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

3:BLH:blh
 03A03668
 8 February 1968

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From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)
 Subj: Command Chronology, 1 January 1968 through 31 January 1968;
 submission of
 Ref: (a) Gruc 5750.1

Encl: ✓(1) Marine Medium Helicopter Squadron 164 Command Chronology
 from 1 January 1968 through 31 January 1968

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

R. F. RICK

HMM-164

CMD CHRON

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Marine Aircraft Group, 36
1st Marine Aircraft Wing, Marine
APO San Francisco 96602

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COMMAND CHRONOLOGY

FOR

1 January 1968 -- 31 January 1968

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PART 1 ORGANIZATIONAL DATA

1. CO	LTCOL. R. F. RICK	15 September 1967
XO	MAJ. A. B. COLBERT	15 September 1967
XO	MAJ. R. H. NELSON	5 January 1968
S-1	CAPT. R. H. WARNOCK	20 November 1967
S-2	CAPT. H. M. TIMMONS	20 November 1967
S-3	MAJ. S. T. LANGLEY	14 August 1967
S-4	MAJ. D. C. BRODIE	26 August 1967
MAJWP	CAPT. R. G. SOUSA	28 December 1967
SGTMAJ.	SGTMAJ. A. F. MUCKLEY	25 October 1967

2. HHC-164, Phu Bai, Viet Nam, 1 January 1968 through 31 January 1968.
3. Average monthly strength - Officers: 37
- Enlisted: 165
4. Important visitors to the Command: None

PART 2 - ACTUAL DATA

PART 3 - ORGANIZATIONAL DATA

1. CO	LTCOL. R. F. RICK	15 September 1967
XO	MAJ. A. B. COLBERT	15 September 1967
XO	MAJ. R. H. NELSON	5 January 1968
S-1	CAPT. R. H. WARNOCK	20 November 1967
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PART II -- NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD 1 JANUARY 1968 TO 31 JANUARY 1968

1 January 1968

On 1 January 1968 2dLt. D. T. JONES departed the squadron for TAD to JEST School at Cubi Point, R.F.I..

On 2 January 1968 Captain J. K. LOWER led a two plane section in resupplying Hills 861 and 881 at Khe Sanh. These aircraft also flew several recon overflights for the 26th Marines.

On 3 January 1968 Major P. E. WIRKUS carried two Marine medevacs to Phu Bai from YD-548282.

On 4 January 1968 Major A. B. COLBERT departed the squadron for rotation to CONUS.

Major D. F. BRODIE led two aircraft in lifting 20,200 lbs. of resupply hills 881 and 861 at Khe Sanh.

Captain R. G. SOUSA carried one emergency ARVN medevac from YD-734134 to Hue Hospital.

On 5 January 1968 Captain R. G. SOUSA carried one Marine KIA from YD-820179 to Phu Bai, two ARVN WIA's from YD 682335 to Hue City Hospital, and two Vietnamese civilians from YD041023 to Hue City Hospital.

On 6 January 1968 Major D. F. BRODIE led two aircraft in carrying 7,000 lbs. of resupply to Hills 881 and 861 at Khe Sanh.

Captain R. E. GODWIN led two aircraft in lifting 27 Marines from Camp Evans to YD339509.

Captain J. K. LOWER carried eight ARVN medevacs from YD841323 and YD826314 to Hue City Hospital.

On 7 January 1968 Captain R. A. RIGSBEE departed the squadron for TAD to JEST School at Cubi Pt., R.F.I..

Captain R. E. GODWIN lifted 16 Marine medevacs from NAILBRUSH'S at ZCC76985.

Captain J. T. BUTLER received extensive small arms fire from YD425493 resulting in severe battle damage to his aircraft and minor injury to one Marine passenger.

Captain T. A. BOWDITCH attempted to carry emergency resupply of ammo to the Marines at Phu Loc in support of operation COVE. Due to poor communication with the ground forces, darkness and marginal weather conditions, the mission was aborted.

Captain R. G. SOUSA launched after dark from Quang Tri to carry 20 U. S. medevacs from YD182736. He received heavy ground fire enroute and was hampered by marginal weather.

to the hospital.

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On 8 January 1968 Captain J. K. LOWER led two aircraft in carrying 7,000 lbs. of resupply to Hills 881 and 861 at Khe Sanh. These aircraft also flew several recon overflights for the 26th Marines. Captain J. K. LOWER carried eight ARVN medevacs from YD841323 and YD826314 to Hue City Hospital.

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On 8 January 1968 Captain T. A. BOWDITCH carried four US medevacs from YD516310 to Phu Bai.

Major D. C. BRODIE carried six US medevacs from XD794417 and XD785409 to the Khe Sanh hospital.

On 10 January 1968 Captain J. K. LOWER carried two US medevacs from YD855131 and ZC077987 to Phu Bai and eight ARVN wounded from XD840213 and Quang Tri Stadium to Hue Citadel hospital.

On 11 January 1968 2nd/Lt D. T. JONES returned from JEST School to the squadron.

Major D. C. BRODIE led two aircraft in carrying 8350 lbs to Hills 881 and 861 at Khe Sanh.

On 12 January 1968 Major F. E. WIRKUS led two aircraft on the insertions of recon teams, Swift Scout, Jaw Breaker, Albatross and Lunga Point in the Phu Bai TAOR.

Captain J. K. LOWER medevaced three Marines from YL068970 to Phu Bai.

On 13 January 1968 1st/Lt H. J. CIPOLLA was transferred from the squadron to H&MS-36.

Captain R. G. SOUSA led two aircraft on a resupply of Marines on Operation Cove in Phu Loc, carrying 25000 lbs and 43 Marines.

Major E. T. LANGLEY inserted recon team Thin Man and extracted teams West Orange, Senator and Check Pool in the Phu Bai TAOR.

Captain T. A. BOWDITCH carried one US emergency medevac from YD491333, receiving fire in the zone, but taking no hits.

On 14 January 1968 1st/Lt T. C. MILLER departed the squadron for rotation to CONUS.

Major E. T. LANGLEY carried one US medevac from YD734134 to Phu Bai.

Captain T. A. BOWDITCH led two aircraft on the emergency extraction of recon team Albatross from YD408208. Fire was received in the zone but was neutralized by the aircraft's .50 caliber guns and no hits were received.

Captain R. G. SOUSA led two aircraft on the emergency extraction of Lunga Point at YD784074, receiving fire in the zone and expending 200 rounds of .50 cal. fire.

On 15 January 1968 Major D. C. BRODIE launched seven times on the day medevac carrying three ARVN and eight US medevacs from the Phu Bai TAOR.

Captain R. E. GODWIN led two aircraft lifting 8800 lbs and 40 US troops to Hills 230 and 180 from Phu Bai.

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Captain T. A. BOWDITCH led the nite medevac in lifting two US wounded from YD503323. Heavy automatic weapons fire was received from YD610270 and YD670270. Fire was returned by the helicopters .50 cal's accounting for three enemy KIA's. No hits were received.

On 16 January 1968 1st/Lt S. T. HASTINGS checked into the squadron from VMCJ-3, MAG-33.

Major F. E. WIRKUS led two aircraft in lifting 8350 lbs of cargo to Marines at Phu Loc.

LtCol. R. F. RICK carried 12000 lbs to Hills 180 and 230.

On 18 January 1968 Major R. H. NELSON launched the nite medevac to AT898958. His wingman, Captain R. E. GODWIN, went inadvertant IFR enroute and returned to Phu Bai. Major NELSON made several approaches to the zone but was unable to make the pick up due to low ceiling and poor visibility. The Scarface HUEY chase went inadvertant IFR and was lost at sea at AT897962. Major NELSON returned to Phu Bai IFR.

Major D. C. BRODIE led two aircraft to lift Navy frogmen into the sight of the medevac HUEY's crash. The main section of the HUEY could not be located.

On 20 January 1968 Major D. C. BRODIE led two aircraft in a resupply to the Marines at Phu Loc. They carried 4900 lbs and 15 Marines.

Captain T. A. BOWDITCH inserted recon teams Chiropractor and Parasol at YD410284 and YD479241.

On 21 January 1968 Captain J. T. BUTLER carried four US and five ARVN medevacs in from the Phu Bai TAOR.

Major D. C. BRODIE carried 23 US and 3 ARVN medevacs out of Khe Sanh. Khe Sanh was taking incoming mortars and rockets at the time, however no damage was sustained by our aircraft.

Major F. E. WIRKUS led two aircraft on an emergency resupply to Khe Sanh lifting 2500 lbs and 4 passengers. They received airbursts going into Khe Sanh and Khe Sanh received incoming while the section was on the deck, however no damage was sustained by our aircraft.

On 22 January 1968 1st/Lt W. W. SCHEFFLER departed the squadron for TAD at JBST School, Cubi Point, R.P.I.

Captain T. A. BOWDITCH led a two plane section on an emergency troop lift from Camp Evans to Khe Sanh. They lifted 254 troops in four trips, taking automatic weapons fire going in and coming out. Fire was returned with 150 rounds of .50 caliber fire and no hits were received. Khe Sanh was still taking incoming rounds.

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Major D. C. BRODIE launched twice on the nite medovac carrying one ARVN and one US wounded.

Major R. H. NELSON launched a two plane section to aid in the offloading of the SLF from Belmont Park to Camp Evans. 2200 lbs and 15 Marines were carried.

On 23 January 1968 Captain T. A. BOWDITCH launched on four day medovac missions carrying 18 ARVN wounded and seven US from the Phu Bai TAOR.

Major F. E. WIRKUS carried 10 ARVN and 3 US medevacs from the Phu Bai TAOR.

On 24 January 1968 LtCol. R. F. RICK led two aircraft on the inserts of recon teams Musk Ox, Pony Boy, Fast Day, Potrify and the extracts of teams Mad Hatter, Thin Man, Constitution, Panama Hat, Delmar, Hinderance, Albatrose, Chiropractor in the Phu Bai TAOR.

On 25 January 1968 Major R. H. NELSON led two aircraft on the emergency extraction of recon teams Quizmaster at YD780055. Fire was received in the zone and 200 rounds of .50 caliber fire was returned. No hits were received.

Captain T. A. BOWDITCH lifted 14 ARVN and 2 US medevacs out of the Phu Bai TAOR.

On 26 January 1968 Major D. C. BRODIE and 1stLt J. L. MONROE resupplied the Camp Evans TAOR lifting 24700 lbs and 176 US troops.

Major E. T. LANGLEY launched on a nite emergency medovac lifting one ARVN wounded out of YD962066. He received fire going into the zone but sustained no hits.

On 27 January 1968 Captain R. C. SOUSA carried resupply to the Marines in the Dong Ha area lifting 14500 lbs and 11 US troops.

Major F. E. WIRKUS led a two aircraft section carrying troops and cargo to elements of the 26th Marines in the Khe Sanh area. They carried 40500 lbs and 67 US troops, despite ground fire and incoming mortar, rocket and artillery, neither aircraft was damaged.

On 28 January 1968 Major D. C. BRODIE, working for Reaction "A", carried 135 troops to Camp Carroll and 21000 lbs of cargo to Con Thien. Despite small arms fire, no hits were sustained.

Major E. T. LANGLEY carried 7000 lbs and 184 US troops from YD335488 to Phu Bai with a three plane section.

Major R. H. NELSON and Captain J. W. BARNES worked in the Khe Sanh area logging 21.6 flight hours and lifting 32725 lbs and 27 US troops.

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Despite continuous incoming rounds and small arms fire, no hits were sustained by either aircraft.

LtCol. R. F. RICK led a two plane section on the inserts of recon teams Purple Heart, War Cloud, Panama Hat, Stone Pit, Madhatter, Pearl Chest and the extracts of teams Musk Ox, West Orange, Senator, and Fast Day.

On 29 January 1968 Major E. T. LANGLEY led two aircraft on an emergency extract (9 passengers) at YD295526 to DELTA MED. Major LANGLEY also lifted 3800 lbs of cargo to Quang Tri.

Captain R. E. GODWIN led two aircraft on an emergency extract of recon teams Madhatter at YD 785065. Automatic weapons fire was received and 100 rounds of .50 caliber was returned. No hits were sustained by the aircraft. Two wounded were dropped at ALPHA MED, Phu Bai.

On 30 January 1968 Captain R. G. SOUZA led two aircraft to Dong Ha LSA and shuttled personnel and cargo from Dong Ha to Khe Sanh, Lang Ve, Camp Carroll and Quang Tri. While resupplying Khe Sanh the section took mortar and rocket fire, but no hits were received.

LtCol J. A. REAMES led two aircraft from Recon Pad 401 to the Wing Pad and Marble Mountain.

LtCol. R. F. RICK led two aircraft from the Division Pad YD387145 to YD257608 (LZ BLUE BIRD) and Quang Tri carrying 2200 lbs of cargo and 72 passengers.

Major D. C. BRODIE led two aircraft to Quang Tri and Dong Ha lifting 45 passengers. Small arms fire was received enroute, but there were no hits received.

Major D. C. BRODIE led two aircraft on medevac shuttle involving three trips to DELTA MED and two trips to the USS REPOSE lifting 57 passengers.

Major D. C. BRODIE led two aircraft carrying 69 passengers and 3450 lbs of cargo.

At 0330, the Phu Bai Combat Base came under mortar and rocket attack. During the attack, one enlisted tent of this squadron took a direct hit from an enemy 122MM rocket, destroying the tent and damaged three adjoining tents. There were 9 WIA suffered. None serious.

On 31 January 1968 LtCol REAMES led a flight of two aircraft on an emergency medevac mission. They received fire at YD773221 and YD717245. No hits were received.

HMM-164 carried 23 emergency medevacs, 46 Priority medevacs and 10 Routine medevacs on this day.

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PART III - MISCELLANEOUS

1. PERSONNEL: 25 men joined the squadron and 21 departed the organization.

2. AWARDS: NONE

3. CASUALTIES:

<u>NAME</u>	<u>RANK</u>	<u>SERNO</u>	<u>WIA/KIA</u>	<u>DATE</u>
ALLEN, Paul L.	LCpl	2327180	WIA	30 Jan 68
ESAU, Wayne L.	Sgt	2129744	"	"
HUTTO, John F.	Cpl	2110913	"	"
KELLY, George A.	Sgt	1963889	"	"
MINICK, David R.	Sgt	2116654	"	"
MOUNT, Gregory A.	Cpl	2151484	"	"
PLOWMAN, David L.	Cpl	2213024	"	"
RODDY, John A. Jr.	Cpl	2145404	"	"
SCHALLER, Norbert W.	Sgt	2078212	"	"

4. INFORMATIONAL SERVICES: The ISO, Captain R. C. ROSSER, sent out 25 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>HITS</u>	<u>SORTIES</u>	<u>HOURS</u>
23	23	3	13	2664	833.6

Ratio of aircraft hits to aircraft fired on:	1:1.8
Ratio of aircraft hits to sorties flown:	1:205
Ratio of aircraft hit to sorties flown:	1:888
Ratio of aircraft hit to hours flown:	1:278.7
Ratio of aircraft hit to aircraft fired on:	1:7.7

6. AIR OPERATIONS:

Total Hours Flown:	833.6
Number of sorties flown:	2684
Amount of cargo carried:	215.4 Tons
Number of Medical Evacuations Flown:	76
Number of Passengers carried:	3814

7. GROUND DEFENSE: This squadron's reaction platoon was alerted several times during the month of January, but was not deployed.

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8. Breakdown of Fire Incidents with respect to Altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
14	3	0-499
N/A	N/A	500-999
N/A	N/A	1000-1499
9	NONE	1500+

9. TRAINING: Sixteen (16) Aerial Gunners were qualified during the month. Five (5) officers were sent to JEST School in the Philippine Islands. One (1) officer departed for a one month Embarkation School on Okinawa.

10. MATERIAL: The annual inventory required by COMNAVAIRPACINST 4440.3B was completed and submitted. This report was not submitted in August 1967. The change of Material Officers inventory was completed and a report submitted to the Commanding Officer.

Another revised Individual Material Readiness List was revised for requirements and those requirements have been requisitioned.

11. EMBARKATION: Actual Embarkation Data Report was prepared and turned into MAC-36 Embarkation on 10 January 1968. Embarkation OIC and NCO are starting to prepare the squadron to be in a state of readiness for embarking aboard ship in March. Lack of paint and materials have been the main reason for a slow start in getting prepared to mount-out. A new squadron order is in the process of being published on Standard Embarkation Operating Procedures and will be of invaluable assistance for proper embarkation procedures.

12. MARINE CORPS PROPERTY: A complete re-organization of the Marine Corps Property storage area has been completed. Boxes are being built and painted to prepare us for embarkation. We are presently short of and have on order: Flak jackets, blankets, M-14 magazine pouches, knives, forks and spoons, jungle boots and sleeping bags. Any turn-ins of excess gear in these areas would be appreciated.

13. MAINTENANCE

Average Aircraft Availability per day	11
Number of aircraft transferred	2
Received	7
Modified	0
At PAR	7
Sent to MOD	0
Received from MOD	0
Inspected	11

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14. AVIONICS: During the month of January most of the manhours were expended on Calendar Inspections working off minor discrepancies involving safety wiring, tightening loose connections, cleaning and inspecting various components of electrical equipment. Of the 2288 assigned manhours, approximately one third of the assigned manhours were utilized on these action taken codes. Approximately 385 MAF's were processed and the most frequent job performed concerned the Torque System of the aircraft.

There were 26 of these work orders issued and the majority of these were one time occurrences.

The second highest discrepancy was concerning various burned out light bulbs and battery failures. However the most time consuming discrepancies were T-5 problems. All of these were concerned with system failures.

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