

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

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7 March 1968

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)
Subj: Command Chronology, 1 February 1968 through 3 March 1968;
submission of (U)

Ref: (a) GruO 5750.1

Encl: ✓(1) Marine Medium Helicopter Squadron 164 Command Chronology
for 1 February 1968 through 3 March 1968.

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

R. F. Rick
R. F. RICK

HMM-164

CMD CHRON

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S-3 (A-9280)
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MARINE MEDIUM HELICOPTER SQUADRON 164
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COMMAND CHRONOLOGY
FOR
1 February 1968 - 3 March 1968

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PART I - ORGANIZATIONAL DATA

1.	CO	LTCOL.	R. F. RICK	15 September 1967
	XO	MAJ.	R. H. NELSON	5 January 1968
	S-1	CAPT.	R. H. WARNOCK	20 November 1967
	S-1	MAJ.	F. E. WIRKUS	15 February 1968
	S-2	CAPT.	H. M. TIMMONS	21 November 1967
	S-3	MAJ.	E. T. LANGLEY	14 August 1967
	S-3	MAJ.	M. E. PEACOCK	15 February 1968
	S-4	MAJ.	D. C. BRODIE	26 August 1967
	Maint	CAPT.	R. G. SOUSA	28 December 1967
	Maint	MAJ.	R. E. ILZHOEFER	17 February 1968
	SGTMAJ	SGTMAJ	A. F. MUCKLEY	25 October 1967

2. HMM-164, Phu Bai, Viet Nam, 1 February 1968 through 3 March 1968.

3. Average monthly strength - Officers: 45

Enlisted: 184

4. Important visitors to the Command: None

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PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING
PERIOD 1 FEBRUARY 1968 TO 3 MARCH 1968

On 1 February 1968 HMM-164 flew 60 sorties, 32.2 flight hours, lifting 218 troops while carrying 8.3 tons of cargo. Squadron operations were hampered by weather and ground fire. HMM-164 had 16 medevac missions evacuating 97 emergency, 43 priority and 14 routine medevacs. Enemy fire was received on every medevac mission and one hit was sustained at coordinates YD 820240. Capt. SOUSA and his flight lifted a total of 59 medevacs and Maj. LANGLEY and his flight lifted a total of 54 medevacs.

On 2 February 1968 HMM-164 flew 78 sorties, 39.6 flight hours, lifting 74 troops while carrying 12 tons of cargo. Squadron operations were hampered by weather and ground fire. HMM-164 had 7 medevac missions evacuating 14 emergency, 27 priority and 36 routine medevacs. Capt. R. G. SOUSA on mission 60D executed an emergency SAR of 4 Army Aviators who were shot down at coordinates YD 705235. His aircraft took heavy fire on this mission but no hits were sustained. Maj. F. E. WIRKUS and his flight received mortar fire in the zone at coordinates ZC 077987 while resupplying NAILBRUSH 14 team.

On 3 February 1968 HMM-164 flew 42 sorties, 21.5 flight hours, lifting 112 troops while carrying 5.9 tons of cargo. Squadron operations were hampered by weather and ground fire. HMM-164 had 2 medevac missions evacuating 8 priority medevacs. Maj. R. H. NELSON extracted two recon teams under emergency conditions taking heavy fire and sustaining 4 hits and one crew member wounded at coordinates YD 785105.

On 4 February 1968 HMM-164 flew 24 sorties, 9.4 flight hours, lifting 10 passengers. Squadron operations were hampered by weather and ground fire. HMM-164 had 8 medevac missions evacuating 24 emergency, 26 priority and 1 routine medevacs. On mission # 60 Maj. D. C. BRODIE and his flight received mortar fire in the zone at coordinates YD 773249 and heavy small arms fire at YD 805225 sustaining 2 hits to his aircraft. Maj. F. E. WIRKUS and his flight on mission # 60D received automatic weapons fire at coordinates YD 795227, YD 768228 and YD 772229 sustaining two hits in his aircraft.

On 5 February 1968 HMM-164 flew 82 sorties, 26.1 flight hours lifting 220 troops while carrying 7.5 tons of cargo. Squadron operations were hampered by weather and heavy ground fire. HMM-164 had 5 medevac missions evacuating one emergency, 3 priority and 21 routine medevacs. On mission # 73 LTCOL. R. F. RICK took small arms fire enroute to re-supply HUE RAMP and took 7 hits at coordinates YD 795227. The pilot received minor facial cuts. Fire was returned and the crew chief Sgt. P. F. GOLDSBY was credited with one probable KIA.

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On 6 February 1968 HMM-164 flew 28 sorties, 9.7 flight hours, lifting 93 troops. Squadron operations were hampered by weather and ground fire. HMM-164 had 3 medevac missions evacuating 26 emergency, 46 priority and 1 routine medevacs. Maj. D. C. BRODIE and Capt. J. W. BARNES in support of Task Force X-RAY flew 73 medevacs in emergency weather conditions and heavy enemy automatic weapons fire enroute to HUE and in the approach to HUE RAMP.

On 7 February 1968 HMM-164 flew 23 sorties, 6.8 flight hours lifting 9 troops while carrying 6.3 tons of cargo. Squadron operations were hampered by weather and ground fire. HMM-164 had 4 medevac missions evacuating 4 emergency, 10 priority and 3 routine medevacs. LTCOL. R. F. RICK and his flight completed an emergency resupply into HUE RAMP taking heavy enemy ground fire and sustaining 7 hits in the lead aircraft at coordinates YD 773233 the mission was completed.

The following officers were joined to this command. Maj. R. E. ILZHOEFER, Capt. G. A. ROSS, Capt. J. B. MURRAY, Capt. S. B. DICKEY, Capt. J. A. COOPER, Capt. R. R. ROPELEWSKI and 1stLt S. C. BROWN. 1stLt. J. L. MONROE was transferred from this command to CONUS.

On 8 February 1968 HMM-164 flew 28 sorties, 14.7 flight hours, lifting 21 passengers while carrying 4.4 tons of cargo. Squadron operations were hampered by weather.

1stLt. R. L. McCLAIN was transferred from this command to CONUS.

On 9 February 1968 HMM-164 flew 30 sorties, 9.4 flight hours, lifting 92 troops while carrying 1 ton of cargo. Squadron operations were hampered by weather. LTCOL. R. F. RICK and his flight accomplished 4 recon inserts and 4 extracts under marginal weather conditions in enemy held territory.

On 10 February 1968 HMM-164 flew 27 sorties, 5.8 flight hours, lifting 188 troops while carrying .25 tons of cargo. Squadron operations were hampered by weather and ground fire. HMM-164 had 1 medevac mission evacuating 2 emergency, 21 priority medevacs. LTCOL R. F. RICK and his flight carried 139 troops into the city of HUE under heavy small arms fire at coordinates YD 768212 no hits were sustained.

On 11 February 1968 HMM-164 flew 46 sorties, 9.8 flight hours, lifting 65 troops while carrying 10.4 tons of cargo. Squadron operations were hampered by weather and ground fire. HMM-164 had 2 medevac missions evacuating 16 emergency, 1 priority and 19 routine medevacs. Maj. D. C. BRODIE and his flight on medevac mission # 60B into HUE RAMP received mortar fire in the zone at coordinates YD 774225, no aircraft damage was sustained.

The following officers were joined to this command: Maj. M. E. PEACOCK, Capt. A. A. FRISENDA, Capt. W. J. LELASH, Capt. J. H. DURR, Capt. T. M. FERGERSON, and 1stLt. D. FILLEY.

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On 12 February 1968 HMM-164 flew 85 sorties, 32.0 flight hours, lifting 229 troops while carrying 27 tons of cargo. Squadron operations were hampered by weather and heavy enemy ground fire. HMM-164 had 6 medevac missions evacuating 4 emergency, 6 priority and 2 routine medevacs. Capt. J. T. BUTLER and his flight on medevac mission # 60A received heavy automatic weapons fire and mortar fire in the medevac zone at coordinates YD 760195. The aircraft sustained minor damage. LTCOL. R. F. RICK and his flight while on mission # 77, a troop lift in HUE RAMP received heavy fire at coordinates YD 750257 the lead aircraft sustained 5 hits.

On 13 February 1968 HMM-164 flew 77 sorties, 25.1 flight hours, lifting 206 troops while carrying 6.5 tons of cargo. Squadron operations were hampered by weather. LTCOL. R. F. RICK led a section under marginal weather inserting 4 recon teams and extracting 5 recon teams.

On 14 February 1968 HMM-164 flew 86 sorties, 25.7 flight hours, lifting 146 troops/passengers while carrying 26.5 tons of cargo. Squadron operations were hampered by weather and ground fire. HMM-164 had 5 medevac missions evacuating 12 emergency, 4 priority and 16 routine medevacs. Maj. R. H. NELSON led his section on a resupply of HUE RAMP and received airbursts at coordinates YD 7712 no aircraft damage was sustained and the mission was completed.

On 15 February 1968 HMM-164 flew 68 sorties, 16.2 flight hours, lifting 38 troops while carrying 52 tons of cargo. Squadron operations were hampered by weather and heavy ground fire. HMM-164 had 1 medevac mission evacuating 1 routine medevac. Maj. R. H. NELSON led his section on a resupply of HUE HOSPITAL lifting 23 tons of ammunition and sustaining 1 hit at coordinates YD 832238. The mission was completed. Capt. J. W. BARNES was shot out of a recon extract zone at coordinates YD 166669 sustaining 12 hits.

On 16 February 1968 HMM-164 flew 74 sorties, 18.2 flight hours, lifting 7 passengers while carrying 28.5 tons of cargo. Squadron operations were hampered by weather and ground fire. HMM-164 had 9 med evac missions evacuating 13 emergency, 36 priority and 8 routine med evacs. Maj. D.C. BRODIE on mission #60L received heavy automatic weapons fire at coord YD845206, no aircraft hits were sustained.

On 17 February 1968 HMM-164 flew 49 sorties, 13.1 flight hours lifting 131 troops while carrying 5.0 tons of cargo. Squadron operations were hampered by weather and ground fire. HMM-164 had 3 med evac missions evacuating 1 emergency, 30 priority and 6 routine med evacs.

Maj. E. T. LANGLEY was transferred from this command to CONUS.

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On 18 February 1968 flew 22 sorties, 8.6 flight hours lifting 28 passengers while carrying 1.0 tons of cargo. Squadron operations were hampered by weather and heavy ground fire. HMM-164 had 7 med evac missions evacuating 13 emergency, 17 priority and 9 routine medevacs. Capt. A. A. FRISENDA took heavy automatic weapons fire on med evac mission #60B, 60E, 60F and 60M at coord ZC077987, YD760195 and YD760195. Fire was so intense at YD760195 that the mission had to be aborted. The aircraft sustained 2 hits.

1stLt W. T. HENDERSON and 1stLt J. P. WAGNER were joined to this command.

On 19 February 1968 HMM-164 flew 39 sorties, 10.7 flight hours, lifting 194 troops while carrying 1.5 tons of cargo. Squadron operations were hampered by weather and heavy ground fire. LtCol. R. F. RUCK led his section on a resupply mission to Hue Hospital. While enroute his aircraft was taken under heavy fire and sustained 16 hits. The damage to the aircraft was major and extensive. A precautionary landing was executed at Hue Phu Bai.

Capt. R. E. GODWIN was transferred from this command to CONUS.

On 20 February 1968 HMM-164 flew 25 sorties, 9.2 flight hours, lifting 64 passengers while carrying 0.25 tons of cargo. Squadron operations were hampered by weather.

On 21 February 1968 HMM-164 flew 3 sorties, 1.4 flight hours, lifting 2 passengers while carrying 0.5 tons of cargo. Squadron operations were severely hampered by weather.

Capt. T. A. BOWDITCH was transferred from this command to CONUS.

On 22 February 1968 HMM-164 flew 6 sorties, 5.2 flight hours. Squadron operations were severely hampered by weather. HMM-164 had 3 med evac missions evacuating 4 emergency, 15 priority and 1 routine med evacs.

On 23 February 1968 HMM-164 flew 30 sorties, 13.4 flight hours, lifting 15.4 tons of cargo. Squadron operations were hampered by weather and extremely heavy ground fire.

Maj. M. E. PEACOCK and his flight while on an emergency resupply mission to Hue Hospital received heavy automatic weapons fire at coord YD880220. The second aircraft took 4 hits and the crew chief Cpl. L. W. CLARK was critically wounded. Cpl. CLARK succumbed to his wounds at "A" Med.

Capt. A. A. FRISENDA while loading his flight on an emergency resupply to Hue Hospital took heavy small arms fire at coord YD893218 and sustained 2 hits at YD886212. The mission was aborted.

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On 24 February 1968 HMM-164 flew 9 sorties, 4.2 flight hours. Squadron operations were severely hampered by weather. HMM-164 had 3 med evac missions evacuating 1 emergency, 5 priority and 11 routine med evacs.

On 25 February 1968 HMM-164 flew 38 sorties, 13.2 flight hours, lifting 4 passengers while carrying 18 tons of cargo. Squadron operations were hampered by weather. Maj. M. E. PEACOCK and his flight flew an emergency resupply to Hue Hospital carrying 15 tons of ammunition and food.

1stLt D. J. McCORMICK went TAD to JEST School at Subic Bay, Philippines.

On 26 February 1968 HMM-164 flew 23 sorties, 9.3 flight hours lifting 4 passengers while carrying 10 tons of cargo. Squadron operations were hampered by weather.

On 27 February 1968 HMM-164 flew 87 sorties, 27.5 flight hours, lifting 90 troops while carrying 18 tons of cargo. Squadron operations were not hampered by weather, however heavy ground fire persisted. HMM-164 had 2 med evac missions evacuating 3 emergency, 1 priority and 5 routine med evacs.

Maj. D. C. BRODIE led his section on an emergency resupply to Khe Sanh. On a lift to Hill 950 his aircraft sustained a .50 cal. hit through the cockpit exploding on the armor plated seat of his co-pilot. This fire was taken at coord XD843457. The co-pilot, 2ndLt D. FILLEY received minor cuts.

Maj. R. H. NELSON led his section in support of U. S. Army Special Forces.

On 28 February 1968 HMM-164 flew 14 sorties, 4.0 flight hours, lifting 5 passengers while carrying 3 tons of cargo. Squadron operations were not hampered by weather or ground fire.

Maj. R. H. NELSON and his section continued their support of the U.S. Army Special Forces. His section received fire on the mission. The coord are classified.

On 29 February 1968 HMM-164 flew 29 sorties, 10.1 flight hours, lifting 22 troops while carrying 0.4 tons of cargo. Squadron operations were hampered by weather. HMM-164 had 3 med evac missions evacuating 3 emergency and 3 routine med evacs.

Maj. R. H. NELSON and his section continued their support of U.S. Army Special Forces, taking fire and sustaining 6 hits. The mission and the coord are classified.

On 1 March 1968 HMM-164 flew 23 sorties, 5.4 flight hours, lifting 24 troops. Squadron operations were not hampered by weather or enemy fire.

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On 2 March 1968 HMM-164 flew 22 sorties, 12.9 flight hours, lifting 67 troops while carrying 7.6 tons of cargo. Squadron operations were not hampered by weather or enemy fire.

On 3 March 1968 at 1200H HMM-164 was chopped from MAG-36 and came under the operational control of CTG 79.5 and administrative control of MAG-15. HMM-164 flew 22 sorties, 12.9 flight hours, lifting 57 troops while carrying 7.5 tons of cargo while under the operational control of MAG-36.

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PART III - MISCELLANEOUS

1. PERSONNEL: Sixty two personnel joined the squadron and 37 departed the organization.
2. AWARDS: A total of 27 Air Metals were presented during this period.
3. CASUALTIES:

<u>NAME</u>	<u>RANK</u>	<u>SERNO</u>	<u>WIA/KIA</u>	<u>DATE</u>
ANDREWS, Daniel R.	Cpl	2213242	WIA	3 Feb68
CLARK, Lonnie W.	Cpl	2196895	DOW	23 Feb68

4. INFORMATIONAL SERVICES: The ISO, Captain R. C. ROSSER, sent out 111 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>
37	37	22	87	1262	471.0

Ratio of aircraft hits to aircraft fired on:	1: .425
Ratio of aircraft hits to sorties flown:	1: 14.57
Ratio of aircraft hit to sorties flown:	1: 57.36
Ratio of aircraft hit to hours flown:	1: 21.40
Ratio of aircraft hit to aircraft fired on:	1: 1.68

Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
25	15	0-499
6	2	500-999
3	2	1000-1499
3	3	1500+

6. AIR OPERATIONS:

Total hours flown:	471.0
Number of sorties flown:	1262
Amount of cargo carried:	277.8 tons
Number of medical evacuations flown:	109
Number of passengers carried:	2240

7. GROUND DEFENSE: This squadron's reaction platoon was deployed seven times during this reporting period.

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8. TRAINING: Twenty five (25) men attended Group Gunners School. All men satisfactorily completed this school. One officer and two enlisted men were sent to JEST school in the Philippine Islands.
9. SUPPLY - GENERAL (S-4): An A&M inspection was held by MAG-36, results were good. Several areas received noteworthy comments, the embarkation was especially cited.
10. MATERIAL: This squadron employed two expeditors at MAG-36 supply to provide maintenance with a 24 hour capability for spare parts.
11. EMBARKATION: Pre-deployment visits were made to the USS VALLEY FORGE. Embarkation readiness surveillance has been increased over all departments. Boxes and paint were received though not in the amount of our requisitions.
12. MARINE CORPS PROPERTY: Missing and below allowance items on T/E were requisitioned and equipment is being received. Gear has been boxed for possible embarkation.

13. MAINTENANCE

Average Aircraft Availability per day	10
Number of aircraft transferred	2
received	3
modified	0
at PAR	9
sent to MOD	0
received from MOD	0
inspected	8
IMA repair	2

14. AVIONICS:

Electric shop - During the month of February most of the allotted manhours were expended on scheduled maintenance such as calendar checks. As usual a large amount of time and labor went into trouble shooting and correcting discrepancies in the SAS and torque systems. Of the assigned man hours, approximately one half was spent on productive direct labor. The remainder of the time was utilized in maintenance technical training, plant maintenance and maintenance management. A portion of this time was also utilized by numerous people being on details. By far most of the ten reoccurring gripes were SAS and torque.

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Radio Shop - During the month of February approximately fifty percent of the allotted manhours was spent on productive direct labor, including trouble shooting, repairing COM-NAV systems, and on scheduled checks etc., but of this fifty percent approximately ten to fifteen percent was spent on cannabalization due to a lack of end items from the potable pool. The allotted hours not spent on productive direct were utilized in various ways including technical training, plant maintenance and numerous details. Also of the men assigned to this work center three men were utilized in H&MS-36 performing intermediate maintenance. Of the most recurring discrepancies TACAN and FM were the highest, and also were the most often cannabalized.

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PART IV - SUPPORT DOCUMENTS

1. Maps: Series: 17014. 1:25,000 coverages of I Corps area.
2. All briefs were given by MAG-36 S-3.

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