

MARINE MEDIUM HELICOPTER SQUADRON 163
Marine Aircraft Group 15 (Rein)
9th Marine Amphibious Brigade, FMFPac
FPO San Francisco 96602

3:ATR:jdd
5750
SerNo:
13 September 1967

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

Subj: Command Chronology, 1-7 September 1967

Ref: (a) GruO 5750.1

Encl: ✓(1) Command Chronology, 1-7 September 1967

1. In accordance with reference (a), enclosure (1) is submitted.
2. This letter is declassified to unclassified upon removal of enclosure (1).

Walter C. Kelly
WALTER C. KELLY

Copy to:
File

MAG-16	
SAC #	01112-57
COPY #	10/1

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Reg # 271

HM-163

END CHRON

1-7 SEP 1967

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5750
13 September 1967

Marine Medium Helicopter Squadron 163

1-7 September 1967

MCAF, HUE PHU BAI, Republic of Viet-Nam

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5750
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A. PART ONE - ORGANIZATIONAL DATA

1. Commanding Officer and Staff

- a. Walter C. KELLY, LtCol., Commanding Officer, 1-7 September 1967
- b. Frederick A. HUECKEL, Major, Executive Officer, 1-7 September 1967
- c. Robert S. CHARLES, Captain, Operations Officer, 1-7 September 1967
- d. Lonnie S. UNDERHILL, Captain, Logistics Officer, 1-7 September 1967
- e. James L. HIGGS, Captain, Maintenance Officer, 1-7 September 1967
- f. William T. LUNSFORD, Major, Aviation Safety Officer, 1-7 September 1967.
- g. Robert E. ILZHOEFER, Captain, NATOPS Officer, 1-7 September 1967
- h. Joseph R. GRAY, Captain, Administration Officer, 1-7 September 1967
- i. John E. COCHRAN, Lieutenant, USN(MC), Medical Officer, 1-7 September 1967.
- j. Henry E. EISENSON, Captain, Intelligence Officer, 1-7 September 1967
- k. William K. WESTLING, Captain, Custodian, S&C Officer, 1-7 September 1967

2. Task Organization

Location - MCAF, Hue Phu Bai, RVN, 1-7 September 1967

3. Average Monthly Strength

Marine		Navy	
<u>Officer</u>	<u>Enlisted</u>	<u>Officer</u>	<u>Enlisted</u>
43	181	1	3

4. Important Visitors

None, during this period

B. PART TWO - NARRATIVE SUMMARY

1 September 1967 - Normal operations were conducted in the Phu Bai area. The squadron was also required to send two (2) aircraft to the Tripoli to provide day and night medevac for the Dong Ha area. A total of twenty-two (22) medevac missions were flown, eight (8) being night medevacs.

2 September 1967 - Normal operations conducted in the Phu Bai area. Captain GRAY led a three (3) plane division on a nine (9) man recon emergency extraction. Small arm and automatic weapons fire was reported with no aircraft receiving hits. Major LUNSFORD reported small arms fire on a night medevac with no hits. The squadron flew a total of eight (8) medevac missions, two (2) being night medevac.

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5750

13 September 1967

3 September 1967 - Normal operations conducted in the Phu Bai area. The squadron flew medevac and resupply missions in the Dong Ha area. Lt. MURRAY received small arm and artillery fire on a Dong Ha supply mission. No hits were taken. Captain BRACKINS took no hits while taking fire on a medevac mission. The squadron flew two (2) emergency recon extractions, one (1) being at night. No fire was reported. Seventeen (17) medevac missions were conducted this period.

4 September 1967 - Normal operations were conducted in the Phu Bai area. The squadron supported the Dong Ha medevac commitment with two (2) aircraft. One (1) recon emergency extraction was conducted with no fire reported. A total of twenty-one (21) medevac missions were conducted this period.

5 September 1967 - Normal operations were conducted in the Phu Bai area. The squadron also committed two (2) aircraft to Dong Ha for day and night medevac operations and two (2) aircraft to Khe Sanh for day and night medevac and emergency resupply missions. Captain CHARLES led a section of aircraft on a night emergency ammo resupply north east of Con Thien. Restricted weather was encountered by all night flights in the Dong Ha and Khe Sanh area. No fire was reported. A total of twenty-five (25) medevac missions were conducted, eight (8) being night medevacs.

6 September 1967 - Normal operations were conducted in the Phu Bai area. The squadron supported the Khe Sanh and Dong Ha areas with two (2) aircraft each. Medevac and emergency resupply missions were conducted throughout the Khe Sanh and Dong Ha area. Lt. MURRAY received .50 cal. fire on a night medevac mission receiving no hits. A total of nineteen (19) medevac missions were conducted, five (5) being at night.

7 September 1967 - Limited operations were conducted in the Phu Bai area. The squadron furnished two (2) aircraft to Dong Ha for medevac and resupply, two (2) aircraft to Khe Sanh for medevac and resupply, and four (4) aircraft, enroute to Ky Ha for medevac support, were diverted to Marble Mountain for emergency medevac use. Local Phu Bai medevac was still conducted. Captain RICHEY received two (2) hits while flying a resupply mission, with no injuries reported. Captain RIGGS received four (4) hits while attempting an emergency medevac hoist pick up. Captain UNDERHILL, the medevac chase, received fire with no hits on the same mission. No injuries occurred. Captain RIGGS attempted another emergency hoist pick up northwest of Camp Evans and received small arms and automatic weapons fire. Seventeen (17) hits were recorded in his aircraft with no injuries. Captain RIGGS was forced to make an emergency landing at Camp Evans. Captain BRACKINS received an air burst in the BaLong Valley while returning from Khe Sanh. No damage or injury reported. Major HUECKEL, Captain CHARLES, and Lt. MURRAY all received fire on separate medevac missions. No hits were recorded. A total of twenty-six (26) medevac missions were conducted, five (5) being night medevacs. The squadron checked into the movement report systems effective 2400 Hotel this day, and was prepared for SLF deployment.

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13 September 1967

C. PART THREE-SIGNIFICANT EVENTS

1. Personnel

The squadron experienced a decrease in personnel during the first week in September 1967. Three (3) officers and seven (7) enlisted Marines were joined while eleven (11) officers and no enlisted were detached. This gave the squadron a total of forty-four (44) officers and one hundred eighty one (181) enlisted personnel as of 7 September 1967.

2. Administration

During the first week in September 1967, twenty-one (21) Marines were promoted to Corporal and eleven (11) were promoted to Lance Corporal.

3. Awards

No awards were presented during this period.

4. Casualties

No casualties reported during this period.

5. Civic Action

No significant events

6. Morale/Welfare Programs

No significant events

7. Information Services

No significant events

8. Intelligence/Counter Intelligence

No significant events

9. Air Operations

a. Flight Hours - 443.8

b. Flights/Sorties - 151/974

c. Passengers - 1426

d. Cargo - 53.3 short tons

e. Medevacs - 89 missions

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13 September 1967

10. Special Operations

1-7 September 1967 CUMBERLAND

This squadron supported "Operation Cumberland" with administrative, logistics and medical evacuation missions.

1-7 September 1967 FREMONT

This squadron supported "Operation Fremont" with medical evacuation, administrative and logistics missions.

1-7 September 1967 ATMORE

This squadron supported this operation with recon inserts and extracts, overflights, medical evacuations and logistics missions.

7. September 1967

This squadron supported Operation Swift with medical evacuation missions.

11. Training

No significant events

12. Ground Defense

No significant events

13. Logistics

No significant events

14. Motor Transport

No significant events

15. Maintenance

No significant events

16. Avionics

No significant events

17. Base Development

No significant events

4.

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13 September 1967

18. Communications/Electronics

No significant events

19. Career Advisory

The squadron had four (4) enlisted personnel re-enlist during this period.

D. PART FOUR - SUPPORTING DOCUMENTS

NONE

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MARINE MEDIUM HELICOPTER SQUADRON 163
 Marine Aircraft Group 15 (Rein)
 9th Marine Amphibious Brigade, FMFPac
 FPO San Francisco 96602

3:RSC:jd
 5750
 3 October 1967
 003827667

SECRET - NOFORN

From: Commanding Officer
 To: Commander, Task Group Seventy Nine Point Four

Subj: Command Chronology; submission of

Ref: (a) MCO 5750.2
 (b) CTG 79.4 ltr 3:PJM:dln over 5750 dtd 5 Apr 67

Encl: ✓(1) Command Chronology for the Period 8-22 September and 28-30
 September 1967

✓ A/A, BALLISTIC CHARGE/SHELBYVILLE, 16-22 Sep 67

1. In accordance with references (a) and (b), enclosure (1) is submitted.
2. This letter is downgraded to unclassified upon removal of enclosure (1).

F. A. Rueckel
 F. A. RUECKEL
 Acting

HMM-163

CMD CHRON

SECRET - NOFORN

Copy 1 of 24

HMM-163 SIC # 670285

8-30 SEP 1967

SECRET - NOFORN

COMMAND CHRONOLOGY
MARINE MEDIUM HELICOPTER SQUADRON 163
8-22 AND 28-30 SEPTEMBER 1967

ENCLOSURE (1)

SECRET - NOFORN

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PART IORGANIZATIONAL DATA

(C) 1. Organizational Data:

(a) Reporting Unit	HMM-163
(b) Location	SLF, USS Okinawa
(c) Reporting	8-22 and 28-30 September 1967
(d) Commanding Officer	W. C. KELLY, LtCol., USMC
(e) Executive Officer	F. A. RUECKEL, MAJOR, USMC
(f) Operations Officer	R. S. CHARLES, CAPT., USMC
(g) Administration Officer	D. A. DAVIS, 2/LT., USMC
(h) Intelligence Officer	H. L. EISENSON, CAPT., USMC
(i) Logistics Officer	L. S. UNDERHILL, CAPT., USMC
(j) A/C Maintenance Officer	J. L. RIGGS, JR., CAPT., USMC
(k) Aviation Safety Officer	W. T. LUNSFORD, MAJOR, USMC
(l) Flight Surgeon	J. W. COCHRAN, LT., USN

2. Task Organization and Unit Location

MAG-15 (Rein), 9th MAB, SLF, USS Okinawa
8-22 and 28-30 September 1967

3. Average Monthly Strength

	USMC	USN	TOTAL
OFFICERS:	43	1	44
ENLISTED:	181	3	184

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DECLASSIFIEDPART IINARRATIVE SUMMARY

During this period, HMM-163, located aboard the USS Okinawa, was under operational control of the CTG 79.4. The primary activities during this period were administrative and logistic flights in support of Task Group 79.4 and in direct support of Operations BALLISTIC CHARGE and SHELBYVILLE. The squadron was located at Phu Bai, RVN from 1 September - 7 September 1967.

PART IIISIGNIFICANT EVENTS

8 September 1967 - (S) Flight Time 38.8
Sorties 0
Fire Incidents 0
Comments: HMM-163 deployed aboard the USS Okinawa (LPH-3). The day was spent lifting squadron gear and equipment from Phu Bai to the LPH-3.

9 September 1967 - (S) Flight Time 25.0
Sorties 3
Fire Incidents 0
Comments: HMM-163 conducted day and night carrier qualifications in addition to flying three (3) sorties in support of TG 79.4.

10 September 1967 - (S) Flight Time 40.7
Sorties 12
Fire Incidents 0
Comments: Squadron pilots' carrier qualifications and administrative support of TG 79.4 continued in the Phu Bai area.

11 September 1967 - (S) Flight Time 23.3
Sorties 24
Fire Incidents 0
Comments: Carrier qualifications and administrative support of TG 79.4 in Phu Bai area.

12 September 1967 - (S) Flight Time 13.3
Sorties 32
Fire Incidents 0
Comments: Administrative and maintenance flights.

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13 September 1967 - (S) Flight Time 5.8
 Sorties 20
 Fire Incidents 0
 Comments: Administrative support of TG 79.4

14 September 1967 - (S) Flight Time 6.5
 Sorties 28
 Fire Incidents 0
 Comments: Administrative and maintenance flights.

15 September 1967 - (S) Flight Time 33.4
 Sorties 48
 Fire Incidents 0
 Comments: Pilots' carrier qualifications and administrative support of TG 79.4.

16 September 1967 - (S) Flight Time 79.1
 Sorties 226
 Fire Incidents 4
 Comments: Initial support of Operation BALLISTIC CHARGE.
 One aircraft (YP-9) received a hit during the lift. Another aircraft (YP-4) suffered Alpha damage while attempting to land with a rough running engine and battle damage to the port strut of the landing gear. The aircraft entered ground resonance resulting in three of the crew members receiving minor injuries.

17 September 1967 - (S) Flight Time 32.9
 Sorties 139
 Fire Incidents 4
 Comments: Continued in support of Operation BALLISTIC CHARGE.
 YP-13 was hit by small arms fire.

18 September 1967 - (S) Flight Time 22.2
 Sorties 48
 Fire Incidents 1
 Comments: Continued in support of Operation BALLISTIC CHARGE.

19 September 1967 - (S) Flight Time 42.8
 Sorties 107
 Fire Incidents 1
 Comments: Continued support of Operation BALLISTIC CHARGE.

20 September 1967 - (S) Flight Time 38.7
 Sorties 110
 Fire Incidents 1
 Comments: Continued supporting Operation BALLISTIC CHARGE.
 YP-18 received hits while engaged in resupply mission.

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21 September 1967 - (S) Flight Time 44.1
 Sorties 80
 Fire Incidents 0
 Comments: Continued in support of Operation BALLISTIC CHARGE.

22 September 1967 - (S) Flight Time 97.7
 Sorties 335
 Fire Incidents 14
 Comments: Launched strike in support of Operation SHELBYVILLE. Four aircraft (YP-22, YP-10, YP-21, and YP-18) received battle damage (minor) as a result of enemy fire. Reported OPCON to CG, 1stMAW, effective 230001H Sep 67

23-28 September 1967 - Under Operational Control of CG, 1st MAW.

28 September 1967 - (S) Flight Time 0
 Sorties 0
 Fire Incidents 0
 Comments: Reported OPCON 79.4 effective 281800H Sep 67.

29 September 1967 - (S) Flight Time 16.3
 Sorties 45
 Fire Incidents 0
 Comments: General administrative, resupply and maintenance flights in the DaNang area.

30 September 1967 - (S) Flight Time 16.7
 Sorties 29
 Fire Incidents 0
 Comments: Administrative and maintenance flights in the DaNang area.

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PART IV

1. Flight Data

8-22 & 28-30 September 1967

Flight hours - - - - - 577.3
Sorties - - - - - 1286
Pax/Troops - - - - - 2247
Tons of Cargo - - - - - 38.04
Casualties - - - - - 5

2. Awards

(a) The following were awards presented to squadron members during this period:

Purple Hearts

CAPT. L. S. UNDERHILL
1/Lt. B. M. GORDON
1/Lt. R. M. TALENT
SSGT. J. D. HART, JR. *
SGT. J. M. SHORT
LCPL. A. L. CARTER
LCPL. R. T. HOOKS *

(b) The squadron also presented 275 Air Medals

* Personnel Wounded In Action 30 August 1967.

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MARINE MEDIUM HELICOPTER SQUADRON 163
Marine Aircraft Group 15 (Rein)
9th Marine Amphibious Brigade, FMFPac
FPO San Francisco 96602

3:RSC:jd
CN 00307-67
3 October 1967
003A 27667

SECRET - NOFORN

From: Commanding Officer
To: Commander, Task Group Seven Nine Point Four

Subj: After Action Report, Operation BALLISTIC CHARGE/SHELBYVILLE: submission of

Ref: Annex J to CTG 79.4 Operation Plan 120-67

Encl: ✓(1) Chronology of Significant Events
✓(2) Analysis of Helicopter Operations
✓(3) Statistical Summary

1. In accordance with Reference (a), enclosures (1), (2) and (3) are submitted.

2. This letter may be downgraded to unclassified upon removal of enclosures (1), (2) and (3).


F. A. RUECKEL
Acting

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HMM-163

a/a BALLISTIC CHARGE/
SHELBYVILLE

16-22 NCP 57

SECRET - NOFORN

CHRONOLOGY OF SIGNIFICANT EVENTS

16 September 1967

At 0630H sixteen (16) UH-34D helicopters commenced a lift of Charlie Company, BLT 1/3 from the LPH-3 to the alternate LZ (BT 202476). Light sniper fire was encountered with one (1) aircraft (YP-9), receiving one hit. One (1) man received a leg wound and was returned to the LPH-3 for treatment. After two waves into the LZ, the Headquarters Command, a 4.2 battery, and Delta Company were lifted into the vicinity of Red Beach. The lift was completed at approximately 0930H.

At 0945H, YP-4 received Alpha Damage when attempting to land with a rough running engine and battle damage to the port strut of the landing gear. The aircraft entered ground resonance and three of the crew members received minor injuries.

Following the troop lift, squadron aircraft were utilized on resupply, administration, and medevac missions. Three (3) incidents of sniper fire were reported, but no aircraft were hit.

A detachment of 3 UH-1E's from VMO-6 logged 30.9 hours of flying TAG(A), HQ(A) and armed escort for the lift. Commanding Officer of HMM 163 acted as the HC(A) and was accompanied by Commanding Officer of BLT 1/3 for squadron/battalion coordination during the lift.

17 September 1967

HMM-163 and supporting detachments flew resupply, administrative and medevac missions in support of the SLF. Four (4) fire incidents were reported with YP-13 taking a hit in one of its rotor blades. There were no injuries to personnel.

18 September 1967

A normal day of resupply, administrative and medevac missions was flown by the squadron and the three (3) supporting UH-1E's. Two (2) aircraft reported taking fire, but no hits were recorded.

19 September 1967

Squadron aircraft continued supporting Operation BALLISTIC CHARGE by flying resupply, administrative and medevac missions on request of BLT 1/3. One fire incident was recorded, with aircraft involved receiving no hits.

20 September 1967

HMM-163 flew normal resupply, administrative and medevac missions. One aircraft, YP-18, sustained a hit in its tail cone. No member of the crew was injured. There were no other fire incidents reported.

ENCLOSURE (1)

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21 September 1967

The squadron, together with supporting units, was utilized in supporting the SLF by flying administrative, resupply and medevac missions. No aircraft reported taking hostile fire.

22 September 1967

At 0705H, fourteen (14) UH-34D helicopters commenced a lift of BLT 1/3 less Alpha Company from Red Beach to LZ Quail (BT000547). The lift was completed at 1145H.

At approximately 1245H, eight (8) UH-34D helicopters commenced the lift of Alpha Company from the LPD-6 to LZ Quail. This lift was completed by 1530H.

During the entire lift fourteen (14) fire incidents were reported and ground units state the aircraft were taking sniper fire on each trip into the LZ. Four (4) aircraft, YP-22, YP-10, YP-21, and YP-18 received hits with no one injured.

The detachment from VM0-6 flew 26.1 hours as TAG(A), HC(A), and armed escort for the lift. Commanding Officer HMM 163 accompanied by Commanding Officer BLT 1/3, again acted as HC(A).

ENCLOSURE (1)

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ANALYSIS OF HELICOPTER OPERATIONS1. General

Helicopter operations were conducted from the USS Okinawa (LPH-3) during Operation BALLISTIC CHARGE/SHELBYVILLE. The USS Duluth (LPD-6) was used as the LSA and as a refueling point. Weather, in the way of low clouds and rain squalls had relatively minor effect on helicopter operations. Communications with helicopters varied from adequate to good.

2. Analysis

a. No major problems were encountered. The scheduling of missions was adequate and utilized to the fullest extent.

b. Communications and Coordination

Two separate HST and tactical nets were utilized and alleviated some communication difficulties. Some problems arose during the first several days of the operation due to selection of too common a frequency for the landing zones. Landing zones marked primarily with smoke and panels were easily identifiable. Other than difficulties in obtaining correct coordinates at times and the frequency selection mentioned above, communications and coordination were carried out rather smoothly.

c. Operations of Logistic Support Area

The majority of all logistic missions were conducted from the USS Duluth (LPD-6), acting as the LSA. Readily available fuel aboard the Duluth allowed a relatively rapid and efficient resupply. The minor problems which were encountered, took place at the staging area (Hill 63) and were chiefly attributable to communication difficulties between helicopters and the LSA.

d. Resupply of Companies

Intermittent poor weather hampered resupply to a minor extent. Poor selection of landing zones in the initial stages of the operation posed a few problems which were quickly remedied by way of better zone selection techniques. Communications and helicopter utilization problems accounted for a few difficulties in company resupply, but in general the resupply missions were accomplished efficiently. Use of UH-1E gunships proved to be an excellent source of fire suppression.

3. Conclusions

The two major lifts were conducted smoothly and efficiently. Problems encountered in the initial lift of Operation BALLISTIC CHARGE were negligible during the first phases of Operation SHELBYVILLE. Coordination between the helicopter and ground units was excellent.

ENCLOSURE (2)

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STATISTICAL SUMMARYOPERATION BALLISTIC CHARGE

<u>DATE</u>	<u>SORTIES</u>	<u>PAX</u>	<u>CARGO</u>	<u>MEDEVACS</u>	<u>HOURS</u>
16Sept67	226	500	4.45	1	79.1
17Sept67	139	139	5.65	0	32.9
18Sept67	48	69	1.00	3	22.2
19Sept67	107	113	4.00	3	42.8
20Sept67	110	118	8.50	3	38.7
21Sept67	80	145	7.00	4	44.1
22Sept67	335	669	0.00	0	97.7

TOTALS	1045	1753	30.60	14	357.5

Number aircraft hit by enemy fire 7

Number Fire incidents 26

Number aircraft damaged or destroyed operationally 8

Number personnel Wounded In Action 3

Number Killed In Action 0

ENCLOSURE (3)

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