ships carrying out several recon missions and providing transportation for the Battalion C.O. on his personnal inspection of operating units in the field. In addition the aircraft were used to carry three (3) Viet Cong suspects to the battalion command post and to haul 3,600 pounds of captured rice to the district headquarters for redistribution to local Vietnamese.

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11. Ground Defense. No significant events.

12. NBC Warfare. No significant events.

13. Training. Five crew members attended Jungle Enviormental and Survival School at Cubi Point and an additional two crew members attended Sea Survival School in Japan.

14. Logistics. The squadron S-4 department completed the embarkation move and transition to its facilities at MMAF. The material section, Navy and Marine Corps property completed the inventory and acceptance of material from the replaced Squadron, HMM-161. During the second calender quarter of operations in RVN the material section processed 1,520 requistions.

15. Motor Transport. No significant events.

16. Maintenance. Aircraft service change 162 (A&B), the installation of HIDAL (Helo insecticide disperaal apparatus, liquid) gear, was incorporated on one of our aircraft, YP-8, in two days instead of the 5 or 6 normally required because of the 1stMAW rush call for pest control in the entire wing area; so far as we know, it's the only "insect" pest control bird in the wing.

17. Avionics. The avionics department instituted a procedure of regular cleaning of the ASE control boxes which has reduced greatly the incidence of aircraft down because of ASE control gripes.

18. Base Development. No significant events.

19. Communications/Electronics. No significant events.

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D. (c) PART IV SUPPORTING DOCUMENTS

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HMM-163 SITREP ending 012400 June 1966

1. HMM-163 flew admin, recon, med-evac, resupply, troop lift missions and test hops in support of III MAF today. We flew 192 sorties carrying 229 passengers and 4.0 tons of cargo in 39.3 flight hours. The move from Hue Phu Bai to Marble Mountain was completed today.

2. HMM-163 flew one med-evac in support of I Corps today, flying 18 sorties in 2.8 flight hours.

HMM-163 SITREP Period ending 022400 June 1966

1. HMM-163 continued to support the III MAF today by flying local troop lift, resupply, admin, med evac, and recon missions. A total of 165 sorties were flown, carrying 163 passengers and 5 tons of cargo in 46.7 flight hours.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 032400 June 1966

1. HMM-163 continued to support III MAF today by flying resupply, recon, med-evac, and admin missions. A total of 26.5 flight hours were flown while carrying 111 passengers and 4.0 tons of cargo in 101 sorties.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 042400 June 1966

1. HMM-163 flew med-evac, troop lift, resupply, admin, recon, and VIP missions in continued support of III MAF today. A total of 165 sorties were flown, carrying 185 passengers and 8.0 tons of cargo while flying 54.9 hours.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 052400 June 1966

1. HMM-163 continued to support III MAF today by flying local admin, troop lift, cargo, recon and med-evac missions. A total of 50.5 flight hours were flown carrying 3.5 tons of cargo and 225 passengers. This was accomplished in 174 sorties.

2. HMM-163 flew no missions is support of I Corps today.

HMM-163 SITREP Period ending 062400 June 1966

1. HMM-163 continued to support III MAF today by flying troop lift, admin, resupply, and recon missions. Total flight time for the day was 28.5 hours. 101 passengers and 7.0 tons of cargo were carried in 84 sorties. At 2019 hours two helos were launched on an emergency retraction of a recon patrol. There were no incidents.

2. HMM-163 flew no missions in support of I Corps today.

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HMM-163 SITREP Period ending 072400 June 1966

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1. HMM-163 flew troop lift, resupply, recon, admin, and VIP missions in continued support of III MAF today. We flew 46.9 flight hours, carrying 192 passengers and 1.0 tons of cargo in 181 sorties.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 082400 June 1966

1. HMM-163 continued to support III MAF today by flying admin, troop lift, resupply, med-evac and chemical spray missions. Total flight time for the day was 40.2 hours with 147 passengers and 5.0 tons of cargo carried. Total sorties for the day was 139.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 092400 June 1966

1. HMM-163 supported III MAF today by flying troop lift, admin, med-evac, resupply, VIP, SAR, and Recon missions. In 49.5 flight hours we carried 222 passengers and 7.5 tons of cargo. This was accomplished in 215 sorties. Two med-evacs were also carried.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 102400 June 1966

1. HMM-163 continued to support III MAF today by flying admin, med-evac, troop lift, recon, VIP, and resupply missions. Total time for the day was 36.1 hours, carrying 139 passengers and 2.0 tons of cargo in 147 sorties.

2. HMM-163 conducted two missions in support of I Corps today, both of which were med-evacs. A total of 7.5 flight hours were flown, while carrying 2 passengers and 15 med-evacs in 24 sorties.

HMM-163 SITREP Period ending 112400 June 1966

1. HMM-163 continued to support III MAF flying a total of 52.3 flight hours carrying 145 passengers, 11 tons of cargo and 20 med-evacs. This was accomplished in 201 sorties.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 122400 June 1966

1. HMM-163 continued to support III MAF today flying med-evac, VIP, admin, resupply, recon and troop lift missions. 211 passengers, 13.0 tons of cargo and 3 med-evacs were carried in 244 sorties while flying 60.6 hours.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 132400 June 1966

1. HMM-163 flew resupply, troop lift, admin, recon, med-evac, and VIP missions in continued support of III MAF. 62.7 flight hours were flown, carrying 334 passengers, 14.0 tons of cargo and 2 med-evacs in 252 sorties.

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2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 142400 June 1966

1. HMM-163 continued to support III MAF by flying troop lift, med-evac, admin, psy-warfare, resupply and recon missions. In 207 sorties, 47.8 hours were flown, carrying 126 passengers, 14.0tons of cargo and 7 med-evacs.

2. HMM-163 flew one mission in support of I Corps. Two ARVN med-evacs were lifted to the ARVN Hospital with 1.6 flight hours and 7 sorties flown.

HMM-163 SITREP Period ending 152400 June 1966

1. HMM-163 continued to support III MAF today by flying med-evac, troop-lift, admin, and recon missions. A total of 31.6 flight hours were flown, carrying 138 passengers, 6.0 tons of cargo, and 6 med-evacs in 125 sorties.

2. HMM-163 flew one med-evac mission in support of I Corps, flying 3.0 flight hours in 12 sorties.

HMM-163 SITREP Period ending 162400 June 1966

1. HMM-163 continued to support III MAF by flying med-evac, chemical spray, escort convoy, admin, and recon missions. In 68 sorties we flew 24.0 flight hours, carrying 220 passengers and 2.0 tons of cargo.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 172400 June 1966

1. HMM-163 continued to support III MAF today by flying recon, admin, med-evac, ressupply and troop lift missions. A total of 29.1 flight hours were flown, carrying 158 passengers and 10 tons of cargo in 98 sorties.

2. In support of I Corps, HMM-163 flew two missions - both med-evacs. One med-evac and 14 passengers were carried in 8 sorties and 3.0 flight hours.

HMM-163 SITREP Period ending 182400 June 1966

1. HMM-163 flew resupply, med-evac, admin, recon, escort, and troop lift missions in continued support of III MAF. Statictics for the day are: 49.5 flight hours, 179 passengers, 16.0 tons of cargo and 5 med-evacs carried in 216 sorties.

2. No missions were flown in support of I Corps today.

HMM-163 SITREP Period ending 192400 June 1966

1. HMM-163 continued to support III MAF today by flying troop lift, resupply, admin, VIP, recon, and med-evac missions. In 55.9 hours we

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carried 177 passengers and 9.2 tons of cargo. This was accomplished in 218 sorties.

2. HMM-163 flew no missions in support of I Corps today.

HMM-163 SITREP Period ending 202400 June 1966

1. HMM-163 flew med-evac, resupply, Psy. warfare, admin, and recon missions, in continued support of III MAF today. During the days missions, 50.6 flight hours were flown, 186 passengers and 9.5 tons of cargo carried in 229 sorties.

2. HMM-163 flew no missions in support of I Corps today.

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[illegible] STRIKE PERIOD ENDING [illegible] JUNE 1966

SECTION I

1. MSN # 1406A & B - ONE [illegible] FROM SUPERCHIEF LAUNCHED AT 0650H ON A MED EVAC TO GS (AT [illegible]). TWO [illegible] EVACS WERE CARRIED TO THE ARVN HOSPITAL DANANG. THE AIRCRAFT THEN [illegible] PARTS FROM THE ARVN HOSPITAL TO HILL [illegible]. THE AIRCRAFT SECURED [illegible] AFTER 1.0 FLIGHT HOURS AND 6 SORTIES. THIS MISSION WAS [illegible] OF 1 CONDG.

2. MSN # [illegible] AT 0703H, [illegible] SUPERCHIEF HELOS LAUNCHED FROM MIAF ON A TROOP [illegible] MISSION. ALTHOUGH THE FRAG ORDER CALLED FOR 6 TROOPS, 6 TROOPS WERE ACTUALLY CARRIED WITH 12 KIWI TO AN DOI. THE 2 AIRCRAFT COMPLETED THE MISSION AT [illegible], AFTER LOGGING 4 SORTIES AND 1.2 FLIGHT TIME.

3. MSN # [illegible] - [illegible] AT 0703H, [illegible] EM-151 HELOS CARRIED A TOTAL OF 18 TROOPS FROM [illegible] TO LZ SHRIPPER AND FROM GS (AT 8847) TO LZ [illegible] IN 2.6 FLIGHT HOURS, 12 SORTIES WERE LOGGED.

4. MSN # [illegible] - AT 0710H, SUPERCHIEF LAUNCHED ONE AIRCRAFT TO CARRY JUDGE MATTW [illegible] TO VARIOUS POINTS WITHIN THE TAOR. THE AIRCRAFT WAS [illegible] AND RETURNED TO HOME BASE. FLIGHT TIME [illegible] WAS [illegible] WHICH 6 PAX WERE CARRIED AND 5 SORTIES LOGGED.

5. [illegible] - THE III MAF COURIER WAS FLOWN TODAY [illegible] SUPERCHIEF [illegible] LAUNCHED FROM [illegible] AT 0645H AND LANDED AT MIAF AT 1025H. [illegible] IN 2.4 FLIGHT HOURS [illegible] 17 SORTIES.

6. [illegible] OF 1450'S FROM SUPERCHIEF LAUNCHED AT 0725 FOR [illegible] OF GS [illegible]. [illegible] OF SEVEN [illegible] DAMAGE. THE AIRCRAFT RECEIVED SMALL [illegible] FIRE, AND APPROXIMATELY 100 POUNDS OF SUPPRESSIVE FIRE WAS EXPENDED. THE FIRE WAS COMING FROM A POSITION ABOUT 200 METERS SOUTH OF [illegible]. THE AIRCRAFT RECEIVED NO HITS, [illegible] WHEN LEAVING THE AREA, AS HE WAS BEING FIRED AT, THE #2 MAN'S MAIN ROTOR BLADES SIDE SWIPED A TREE [illegible] WAS FORCED TO RETURN TO HOME BASE. ANOTHER AIRCRAFT [illegible]

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[illegible] OF THE ROUND RUN. THE MISSION WAS TERMINATED AT 1205Z AFTER [illegible] FLIGHT HOURS, IN 36 SORTIES, 54 PAX WERE CARRIED.

7. MSN # [illegible] - AN INSERTION OF 13 TROOPS INTO OC (AT 922435) WAS ACCOMPLISHED BY [illegible] AIRCRAFT FROM [illegible] IN 1.9 FLIGHT HOURS AND 6 SORTIES. THE MISSION BEGAN AT 0830Z AND TERMINATED AT 0930Z.

8. MSN # [illegible] - A RECON TEAM OF 5 MEN WAS PICKED UP AT OC (AT [illegible]) BY [illegible] FROM MSN.169. THE [illegible] HELO'S LAUNCHED AT 0718 AND LANDED AT [illegible], [illegible] 1.1 FLIGHT HOURS AND 6 SORTIES.

9. MSN # [illegible] - TWO UH.34D FROM SUPERCHIEF LAUNCHED FROM [illegible] ON A [illegible] MISSION. THE 2 AIRCRAFT REFUELED AT [illegible], [illegible] (390366), TOKEY, AND [illegible]. TWO EMPTY SEATS WERE CARRIED [illegible] 4. FORTY PAX WERE CARRIED BETWEEN LZ OSCEOLA, [illegible], LZ [illegible], [illegible]. THE INITIAL PART OF THE FRAG CALLED FOR A 0930Z PICKUP, [illegible] 1ST MARINES HAD IT [illegible] AS A 0800 PICKUP. [illegible] WAITING GOLD HAWKS AT ALL TIMES AND DOES NOT [illegible] UTILIZE [illegible]. THE AIRCRAFT FINISHED THE MISSION AT 1750Z AFTER [illegible] SORTIES.

10. [illegible] SUPERCHIEF DEPARTED [illegible] FOR [illegible] AND TAKEN ON A RECON OF [illegible] (AT 163590). [illegible] HELO'S RETURNED TO HOME BASE, [illegible]. IN ACCOMPLISHING THE MISSION, [illegible] FLIGHT HOURS WERE [illegible] SORTIES.

11. MSN # [illegible] - TWO UH.34D AIRCRAFT LAUNCHED FROM [illegible] AT [illegible], FLEW [illegible] PAX WERE [illegible]. [illegible] AS [illegible] BUT [illegible] RECON TEAMS [illegible]. THE MISSION WAS [illegible], LASTING 3.2 FLIGHT HOURS IN 12 SORTIES.

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[illegible] JUNE 1966 (CONTINUED)

12. MSN # 6.1[illegible] - ONE SUPERCHIEF AIRCRAFT WAS LAUNCHED AT 1[illegible] TO [illegible] A SOUTHERN HELO TRAIN OS (XT [illegible]). THE AIRCRAFT WENT DOWN DUE TO A LOOSE EXHAUST STACK. THE TWO CREWS RETURNED TO NHAP AT 14[illegible], LOGGING [illegible] FLIGHT HOURS AND 4 SORTIES.

13. MSN # 6.1[illegible] - AT 14[illegible], TWO HH-1[illegible] SHLO'S WERE LAUNCHED ON AN ARDIN HOP TO HOA TOAN DANANG, BUT HAD TO ABORT THE MISSION DUE TO THE WEATHER AT THE LZ. THE PROPOSED LZ WAS SURROUNDED BY HIGH TREES, POLES, AND WIRES, THUS MAKING A LANDING IMPOSSIBLE. THE 2 AIRCRAFT LOGGED [illegible].6 FLIGHT HOURS AND 2 SORTIES.

14. MSN # 6.[illegible] - AT 1340, TWO SUPERCHIEF AIRCRAFT LAUNCHED FOR THE I CORPS PAD TO PICKUP VIPS. THE VIPS DID NOT SHOW, SO THE AIRCRAFT RETURNED TO BASE. SEVEN SORTIES WERE FLOWN IN 1.1 FLIGHT HOURS.

LATE ENTRIES FOR PERIOD ENDING 291400I JUNE 1966

1. MSN # 6.1[illegible] - THREE HH-1[illegible] SHLO'S LAUNCHED FROM NHAP AT 0730I FOR A TROOP INSERTION AT OS (AT [illegible]). AFTER - 20 MINUTE DELAY, WAITING FOR FIXED WING SUPPORT, THE INSERTION GOT UNDERWAY. PROBLEMS WERE STILL ARISING, AS THE AIRCRAFT STARTED THE INSERTION, THERE WAS WAVE OFF [illegible] TALK CONSIDERABLY INTERFERING WITH THE COMMUNICATION BETWEEN THE AIRCRAFT AND GROUND INSERTERS BUT ON 3RD ATTEMPT. FOLLOWING THE INSERTION, A EXTRACTION FROM OS (AT [illegible]) WAS ACCOMPLISHED. A TOTAL OF [illegible] PAX WERE CARRIED IN 3.3 FLIGHT HOURS AND 13 SORTIES.

2. MSN # 6.1[illegible] - AT 1[illegible], TWO SUPERCHIEF AIRCRAFT LEFT NHAP ON AN ARDIN/LIAISON HOP. [illegible] PAX WERE CARRIED AMONG VARIOUS AIR FIELDS, I CORPS [illegible], AND [illegible] SORTIES AND 1.7 FLIGHT HOURS WAS LOGGED.

[illegible]

ENCLOSURE(1)

[illegible] PERIOD ENDING 2124[illegible]Z JUNE 19[illegible]

[illegible]

[illegible] 1[illegible], 3 [illegible]ED CARRYING VIP'S IN SUPPORT OF [illegible] THREE AIRCRAFT, ONLY 2 NEEDED, HOWEVER, LOADS [illegible] THE 3 CREWS, [illegible] SCHEDULED FOR 2043Z, [illegible] WHILE 2 ATTEMPTS [illegible] AND ONE ORBITED, [illegible] LIGHT BECAUSE OF OBSTACLES IN APPROACH ROUTES. [illegible] TO [illegible] TO DISPERSE [illegible] OF AIRCRAFT ON RUNWAY AND [illegible] CREWS [illegible] FIRE WAS FIRED WHILE AIRCRAFT [illegible], FORCING BAILOUTS. PROC[illegible] [illegible] TO BE LANDED [illegible] MAF. [illegible] 4.5 HOURS [illegible].

2. [illegible] 4 AIRCRAFT TOOK OFF AND EXTRACTED A [illegible] (2043) TO 5.2 HOURS [illegible]. COMPLETED AT 0725. WERE [illegible] UNABLE TO RECEIVE [illegible] DUE OF BASC ANTENNA [illegible].

3. [illegible] 0720, 2 AIRCRAFT [illegible] OFF IN SUPPORT OF [illegible] [illegible] 9 RAF CONSULATES [illegible] HOSPITAL IN TWO SEPARATE [illegible] [illegible] A. [illegible] SERVICES IN 3.[illegible] [illegible] 500 LBS OF AMMUNITION [illegible] [illegible] WERE CARRIED [illegible].

4. [illegible] 2 AIRCRAFT [illegible] 5 [illegible], [illegible], [illegible] S. [illegible] EXPLOSIONS [illegible] AND [illegible] (AT 0730). [illegible] SMALL [illegible] (AT [illegible]), (AT [illegible]) [illegible], [illegible], AND [illegible].

[illegible]

6. [illegible] - AT [illegible], 1 AIRCRAFT [illegible] FOR III [illegible] FOR 1.9 [illegible] 16 SORTIES AND LANDED [illegible].

7. [illegible] - AT [illegible], 2 [illegible] AIRCRAFT [illegible] PROBE OF [illegible] LOG, [illegible] AND RIVER VALLEY [illegible]. RECEIVED FIRE FROM SMALL ARMS [illegible] NO HITS. MISSION CONCLUDED AT 1035 WITH 2.8 FLIGHT HOURS IN 4 SORTIES, WITH [illegible] U. S. TROOPS CARRIED.

8. [illegible] - AT [illegible], 2 [illegible] AIRCRAFT COMMENCED [illegible] OF THE [illegible] RESULTS IN 5.0 FLIGHT HOURS [illegible] 20 SORTIES [illegible] TROOPS.

9. [illegible] A BROOM [illegible] THE RIVER [illegible] 4.5 HOURS TO LAND AT [illegible].

10. [illegible] IN SUPPORT OF [illegible] (49534) TO ARM [illegible] AT 1127.

11. [illegible] AIRCRAFT [illegible] FROM [illegible] OF [illegible] SEA AND SEA LOG. RECEIVED [illegible] FIRE [illegible] WITH 5.4 HOURS OF [illegible] IN 22 SORTIES. [illegible] U. S. TROOPS CARRIED.

12. [illegible] - AT [illegible], 4 AIRCRAFT FLEW 2 ARMY CIVILIANS [illegible] AT 1415E [illegible] 6.5 [illegible].

13. [illegible] - AT [illegible], 2 [illegible] PROVIDED THE 1ST MAR [illegible] 3.4 HOURS. CARRIED [illegible] U. S. TROOPS AND [illegible] OF FREIGHT.

14. [illegible] - AT [illegible], 1 [illegible] AIRCRAFT PERFORMED A [illegible] 5.1 HOURS OF FLIGHT TIME. ENGINE AIRCRAFT [illegible] WAS SENT BACK TO THE PLACE. LANDED AT 1410E WITH [illegible] U. S. TROOPS CARRIED.

[illegible] (CONTINUED)

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] PERIOD ENDING 232400H JUNE 1966

SECTION I

2. [illegible] A AIRCRAFT [illegible] MEAF AT 0400H TO [illegible] RECON [illegible]. THE FIRST TEAM [illegible] FROM OC (AT 84A074) AND [illegible]. A TEAM WAS [illegible] INSERTED AND ONE EXTRACTED FROM OC (AT [illegible]), [illegible] TO THE [illegible]. THE RECON ADVISOR CHANGED THE OC TO (AT 8[illegible]) SO THAT ONE [illegible] PICKED UP AND ANOTHER DROPPED SIMULTANEOUSLY [illegible]. [illegible] TO BE PICKED UP WAS LOCATED AT OC (AT [illegible]). THIS CAUSED [illegible] WHICH RESULTED IN AN EIGHT DEPARTURE FOR THE JET AIRCRAFT [illegible]. OTHER UNITS WERE USING THE SAME AM FREQUENCY, CAUSING [illegible] INTERFERENCE. FIFTY TOTAL RECON TROOPS, [illegible] COMPLETED THIS MISSION.

3. [illegible] AT 0659H, [illegible] AND ONE [illegible] AIRCRAFT TOOK OFF [illegible]. [illegible] WERE LOCATED [illegible] THE [illegible] OF [illegible]. [illegible] THAT WAS USED [illegible] 24 MORTARS.

4. [illegible] TROOP [illegible] FOR OC (AT 9334[illegible]) [illegible] 20 [illegible] RECON TEAM TO BE INSERTED [illegible] OC (AT [illegible]), WHICH WAS 1000 METERS FROM [illegible] FLAGGED FOR. [illegible] WAS COMPLETELY [illegible] TROOPS [illegible] 24 MORTARS AND A [illegible].

4. [illegible] AIRCRAFT WERE USED FOR THE 6TH [illegible] MISSION. [illegible] ARRIVED AT [illegible]. THE RELIEF [illegible] TOOK OFF [illegible] AT 0540. DURING THE DAY, [illegible] IN THE [illegible] (AT 020376) (AT 095563), (AT [illegible] AND CRAVDAD. SMALL ARMS [illegible] (AT [illegible]), WITH NO REPORTED HITS. TOTALS FOR THIS

ENCLOSURE (1)

CONFIDENTIAL

MSG.163 SITREP 292400H JUN66 (CONTINUED)

MISSION [illegible] 20.8 HOURS, 93 PASSENGERS AND 19 TONS OF CARGO.

5. MSN # [illegible] - ONE AIRCRAFT WAS UTILIZED FOR THE III MAF COURIER. AT LZ'S [illegible] THERE WAS A DELAY OF 5-10 MINUTES EACH, WHEN NO ONE WAS [illegible]. [illegible] AIRCRAFT DEPARTED AT 08[illegible] AND RETURNED [illegible] PASSENGERS WITH [illegible] HOURS [illegible].

6. MSN # [illegible] [illegible]'S [illegible] FOR [illegible] A [illegible] THE [illegible] WAS [illegible] A TOTAL OF [illegible].

. MSN # [illegible] FOR A [illegible] III MAF [illegible] AND TAKE [illegible] III [illegible] AIR [illegible].

8. MSN # [illegible] WERE [illegible] OF CARGO [illegible] WERE [illegible].

9. MSN # [illegible] - TWO AIRCRAFT [illegible] OF [illegible] MED EVAC AT [illegible], 11 ARVN AND 2 [illegible] CIVIL[illegible] WERE PICKED [illegible] 147496, [illegible]. MED EVAC [illegible] HOSPITAL. [illegible] HOURS [illegible] COMPLE[illegible] AT [illegible].

10. MSN # [illegible] - TWO AIRCRAFT LAUNCHED FROM [illegible] AT 1050H [illegible] SMALL ARMS [illegible] RECEIVED FROM VC (AT 80[illegible]) [illegible] WERE [illegible]. A TOTAL OF 1.5 HOURS, 8 PASSENGERS AND 2 SORTIES COMPLETED

CONFIDENTIAL

ENCLOSURE (1)

THE MISSION AT 1110H.

11. MSN # [illegible] - TWO AIRCRAFT LEFT AN HOA AT 1230H, WITH ONE MARINE MED EVAC. MED EVAC WAS COMPLETED AT [illegible] MED. THE AIRCRAFT RETURNED TO NHAF AT 1[illegible]. ONE MED EVAC, 1.0 HOURS AND 6 SORTIES COMPLETED THE MISSION.

12. MSN # [illegible] - TWO [illegible] AIRCRAFT DEPARTED NHAF AT 1[illegible] FOR LZ OSTRICH. PASSENGERS WERE PICKED UP AT LZ'S OSTRICH AND RAILHEAD, AND TAKEN TO LZ'S [illegible] AND OC (ET [illegible]). THE AIRCRAFT RETURNED TO NHAF AT 1[illegible]. A TOTAL OF [illegible] HOURS, [illegible] PASSENGERS AND 7 SORTIES WERE COMPLETED.

13. MSN # [illegible] - [illegible] MARINE SUPPORT AIRCRAFT DEPARTED AT 1[illegible], MISSION WAS [illegible], COMPLETED AT 1[illegible]. TOTALS WERE [illegible] HOURS OF [illegible] WITH [illegible] SORTIES.

14. MSN # [illegible] - [illegible] ROAD, [illegible] OUT TO SEA [illegible] AT 1[illegible]. A NAVAL OFFICER AND PARTY WERE [illegible] THE [illegible] WHICH WAS REPORTED IN THIS AREA. [illegible] OBSTRUCTION REPORTED. UPON RETURN [illegible] WERE SENT OUT TO SEARCH FOR A SMALL BOAT OFF [illegible] AS WAS ALREADY [illegible] TURNED TO SHORE. EIGHT SORTIES AND [illegible] COMPLETED THE MISSION AT 1[illegible].

15. MSN # [illegible] - [illegible] AND ONE CIVILIAN PASSENGER WERE PICKED UP AT [illegible] AND TAKEN TO THE ARVN HOSPITAL. THE TWO AIRCRAFT [illegible] LAUNCHED [illegible] WERE FORCED TO LAND DUE TO THE WEATHER AT NHAF, PRIOR TO DISCHARGING AT ARVN HOSPITAL. [illegible] COMPLETED AT 1[illegible] WITH [illegible] HOURS AND [illegible] SORTIES.

T. [illegible] HOURS
1/2 [illegible]

ENCLOSURE (1)

HMM-163 SITREP PERIOD ENDING 242400H JUNE 1966.

SECTION I

1. MSN # 6-1732-FOUR A/C TOOK OFF FROM MMAF AT 0630H TO RE-TRACT TWO [illegible] AT [illegible]607 AND AT 878866 AND MAKE ONE INSERTION AT AT 855614. THE RETRACTION AT AT 878866 WAS EXECUTED AS SCHEDULED AND THE PARTY RETURNED TO [illegible] CH. TWO A/C WERE LOADED AT LZ PIRON FOR THE IN[illegible] SECOND RETRACTION SCHEDULED. THE INSERTION A/C [illegible] ED [illegible] AS SCHEDULED [illegible] OTHER TWO A/C [illegible] [illegible] AS.1 T[illegible]

2. [illegible] [illegible] 05488, [illegible] [illegible] FLIES [illegible] [illegible] SIX [illegible] CREWS.

3. [illegible] 73- TWO A/C [illegible] MAF AT [illegible] LZ [illegible] AFTER [illegible] WAS BO[illegible] [illegible] JUNE [illegible] [illegible] 1284, [illegible] [illegible] WIT[illegible] [illegible] 6 [illegible]

ENCLOSURE (1)

[illegible] CAPSULE JUNE 1968 (U)

4. MSR 6-1716 - TWO A/C LAUNCHED FROM [illegible] IN SUP-
PORT OF 9TH MARINES. [illegible] THEN DEPART-
[illegible] AT COORDINATED
[illegible] AT [illegible]

[illegible] TO RMAP AT [illegible]

ENCLOSURE(1)

[illegible] MSN # 6-1842 - TWO A/C DEPARTED MMAF AT 1245H FOR MED-[illegible] IN SUPPORT OF III MAF. [illegible] TO "C" MED, G-4 HOSPITAL, TO "C" MED, TO DAN[illegible] WITH 2.8 ANS, 28 TEPS, AND 22 SURTIS[illegible]

11. MSN # [illegible] - TWO A/C DEPARTED MMAF AT 1318H ON RESUP-PLY FOR 9TH MAB. A/C FLEW TO AN HOA, III MAF PAD, LZ CRAW-LAND THEN TO LZ AT 996565, LZ [illegible] 005572, AND LZ BT 026833. A/C DREW FIRE AT AT 915545 RESULTING IN NEGATIVE HITS AND [illegible] ATH'D. RTN'D [illegible] 1622H WITH [illegible] 2100 ANS, AND 40 SURTIS [illegible].

12. MSN # 6-1734 - THREE A/C [illegible] AT 1355H. A/C [illegible] TO FLSG PAD. [illegible] PICK UP AND CARRIED [illegible] AND DIRE[illegible] WITHOUT [illegible] MMAF AT 1505H [illegible] VCS, 6 [illegible]

13. MSN # 6- 1717 - [illegible] MMAF AT 1420[illegible] ON RESUPPLY [illegible] 3AD MAB. A/C [illegible] TO [illegible] THEN TO DIA LZ. [illegible] 14 TRPS, 16,000 [illegible]

14. [illegible] A/C DEPARTED MMAF AT 1530 [illegible] TO COORDS. BT 056696 AND [illegible] MMAF [illegible] 6 SURTIES FLOWN.

A. KOVICKIS
1/Lt. USMC

ENCLOSURE (1)

HML.163 SITREP PERIOD ENDING 252400 June 1965.

SECTION I

1. HML.163 SUPPORTED THE III MAF ONLY TODAY IN 268 SORTIES WE FLEW 64.7 FLIGHT HOURS, CARRYING 43.5 PASSENGERS AND [illegible] TONS OF CARGO. THE [illegible] TOWS [illegible] OUT THE DAY WITH RESPECT TO [illegible] OF LIFTS.

2. ON MISSION #M.611, WHILE IN SUPPORT OF THE 9th MAR[illegible] FIRE WAS TAKEN AT AT 009608, AT 009633 AND THE AREA WEST OF LZ CRANDAL. FIXED WING A/CRAFT, COORDINATED BY DEADLOCK SILENCED THE FIRE. CATALINA AIRCRAFT SHOWED UP AND WAS USE FULL IN MARKING THE ENEMY POSITIONS.

3. ON MISSION #M.1708 THE MORNING 3rd MARINES RECEIVED FIRE WAS TAKEN FROM AT 989623 TWO TRACERS WERE SPOTTED BY THE GUNNER OF MARINES TWO AIRCRAFT.

4. ON MISSION #M.1797 FIRE WAS TAKEN AT LZ AT 041503, NOT HITS RECEIVED. FIRE WAS ALSO TAKEN AT AT 989529 ONE AIRCRAFT WAS HIT IN TAIL ROTOR. PILOT ASKED FOR ARTILLERY AT SNIPERS POSITION, THIS WAS AT 1410. HOWEVER 14 SAID THEY WOULD NOT FIRE ARTILLERY UNTIL 1700. NO REASON WAS GIVEN FOR THE DELAY.

T. R. GLIND
1/Lt USMCR

ENCLOSURE (1)

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HMM-163 SITREP For the period 252100H to 262100H.

1. Mission number 6-1928. 2 UH-34Ds conducted an energency resupply of GC (AT 924537) in support of the ninth mairines, 2.2 hrs, 6 sorties, 2,000 lbs of ammo carried.

2. Mission number 6-1862. Resupply of 3rd marines. 1 A/C received rip in one main rotor blade, unable to acertain whether from bullet or possibly from striking an antenna or other sharp device. One A/C forced to remain at Dia Loc for engine repairs. At conclusion of mission A/C were diverted to 1st marines control to deliver parts and repair crews for tank at GC (BT 076583).

3. Mission number 6-1884. Resupplied ARVN out post at GC (BT 023288). Delivered supplies although no radio contact nor smoke signal given after 8 minutes of circling. Carried 2000 lbs, in 3.0 hrs, and 7 sorties.

4. Mission number 6-1887. I corps med evac at GC (BT 307187) the med evac's were not located, unable to make contact on assigned freq, landed at both Tam Ky and Tam Ky strip, still unable to locate med evacs, returned base.

HMM-163 SITREP Period ending 272400 June 1966

1. HMM-163 Supported the III MAF only today flying 44.3 hours. A total of 193 sorties were flown with 173 passengers and 12 tons of cargo were carried.

2. On mission 6-1960, in support of the third marines the aircraft received sporadic small arms fire from the vicinity of GC ZC (165538) no hits received.

HMM-163 SITREP Period ending 282400H June 1966

1. Mission 2016. Two A/C took off MMAF at 0835H and proceeded on morning courier then reassigned mission number 2031 and proceeded to Hoi An for troop lift, upon arrival no one was ready for lift, eventually lift was completed and A/C returned to MMAF with 10.0 hrs, 49 sorties, 97 troops, and 3900 lbs of gear flown.

2. Mission 2009. One A/C took of MMAF at 1352H and proceeded on VIP run. Diverted by Roseann on med evac to coord AT 947547, picked up 1 med evac, another at Dai Loc, and one at Hill 55. Delivered 2 ARVs to ARVN hospital and one U.S. to "C" Med A/C returned MMAF with 1.3 hrs, 8 sorties, 3 med evac's flown.

3. Mission 2018Z. One A/C departed MMAF at 1600H. Flew maintenance A/C to An Hoa and downed same. Returned 1720H with 1.0 hrs, 2 sorties flown.

4. Mission 1963. Two A/C lift MMAF at 0820H on courier to Hill 55, III MAF pad with Roseann SITREP. It was noted that no one met III MAF courier at III MAF pad for SITREP. A/C returned MMAF at 1145 with 1.8 hrs, 5 sorties and 1 pax flown.

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ENCLOSURE (1)

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HMM-163 SITREP period ending 292400 June 1966

1. HMM-163 supported the III MAF only today flying 73.9 hours. A total of 279 sorties were flown with 305 passengers and 5 tons of cargo carried. All operations were normal.

HMM-163 SITREP period ending 302400 June 1966

1. Mission number 6-2190. At 0600 1 UH-34D departed on courier to Phu Bai. Were required to fly as courier from Wing pad to III MAF pad and pilots had to sign for classified material. Completed in 9 sorties and 2.7 hours of flight time.

2. Mission number 6-2127H. 1 UH-34D med evac and UH-1E escort picked up med evac at GC (AT 920547), then diverted by ruggles 14 to carry doctor to GC (AT 958562). Ruggles told pilot this mission was cleared by landshark, upon RIO out this was found not to be case. Completed at 0800 after 4 sorties and 0.8 hours with 1 med evac (U.S.) and one doctor carried.

3. Mission number 6-2189. 2 UH-34's supporting the 1st marines were given coordinates 3000 meters from "Bravo's" postion - no smoke available for aircraft LZ marking.

4. Mission number 6-2209. 2 UH-34D's waited at DaNang for VIP, General Field for 1 hour prior to Landshark cancelling hop. 2.2 hours of flight time in 4 sorties, no tasks and mission incomplete.

5. Mission number 6-2184. 1 UH-34 on III MAF courier unable to make prescribed approach due to equipment on river. 17 sorties and 1.4 hours of flight time.

6. Mission number 6-2186. A/C hit at GC (AT 921554) delivering beer and soda. Then "emergency" resupplies of ammo and "C" rats had to be made although receiving fire from following coordinates, AT 921553, AT 925527 and between these two coordinates, aircraft LZ gives V.C. free fields of fire from across river, LZ cannot be secured because of this. Obtained condokescort for 3 flights of 2 aircraft into LZ. Then when helicopters bingo on fuel an additional 1200#s of ammo was needed at this same postion. An additional escort was asked for but not received, after refueling aircraft were loaded with approximately 2200 lbs of ammo instead of requested 1200 lbs. No escorts were on station, but deadlock playboy escorted the A/C to a zone in defilade to enemy fire used after A/C hit on first flight into LZ. After a low high speed approach into LZ the lead aircraft found LZ abandoned and no security in sight. Deadlock had to return to base because of fuel. Flight leader refused to take supplies to LZ because of the security, no escorts that had been requested, and apparent misuse of the term "emergency" by ruggles 14 over 9,000 lbs of cargo was carried into the position while under sniper fire. Could not use fix wing of escort UH-1E because "unable to pin point marine patrols". Air attack was directed on village where no friendly troops near.

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ENCLOSURE (1)

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7. Mission number 6-2182A, Med evac A/C spotted pungi stakes 20 feet high with wire strung between them at GC (AT 982559) mission number 6-2182B. Received fire from GC (BT 085589) and returned same, results unknown, escort straffed and rocketted area.

CONFIDENTIAL

ENCLOSURE (1)

3: LWM: atm
7 JUNE 1966

CONFIDENTIAL

CITATION
DISTINGUISHED FLYING CROSS
MAJOR LEROY IRVIN BLANKENSHIP

"FOR HEROISM AND EXTRAORDINARY ACHIEVEMENT IN AERIAL FLIGHT AS A NAVAL AVIATOR AND FLIGHT LEADER WITH MARINE MEDIUM HELICOPTER SQUADRON 163 IN ACTION AGAINST INSURGENT COMMUNIST (VIET CONG) FORCES IN THE REPUBLIC OF VIETNAM. ON 9 TO 12 MARCH 1966, MAJOR BLANKENSHIP WAS ASSIGNED TO PARTICIPATE IN MISSIONS TO EVACUATE A LARGE NUMBER OF AMERICAN AND VIETNAMESE PERSONNEL FROM THE BESIEGED GARRISON AT AS HAU. ENEMY FORCES HAD EARLIER OVERRUN THE OUTPOST FORCES AND WERE FIRMLY ESTABLISHED IN ANTIAIRCRAFT POSITIONS WHICH HAD ALREADY ACCOUNTED FOR THE LOSS OF SEVERAL FRIENDLY AIRCRAFT. ON 9 MARCH, MAJOR BLANKENSHIP FEARLESSLY LED A RECONNAISSANCE FLIGHT INTO THE AS HAU VALLEY AND SKILLFULLY PLOTTED AND CONFIRMED THE LOCATION OF SEVERAL HOSTILE AUTOMATIC WEAPONS POSITIONS. THE INFORMATION WAS OF INESTIMABLE VALUE TO THE SQUADRON DURING SUBSEQUENT FLIGHTS. WHEN THE SQUADRON'S COMMANDING OFFICER WAS SHOT DOWN EARLY IN THE EVACUATION OPERATION ON 10 MARCH, MAJOR BLAKENSHIP ASSUMED THE LEAD OF FOUR FLIGHTS INTO THE VALLEY. THROUGH INFORMATION HE PERSONALLY OBTAINED FROM AN EVACUEE, HE ASCERTAINED THE LOCATION OF HIS COMMANDING OFFICER WHO, AS A RESLUT, WAS FOUND AND RESCUED ON THE FOLLOWING DAY. DESPITE MARGINAL WEATHER CONDITIONS AND THE CONTINUING EMENY FIRE DURING THE DAY, MAJOR BLANKENSHIP FEARLESSLY LEAD TWO FLIGHTS INTO THE FIRE SWEPT ZONE AND ACCOUNTED FOR THE RESCUE OF FIFTY-ONE PERSONS. IN THE CONDUCT OF THE EVACUATION, HIS SECTION INFLICTED AT LEAST THREE CASUALTIES AMONG VIET CONG WHO HAD ENTERED THE LANDING ZONE. ON TWO OCCASIONS ON 12 MARCH, MAJOR BLANKENSHIP AHAIN LED FLIGHTS INTO THE EMBATTLED ZONE. WHILE HOISTING EVACUEES ABOARD HIS AIRCRAFT, HE SKILLFULLY DIRECTED BOTH ATTACK AIRCRAFT AND ARMED HELICOPTERS IN ATTACKS AGAINST ENEMY AUTOMATIC WEAPONS POSITIONS WHICH WERE THREATING THE RESCUE. HIS COURAGEOUS EFFORT WAS LARGELY RESPONSIBLE FOR THE EVACUATION OF ONE HUNDRED AND THREE PERSONS FROM THE BESIEGED OUTPOST, AND UNDOUBTLY SAVED THEM FROM CAPTURE OR DEATH AT THE HANDS OF THE VIET CONG. MAJOR BLANKENSHIP'S EXTRAORDINARY LEADERSHIP IN REPEATED SITUATIONS OF EXTREME DANGER, SUPERIOR AERONAUTICAL ABILITY AND UNSWERVING DEDICATION TO DUTY WERE IN KEEPING WITH THE HIGHEST TRADITIONS OF THE UNITED STATES NAVAL SERVICE."

FOR THE PRESIDENT

V. H. KRULAK
LIEUTENANT GENERAL, U. S. MARINE CORPS
COMMANDING

CONFIDENTIAL

ENCLOSURE [ ]

3:LWM:atm
7 JUNE 1966

CONFIDENTIAL

CITATION
DISTINGUISHED FLYING CROSS
CAPTAIN WILBUR CLIFFORD MCMINN, JR.

"FOR HEROISM AND EXTRAORDINARY ACHIEVEMENT IN AERIAL FLIGHT WHILE SERVING AS AN AIRCRAFT COMMANDER WITH MARINE MEDIUM HELICOPTER SQUADRON 163 IN ACTION AGAINST THE INSURGENT COMMUNIST (VIET CONG) FORCES IN THE REPUBLIC OF VIETNAM. ON 12 MARCH 1966, CAPTAIN MCMINN WAS ASSIGNED TO PARTICIPATE IN A MISSION TO EVACUATE A LARGE NUMBER OF AMERICAN AND VIETNAMESE PERSONNEL FROM THE BESEIGED GARRISON AT A SHAU. ENEMY FORCES HAD EARLIER OVERRUN THE OUTPOST FORCES AND WERE FIRMLY ESTABLISHED IN ANTIAIRCRAFT POSITIONS WHICH HAD ALREADY ACCOUNTED FOR THE LOSS OF SEVERAL FRIENDLY AIRCRAFT. UNDAUNTED BY THE ENEMY THREAT, CAPTAIN MCMINN HAD EMBARKED FIVE OF THE OUTPOST SURVIVORS WHEN THE AIRCRAFT WAS STRUK BY MORTAR FIRE JUST BEFORE LIFTOFF. EXHIBITING SUPERIOR AERONAUTICAL SKILL AND COMPOSURE, HE SKILLFULLY MANEUVERED FROM THE EMBATTLED AREA, ALTHOUGH HIS HELICOPTERS ROTOR BLADES WERE BADLY DAMAGED, THE ENGINE DOORS BLOWN OPEN AND THE FUSELAGE RIDDLED WITH FRAGMENTS. THROUGH HIS RESOLUTE EFFORT, HIS HELICOPTER WAS RETURNED SAFELY TO THE HUE PHU BAI BASE, AND HIS CREWMEMBERS AND FIVE PASSENGERS WERE SPARED FROM CAPTURE OR DEATH AT THE HANDS OF THE VIET CONG. CAPTAIN MCMINN'S EXCEPTIONAL AIRMANSHIP, FORTITUDE IN THE FACE OF GRAVE DANGER AND UNFALTERING DEDICATION TO DUTY WERE IN KEEPING WITH THE HIGHEST TRADITIONS OF THE UNITED STATES NAVAL SERVICE"

FOR THE PRESIDENT

V. H. KRULAK
LIEUTENANT GENERAL, U. S. MARINE CORPS
COMMANDING

CONFIDENTIAL

ENCLOSURE (1)

CONFIDENTIAL

3:LWL.atm
7 JUNE 1966

CITATION
DISTINGUISHED FLYING CROSS
FIRST LIEUTENANT EDWARD HAROLD RESSLER

"FOR HEROISM AND EXTRAORDINARY ACHIEVEMENT IN AERIAL FLIGHT WHILE SERVING AS AN AIRCRAFT COMMANDER WITH MARINE MEDIUM HELICOPTER SQUADRON 163 IN ACTION AGAINST INSURGENT COMMUNIST (VIET CONG) FORCES IN THE REPUBLIC OF VIETNAM. ON 10 MARCH 1966, FIRST LIEUTENANT RESSLER WAS ASSIGNED TO PARTICIPATE IN A MISSION TO EVACUATE A LARGE NUMBER OF AMERICAN AND VIETNAMESE PERSONNEL FROM THE BESIEGED GARRISON AT AS HAU. ENEMY FORCES HAD EARLIER OVERRUN THE OUTPOST FORCES AND WERE FIRMLY ESTABLISHED IN ANTIAIRCRAFT POSITIONS WHICH HAD ALREADY ACCOUNTED FOR THE LOSS OF SEVERAL FRIENDLY HELICOPTERS. REALIZING THAT HIS AIRCRAFT WAS AN EASY TARGET FOR ENEMY FORCES POSITIONED WITHIN ONE HUNDRED YARDS, FIRST LIEUTENANT RESSLER COURAGEOUSLY LANDED NEAR THE OUTPOST AND WAITED WHILE NINETEEN PASSENGERS WERE LOADED. WITH MORTAR AND SMALL ARMS FIRE PELTING THE AREA, HE EXHIBITED SUPERIOR AERONAUTICAL SKILL IN LEAVING THE ZONE. AFTER THE DANGEROUSLY OVERLOADED AIRCRAFT SETTLED BACK TO THE GROUND ON THE FIRST TAKEOFF ATTEMPT, HE SKILLFULLY BOUNCED AND MANEUVERED THROUGH THE TALL ELEPHANT GRASS UNTIL THE HELICOPTER WAS AIRBORNE. DURING HIS DETERMINED EFFORT, THE HELICOPTER BECAME ENTANGLED WITH THIRTY FEET OF BARBED WIRE AND DRAGGED IT ALL THE WAY BACK TO THE BASE AT HUE PHU BAI. THE GREAT COMPOSURE AND SKILL WHICH HE EXHIBITED THROUGHOUT CONTRIBUTED DIRECTLY TO THE SUCCESSFUL EVACUATION OF NINETEEN PERSONS, AND UNDOUBTEDLY SPARED THEM FROM CAPTURE OR DEATH AT THE HANDS OF THE VIET CONG. FIRST LIEUTENANT RESSLER'S EXCEPTIONAL AIRMANSHIP, COMPOSURE AND FORTITUDE IN THE FACE OF EXTREME DANGER, AND HIS LOYAL DEVOTION TO DUTY WERE IN KEEPING WITH THE HIGHEST TRADITIONS OF THE UNITED STATES NAVAL SERVICE."

FOR THE PRESIDENT

V. H. KRULAK
LIEUTENANT GENERAL, U. S. MARINE CORPS
COMMANDING

CONFIDENTIAL

ENCLOSURE (1)

3:LWM:atm
7 JUNE 1966

CONFIDENTIAL

CITATION
DISTINGUISHED FLYING CROSS
FIRST LIEUTENTANT JOHN MATTHEW GEISSER

"FOR HEROISM AND EXTRAORDINARY ACHIEVEMENT IN AERIAL FLIGHT WHILE SERVING WITH MARINE MEDIUM HELICOPTER SQUADRON 163 IN ACTION AGAINST INSURGENT COMMUNIST (VIET CONG) FORCES IN THE REPUBLIC OF VIETNAM. ON 11 MARCH 1966, FIRST LIEUTENANT GEISSER WAS ASSIGNED TO PARTICIPATE IN A MISSION TO EVACUATE A LARGE NUMBER OF AMERICAN AND VIETNAMESE PERSONNEL FROM THE BESIEGED GARRISON AT AS HAU. ENEMY FORCES HAD EARLIER OVERRUN THE OUTPOST FORCES AND WERE FIRMLY ESTABLISHED IN ANTIAIRCRAFT POSITIONS WHICH HAD ALREADY ACCOUNTED FOR THE LOSS OF SEVERAL FRIENDLY AIRCRAFT. WHILE PRERARING TO MAKE HIS SECOND LANDING INTO THE HAZARDOUS ZONE, FIRST LIEUTENANT GEISSER SKILLFULLY MANEUVERED HIS HELICOPTER SO THAT CREWMEN COULD DELIVER SUPPRESSIVE FIRE TO PROTECT THE LEAD AIRCRAFT WHICH WAS EMBARKING PASSENGERS. AFTER LANDING AND LOADING HIS OWN AIRCRAFT, HE DISPLAYED EXCEPTIONAL AERONAUTICAL SKILL IN LIFTING SAFELY FROM THE AREA, ALTHOUGH THE HELICOPTER WAS SO HEAVILY OVERLOADED THAT PACKS, EXCESS EQUIPMENT AND EVEN FLOOR BOARDS WERE THROWN OUT TO LIGHTEN THE LOAD. EVEN THEN, THE WHEELS HIT THE TREETOPS, BUT FIRST LIEUTENTANT GEISSER SKILLFULLY TOOK ADVANTAGE OF THIS SITUATION AND GAINED POWER BY BOUCING OFF THE TREES. HAVING DELIVERED THE PASSENGERS TO SAFETY, FIRST LIEUTENANT GEISSER HAD RETURNED TO THE BELEAGUERED ZONE AND WAS PREPARING TO LAND WHEN A VIET CONG WAS SEEN LYING IN AMBUSH, PREPARED TO FIRE AT THE LEAD PLANE WHICH WAS EMBARKING PASSENGERS. WITH GREAT PRESENCE OF MIND, HE QUICKLY MANEUVERED HIS AIRCRA FT IN A MA NNER WHICH ALLOWED CREWMEN TO FIRE AT AND WOUND THE ENEMY. WHILE LOADING EVACUEES ON HIS OWN AIRCRAFT, TWO OTHER VIET CONG ENTERING THE LANDING ZONE WERE FELLED BY HIS CREWMEN. DESPITE THE CONTINUING INCOMING ENEMY FIRE AND ADVERSE WEATHER CONDITIONS WHICH HAMPERED THE ENTIRE OPERATION, FIRST LIEUTENANT GEISSER COMPETENTLY RETURNED HIS AIRCRAFT, CREW AND PASSENGERS TO THE BASE. THR OUGH HIS RESOLUT E EFFORT, TWENTY-SIX PERSONS WHO HAD BEEN STRANDED AT THE BESIEGED OUTPOST WERE SAVED FROM CAPTURE OR DEATH AT THE HANDS OF THE VIET CONG. FIRST LIEUTENANT GEISSER'S EXTRAORDINARY AERONAUTICAL SKILL, FORTITUDE IN THE FACE OF EXTREME DANGER AND UNFALTERING DEVOTION TO DUTY THROUGHOUT WERE IN KEEPING WITH THE HIGHEST TRADITIONS OF THE UNITED STATES NAVAL SERVICE."

FOR THE PRESIDENT,

V. H. KRULAK
LIEUTENANT GENERAL, U. S. MARINE CORPS
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7 JUNE 1966

ARTICLE FROM 25 MAY EDITION OF THE FIRST MARINE AIRCRAFT WING AVAITION SAFETY BULLETIN.

NO SWEAT

By

Captain G. T. LEONHARDT
ASO - HMM-163

As we begin to operate in the hot summer months ahead, we need to spend a brief moment taking stock of the environment we are likely to encounter. What lessons can we draw from our past experiences and what precautions would be wise to consider?

In the months ahead temperatures will approach the 100 degree mark by the late morning hours every day. We may very well find after a prolonged period that we are fighting the heat as much as the Viet Cong. It seems as though a patient, calculated approach is in order.

The reason I say patient is quite simple. All too often we find the irritating trickle of sweat can coerce us into cutting corners and taking unnecessary risks. This can take many forms. Perhaps the boredom of daily routine operations leads us into short sketchy briefings and hasty pre-flights. We might disregard the checklist or go booming out onto the duty runway without first having gained proper clearance. We pick-up the habit of flying with our sleeves rolled up or argue that its just too hot to wear a protective flak vest or Mae West. All of these errors occur and become habitual with us in our rush to get upstairs where its cool.

Add a little sweat and nerves get on edge. Tempers become short and hair trigger. The multitude of routine "foobahs" which exist in any operation become a real pain and we act irresponsible and pop off easily.

On the other hand, the hot weather may lead us into the doldrums where we plod along without really contributing materially to the successful conduct of the operations at hand. Our radio discipline becomes shabby and unprofessional.

While these thing s may occur to us, some drastic changes are simultaneously taking place with respect to the performance characteristics of our "flying machines". Just as we humans find ourselves getting "hot n bothered" so the great "winged bird"

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feels the heat too. In no uncertain terms the aircraft just doesn't handle the same.

In helicopter operations we find payloads reduced tremendously by combinations of high temperatures, little or no wind, increased humidity and reduced engine/rotor efficiency. It becomes necessary to "feel" the load out more. In most instances we are not likely to have a great deal of extra power upon which to rely. With air temperatures exceeding normal limitations it is necessary to reduce the maximum allowable manifold pressure to avoid damaging overboosts.

Meanwhile, in fixed wing the amount of runway required for landings and take-offs lengthens alarmingly. If we are unaware of these increased requirements it is conceivable that airplane may remain earthbound and go scampering off the end of the runway in a great cloud of smoke. Similarly hot brakes become more of a problem to those poor unfortunates whose stead was manufactured without the colorful orange and white drag chute. The pilots familiarity with the airfield arresting apparatus takes on increased importance also.

In every respect it is essential to maintain the proper perspective toward operational safety. There is still no substitute for careful, unhurried planning and execution of any mission.

Be cool, men! Put the slow, steady, unrelenting squeeze play on Victor Charlie. Let's face it, at least we don't have to sweat being hit with napalm while we are out sunbathing!!

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On the morning of [illegible] June 1966, Superchief 1-1 and 1-2 briefed for missi[illegible] [illegible]. This was [illegible] was standby for 9th Marines. The Aircraft took off at [illegible] and proceeded to landing zone Crowded where they shot d[illegible] [illegible] the tactical situation.

At approximately 1300 a Red Eyes was [illegible] at coordinates [illegible]. Superchief 1-1 flight proceeded to the p[illegible] and made contact with Kentucky Company on the ground. They said [illegible] had approximately 25 serious casualties. Kentucky Company said that the [illegible] to approach the zone [illegible] over the rice paddies to the east of the zone because the [illegible] had cleared that area. Superchief 1-1 commenced approach [illegible] high. Superchief 1-1 landed in the zone and loaded five [illegible] take off to the east out of the zone Superchief 1-1 received [illegible] weapons fire from the tree line bordering the river to [illegible] fire hits were received starting from just behind the engine [illegible] pylon. One [illegible] was hit in the back on the right [illegible] came up through [illegible] of the aircraft, and the [illegible] round into the [illegible]. The crew chief returned fire during [illegible] period. Superchief 1-1 [illegible] that mortars were exploding [illegible] at this time, and [illegible] he should go down. Superchief 1-1 [illegible] that the area was [illegible] this time for anyone else to enter [illegible] Superchief 1-2 escort [illegible] Red. Upon arrival at "C" Red [illegible] loaded [illegible] was inspected for damage. [illegible] out it was [illegible] that the aircraft had [illegible] rounds had [illegible] the fuel tanks and just passed [illegible] the [illegible] of the aircraft at the [illegible] point. While returning [illegible] was learned that Deadlock [illegible] zone certificate. Deadlock escort was [illegible] 100 feet and the area appeared [illegible] due to the hits received on the flight [illegible] farther out in the rice paddies and [illegible] into the zone. Superchief 1-1 picked up four Red Eyes and [illegible] out of the zone before climbing, without receiving any fire [illegible] time. Superchief 1-2 made the same type of approach then landed and picked up 5 evacs. On climb out 1-2 received automatic weapons fire but no hits upon the aircraft. Deadlock Red Eyes then approached, landed and departed the zone. It was not known whether they took fire.

After returning from "C" Red for the third pickup, Deadlock escort informed Superchief 1-1 that he had received fire from east of the zone along the river and suggested that we approach from the west. His suggestion was followed and another landing was made in the zone, although in making the turn into the wind and setting down, the trees on the left were clipped by the rotor blades. Upon pickup from the zone automatic weapons fire was received but no hits made on the aircraft. The crew chief returned fire at this time, and Deadlock [illegible] fired rockets directly into the area where the fire was coming from. Deadlock Red Eyes then made his approach and landing. While in the zone he started to receive fire and called in Deadlock escort

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ENCLOSURE 1

[illegible] This was accomplished, [illegible] lands after Deadlock Mac [illegible] took off but the last casualt[illegible] backed up by Deadlock. Superchief 1-[illegible] did not receive any fi[illegible] Approach [illegible] climb out and this can be accentuated to the excellent [illegible] provided by Deadlock [illegible] after [illegible] the [illegible] to [illegible] Superchief flight returned to base [illegible]

Superchief 1-1

T. J. COWPER	Pilot
B. S. BARNETT	Copilot
A. HARSEN	Crew Chief
[illegible] KENNEDY	Aerial Gunner

Superchief 1-2

[illegible] J. [illegible]	Pilot
[illegible] J. K.	Copilot
J. L. [illegible]	Crew Chief
[illegible] J. [illegible]	Aerial Gunner

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