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MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 36
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

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From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)

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

Ref: (a) Gru0 5750.1

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

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

A. B. Colbert

A. B. COLBERT
 Acting

MAC-36 S&C Files

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Enclosure [7]

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HMM-164

CMD CHRON

Nov 1967

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MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO San Francisco 96602

COMMAND CHRONOLOGY
FOR
1 November 1967 - 30 November 1967

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PART I - ORGANIZATIONAL DATA

- | | | | |
|----|-----------|---------------------|-------------------|
| 1. | CO | LTCOL. R. F. RICK | 15 September 1967 |
| | XO | MAJ. A. B. COLBERT | 15 September 1967 |
| | S-1 | MAJ. F. E. WIRKUS | 14 August 1967 |
| | S-1 | CAPT. R. H. WARNOCK | 20 November 1967 |
| | S-2 | CAPT. A. R. TAFOYA | 21 September 1967 |
| | S-2 | CAPT. H. M. TIMMONS | 20 November 1967 |
| | S-3 | MAJ. E. T. LANGLEY | 14 August 1967 |
| | S-4 | MAJ. D. C. BRODIE | 26 August 1967 |
| | MAINT | MAJ. R. H. NELSON | 15 September 1967 |
| | MAINT | CAPT. D. L. CALDON | 9 November 1967 |
| | SGT. MAJ. | A. MUCKLEY | 25 October 1967 |
2. HMM-164, Phu Bai, Vietnam, 1 November 1967 to 30 November 1967.
3. Average monthly strength - Officers: 37
Enlisted: 143
4. Important visitors to the Command: MAJ. GEN. N. J. ANDERSON,
CG 1st MAW.

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

1 November 1967 - 15 November 1967

On 1 November Major E. T. LANGLEY led a section of two H-46's on an emergency lift of maintenance personnel and equipment to YD508225 in support of the recovery of a downed H-34. Two UH-1E's from VMO-6 provided armed cover. No fire was received. Two medevacs; seven passengers and 1900 lbs. were carried.

On 2 November Major E. T. LANGLEY led a section of 2 H-46's to YD508225 to extract the maintenance and engineering personnel from the site of the downed H-34. A CH-53 from HMM-463 externalized the H-34 from the zone. No fire was received. Nineteen passengers were carried.

On 7 November Captain D. L. STEWART departed for Futema, Okinawa to replace Captain A. R. TAFOYA on the modification program being conducted by COMFAIRWESTPAC on the CH-46A.

On 9 November two CH-46's were ferried to Danang for shipment to Futema, Okinawa for the modification program.

On 14 November Captain D. L. SANDERS departed for Futema, Okinawa to replace 1/Lt J. L. MONROE on the modification program. Captain A. R. TAFOYA returned to the squadron from duty with the modification program at Futema, Okinawa.

During this period the squadron flew 29.5 hours and 192 sorties. 9.6 hours of combat logistics were flown, 1.9 hours of medevac, 0.6 hours of admin liaison and 3.8 hours of ferry hops. 13.6 hours of post maintenance inspection and systems integrity flights were flown.

16 November to 30 November 1967

On 19 November one CH-46 was flown to Danang for transportation to Futema, Okinawa. One CH-46 was externalized to Danang by a CH-53 from HMM-463.

On 20 November Major General ANDERSON visited the squadron to present awards. Captain A. R. TAFOYA departed the squadron for transfer to 9th MAB, Okinawa.

On 21 November two CH-46's were flown to Danang and one CH-46 was externalized by a CH-53 for transportation to Futema, Okinawa. Three CH-46's returned to the squadron from the modification program; Bu. No's 150956, 151924, and 151917. 1stLt J. L. MONROE returned to the squadron from Futema, Okinawa. 1stLt D. G. McDERMID departed the squadron for rotation to CONUS.

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On 22 November Capt. D. R. ZAMORA departed the squadron for transfer to 1st MAR DIV.

On 24 November 1stLt D. F. CORS led a section of CH-46's to Ky Ha to assist HMM-165 complete the movement of their squadron to Phu Bai. They carried 4,000 lbs of cargo and flew 4.1 hours and six sorties.

On 25 November two CH-46's flew between Phu Bai and Quang Tri carrying cargo for MAG-36 forward. A total of 18,200 lbs and 31 passengers was carried and 16.7 hours and 24 sorties were flown.

On 27 November Capt. J. W. MAHONEY led 2 CH-46's in an attempt to carry crews to DaNang to pick up squadron Aircraft returning from Futema, Okinawa. The flight turned back due to IFR weather.

On 28 November two CH-46's carried cargo and personnel to Quang Tri for MAG-36 forward. Two Ch-46's led by Maj. A. B. COLBERT, worked with 4th Marine Regiment resupplying units of the 3rd Marine Division. The mission was partially incompleted do to IFR weather. A total of 28,850 lbs and 64 passengers was carried, and 8.0 hours and 31 sorties were flown.

On 29 November LtCol R. F. RICK led a two plane Section on a resupply mission to the 4th Marines area. That afternoon 1stLt. D. F. CORS led a two plane section on a continuation of the same mission. A total of 42,650 lbs and 106 passengers was carried, and 15.6 hours and 67 sorties were flown.

On 30 November two CH-46's were returned to the squadron from Futema, Okinawa; Bureau # 151920 & 152457 152457

During this period the squadron flew 105.9 hours and 193 sorties, 40.3 hours of combat cargo, 19.2 hours of ADMIN. Liaison, and 3.0 hours of combat troops were flown, 25 hours of Post Maintenance inspection flights and 18.4 hours of ferry hops were also flown. Of this total 9.0 hours were flown by maintenance pilots at Futema, Okinawa.

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PART III - MISCELLANEOUS

1. PERSONNEL: 23 men joined the squadron and 26 departed the organization.

2. AWARDS:

- a. Three Bronze Stars
- b. One Distinguished Flying Cross
- c. One Navy Commendation Medal
- d. Nine Purple Hearts

3. CASUALTIES: None.

4. INFORMATION SERVICES: The ISO, 1st Lt R. R. ROPELEWSKI, sent out 40 news releases during this reporting period.

5. INTELLIGENCE/COUNTER-INTELLIGENCE:

A/C Fired On	Incidents	A/C Hit	Hit	Sorties	Hours
1	1	0	0	385	135.4

Ratio of Aircraft Hits to Aircraft Fired on:	0:1
Ratio of Aircraft Hits to Sorties Flown:	0:385
Ratio of Aircraft Hit to Sorties Flown:	0:385
Ratio of Aircraft Hit to Hours Flown:	0:135.4
Ratio of Aircraft Hit to Aircraft Fired on:	0:0

6. AIR OPERATIONS:

Total Hours Flown:	135.4
Number of Sorties Flown:	385
Amount of Cargo Carried:	55 1/2 tons
Number of Medical Evacuations Flown:	2
Number of Passengers Carried:	592

7. GROUND DEFENSE: This squadron provided 6 personnel each night for reactionary during this reporting period.

8. Breakdown of Fire Incidents with Respect to Altitude:

Incidents	A/C Hit	Altitude
1	0	0-499
0	0	500-999
0	0	1000-1499
0	0	1500+
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9. TRAINING: 21 Aerial Gunners attended lectures given by Group during this reporting period.

Pilot training lectures have been presented during this period.

10. SUPPLY (S-4): Squadron gear under cover was moved back to the shop area. The space and tents were required by new commands arriving. A shortage of fork lifts and tarps has necessitated that this gear be staged in the open, along the flight line. Thirty nylon tarps have been ordered to cover this gear.

The living tents are not in good shape but personnel have used barrier paper and plastic to keep the inside somewhat dry.

Space heaters are at DANANG and should arrive in the near future. Allocation is to be two per tent. Pot-bellied stoves for the working areas are not anticipated for some time.

11. SUPPLY: The supply picture has greatly improved with the arrival of Group Headquarters.

Switching to the system has generated some problems in training personnel, but a forthcoming school should remedy this.

12. EMBARKATION: The Embarkation Officer attended a three week school in Okinawa.

Several shops have had mount-out drills to ensure full preparedness for quick deployment. Others are being planned for the near future.

13. MARINE CORPS PROPERTY: Adequate cold weather gear has been supplied for all men. The rain gear, FSN's 8405-935-3149 and 8405-935-3145, is adequate in quantity but is of very poor quality. The moisture easily seeps through the rubberized material.

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14. MAINTENANCE:

Average Aircraft Availability:	2.6 per day
Number of Aircraft Transferred:	0
Received:	0
Modified:	5
At PAR	4
Sent to Modification:	14
Received from Modification:	5
Inspected:	5

Problems: Aircraft transmission changes on 8 November 1967. Out of 23 aircraft we had two aircraft which did not require transmission changes, 1 was at Futema for modification, 1 was at PAR.

15. AVIONICS: During the month of November work center encountered seven significant ICS problems. Much of the trouble in the ICS system was caused from wet components.

The second major problem was TACANS. This piece of equipment is a continuous sore spot. The ARN 52 is supposed to be and should be a more reliable piece of equipment than it has proven to be.

The ARC 44 was the third major discrepancy of note. During the month of November work center 210 changed 5 of these sets.

R&R work orders were utilized to correct 8 discrepancies in work center 210. This could be corrected with a better equipment rotatable pool.

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