

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

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 5 October 1967

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From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn S-3)

Subj: Command Chronology; 1 September 1967 through 30
 September 1967; submission of

Ref: (a) GruO 5750.1B

Encl: ✓ (1) Marine Medium Helicopter Squadron 164 Command
 Chronology for 1 September through 30 September
 1967

1. In accordance with reference (a), the subject report is
 submitted as enclosure (1).

R. F. Rick
 R. F. RICK

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

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SEP 1967

MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO San Francisco 96602

1 September 1967 - 30 September 1967

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PART I - ORGANIZATIONAL DATA

- | | | |
|--------|----------------------|-------------------|
| 1. CC | LtCol. M. T. JANNELL | 25 July 1967 |
| CO | LtCol. R. F. RICK | 15 September 1967 |
| XO | LtCol. R. F. RICK | 26 August 1967 |
| XO | Maj. A. B. COLBERT | 15 September 1967 |
| AdminO | 1stLt. T. C. MILLER | 7 August 1967 |
| S-1 | Capt. F. E. WIRKUS | 14 August 1967 |
| S-2 | Capt. A. R. TOFOYA | 21 September 1967 |
| S-3 | Maj. E. T. LANGLEY | 14 August 1967 |
| S-4 | Capt. D. C. BRODIE | 1 August 1967 |
| MAINT | Maj. A. B. COLBERT | 26 August 1967 |
| MAINT | Maj. R. H. NELSON | 15 September 1967 |
1. HMM-164, Phu Bai, Vietnam, 1 September to 30 September 1967.
3. Average monthly strength - Officers - 42
Enlisted - 165
4. Important visitors to the command: Mr. Robert W. THARRINGTON,
Vice President Boeing, General Manager Vertol Division
Mr. Carl WEILAND, CH-46 Chief Project Engineer
RAdm. TOWNSEND, Chief Naval Air Systems Command

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PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING
REPORTING PERIOD 1 SEPTEMBER 1967 TO 30 SEPTEMBER
1967

1 September 1967

Two aircraft were launched from Phu Bai led by Capt. W. B. PHILLIPS on two recon insertions. The second recon insertion was cancelled when word was received that all CH-46's were grounded by the First Marine Aircraft Wing.

Two aircraft were launched from Khe Sanh dummy recon insert. The section was led by Capt. A. KIRK.

A total of 13 sorties, 4 tasks and 5.2 hours were flown and 20 passengers were carried.

2 September 1967

One section of aircraft led by 1stLt. J. L. CONNOLLY, Jr. were launched from Khe Sanh on an emergency recon extraction. The flight had to initially wave off due to heavy enemy automatic weapons fire. The team was successfully extracted after returning to Khe Sanh for fuel. The crew chief, Cpl. J. W. BURROW and the gunner, Cpl. S. M. LINEBAUGH, were credited with 2 KIA by the recon team.

A total of 5 sorties, 2 tasks and 3.6 hours were flown and 8 passengers carried.

3 September to 14 September 1967

No flights were flown during this period.

15 September 1967

LtCol. M. T. JANNELL relinquished command this date to LtCol. R. F. RICK. LtCol. JANNELL led a flight of two aircraft to Khe Sanh to exchange aircraft that are on emergency standby there. There were three post maintenance inspection flights flown at Hue/Phu Bai for a total of 11 sorties, 5 tasks and 5.4 hours flown. One passenger was carried.

16 September to 18 September 1967

There were no flights flown during this period.

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19 September to 30 September 1967.

Post maintenance inspection flights and systems integrity check flights along with one ferry flight from Marble Mountain were flown during this period. On 22 September 1967, one aircraft was received from H34 S-16 at Marble Mountain Air Facility and flown to the Squadron at Hue/Phu Bai. A total of 139 sorties, 48 tasks and 46.8 hours flown, and 34 passengers were carried.

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PART III - MISCELLANEOUS

1. PERSONNEL: 7 men joined the squadron and 39 departed the organization.
2. AWARDS: None
3. CASUALTIES: None
4. INFORMATIONAL SERVICES: The ISO, 1stLt. R. R. ROPELEWSKI, sent out 120 ISO news releases during this reporting period.
5. INTELLIGENCE/COUNTER-INTELLIGENCE:

<u>A/C Fired On</u>	<u>Incidents</u>	<u>A/C Hit</u>	<u>Hit</u>	<u>Sorties</u>	<u>Hours</u>
1	1	0	0	168	61

Ratio of aircraft hits to aircraft fired on: 0:1
 Ratio of aircraft hits to sorties flown: 0:168
 Ratio of aircraft hit to sorties flown: 0:168
 Ratio of aircraft hit to hours flown: 0:61
 Ratio of aircraft hit to aircraft fired on: 0:1

Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
1	0	0-499
0	0	500-999
0	0	1000-1499
0	0	1500+
0	0	UNKNOWN

6. AIR OPERATIONS:

Total Hours Flown:	- 61.0
Number of sorties flown:	- 168
Amount of Cargo Carried:	- 0.0
Number of Medical Evacuations Flown:	- 0
Number of Passengers Carried:	- 63

7. GROUND DEFENSE: The squadrons provisional rifle platoon was deployed to the inner perimeter four times during the month on alerts.

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8. TRAINING: 8 Aerial Gunners were qualified during this reporting period.

Pilot training lectures have been presented during this period.

9. SUPPLY: During the month of September, all equipment not being used has been moved under cover for protection from the weather. The material department has been issued a new article of winter clothing - a sleeping shirt for test and evaluation. They have been issued and for the next three months, comments and opinions will be forwarded to the Group. Unserviceable tents in the living area have been replaced and those tents with small holes have been repaired. Our supplies of flight equipment has considerably improved this month; both gloves and flight suits are in adequate supply. Equipment damaged from a recent mortar attack has been turned in to Group Supply for appropriate action.

10. MAINTENANCE:

Average aircraft availability:	7.1 Aircraft
Number of aircraft lost:	None
Number of aircraft stricken:	None
Number of aircraft to PAR:	None
Number of aircraft gained:	One (BuNo 151943)
Number of aircraft transferred:	None
Number of aircraft Inspected:	6 Aircraft

Problems: All aircraft grounded on 2 September for aft pylon problems.

Shortage of personnel: No replacements being received for CONUS bound personnel.

Transmission that were AOCF for over 50 days.

No replacements received for personnel on intra MAG transfer.

11. AVIONICS: During the month of September most of the man hours were expended on locating and correcting minor discrepancies on the aircraft. These consisted of re-safety wiring components tightening loose connections, cleaning and checking of equipment. Of 1920 assigned manhours approximately one third was spent on these actions and approximately 495 items were processed. In addition 40 TDC's were also complied with.

The highest discrepancy encountered during this period were torque indicators being out of adjustment; there were 14 failures in this system, by far the most outstanding. All other discrepancies were one or two time gripes.

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PART IV - SUPPORTING DOCUMENTS

1. Maps: Series: L7014. 1:25,000 coverages of I Corps area.
2. All briefs were given by Oakgate and Roscanne Bravo, with detachments at Khe Sanh being briefed by Operations there.

Enclosure (1)

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