

**SECRET**

MARINE MEDIUM HELICOPTER SQUADRON 164  
 Marine Aircraft Group 15 (Rein)  
 9th Marine Amphibious Brigade, FMFPac  
 FPO San Francisco 96602

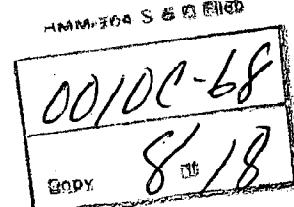
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 3 April 1968

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From: Commanding Officer  
 To: Commander, Task Group 79.5  
 Subj: Command Chronology, 4 March 1968 to 31 March 1968;  
 submission of (U)  
 Ref: (a) CTG 79.5 Operation Plan 120A-67  
 Encl: (1) Marine Medium Helicopter Squadron 164 Command  
 Chronology for 4 March 1968 to 31 March 1968

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

*R. F. Rick*  
 R. F. RICK



APR 05 1968

SLF Task Group 79.5  
 S&C Control No 0010149

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COMMAND CHRONOLOGY

4 March 1968 to 31 March 1968

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3 April 1968PART 1ORGANIZATIONAL DATA1. DESIGNATIONCOMMANDER

HMM-164, Marine Aircraft  
Group 15 (Rein), 9th Marine  
Amphibious Brigade

LTCOL. R. F. RICK

4-31Mar68

2. LOCATION

4-31 March 1968: USS VALLEY FORGE LPH-8

3. STAFF OFFICERS

Executive Officer	MAJ.	R. H. NELSON	4-31Mar68
Operations Officer	MAJ.	M. E. PEACOCK	4-31Mar68
Administrative Officer	MAJ.	J. M. VIRKUS	4-31Mar68
Maintenance Officer	MAJ.	R. E. ILZHOEFER	4-31Mar68
Logistics/Supply Officer	MAJ.	D. C. BRODIE	4-31Mar68
Intelligence Officer	CAPT.	H. M. TIMONS	4-31Mar68
NATOPS Officer	CAPT.	A. A. FRISENDA	4-31Mar68
Safety Officer	CAPT.	J. T. BUTLER	4-31Mar68

4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>	<u>USN</u>	<u>TECH REPS</u>		
Officers 44	Enlisted 192	Officers 1	Enlisted 3	3

5. IMPORTANT VISITORS TO THE COMMAND

a. NONE

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## PART II

NARRATIVE SUMMARY

On 4 March 1968 HMM-164 flew 66 sorties, 52.8 flight hours, lifting 71 troops while carrying 57.3 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 4 medevac sorties evacuating 1 emergency med evac.

On 5 March 1968 HMM-164 flew 106 sorties, 56.5 flight hours, lifting 822 troops while carrying 25.3 tons of cargo. Squadron operations were not hampered by weather or ground fire. HMM-164 flew 4 med evacs sorties evacuating 2 emergency med evacs.

On 6 March 1968 HMM-164 flew 137 sorties, 26.2 flight hours, lifting 162 troops while carrying 7.0 tons of cargo. Squadron operations were hampered by weather. HMM-164 flew 2 med evacs sorties evacuating 1 priority med evac. HMM-164 lost one aircraft YT-7 BuNo. 151943 and the crew chief of YT-7 Corporal G. L. COLOMBO, as a result of a dual engine failure. An autorotation was executed to the water and the aircraft sank immediately.

On 7 March 1968 HMM-164 flew 74 sorties, 25.7 flight hours, lifting 160 troops while carrying 19.9 tons of cargo. Squadron operations were hampered by weather. HMM-164 flew 2 med evacs sorties evacuating 1 routine med evac.

On 8 March 1968 HMM-164 flew 124 sorties, 21.5 flight hours, lifting 106 troops while carrying 2.0 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire.

On 9 March 1968 HMM-164 flew 163 sorties, 39.6 flight hours, lifting 200 troops while carrying 53.4 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 2 med evacs sorties evacuating 4 emergency and 3 routine med evacs. HMM-164 had 1 aircraft sustain minor damage, YT-13 BuNo. 150937 while being loaded internally with a jeep.

On 10 March 1968 HMM-164 flew 30 sorties, 14.9 flight hours, lifting 20 troops while carrying 4.5 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 2 medevac sorties carrying 3 routine med evacs.

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On 11 March 1968 HMM-164 flew 103 sorties, 26.6 flight hours, lifting 131 troops while carrying 6.5 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 4 medevac sorties evacuating 8 priority med evacs.

On 12 March 1968 HMM-164 flew 43 sorties, 13.8 flight hours, lifting 80 troops while carrying 3.0 tons of cargo. Squadron operations were hampered by weather. HMM-164 flew 4 med evac sorties evacuating 2 emergency and 1 priority med evac.

On 13 March 1968 HMM-164 flew 59 sorties, 22.1 flight hours, lifting 166 troops while carrying 9.0 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 11 med evac sorties evacuating 7 priority and 1 routine med evac.

On 14 March 1968 HMM-164 flew 80 sorties, 33.2 flight hours, lifting 164 troops while carrying 8.0 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire.

On 15 March 1968 HMM-164 flew 78 sorties, 36.5 flight hours, lifting 180 troops while carrying 1.5 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 4 med evac sorties evacuating 1 priority and 2 routine med evacs.

On 16 March 1968 HMM-164 flew 106 sorties, 39.9 flight hours, lifting 380 troops while carrying 7.3 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 38 sorties, 17.1 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing.

On 17 March 1968 HMM-164 flew 67 sorties, 27.8 flight hours, lifting 114 troops while carrying 7.6 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 45 sorties, 15.2 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing.

On 18 March 1968 HMM-164 flew 111 sorties, 41.7 flight hours, lifting 229 troops while carrying 35.3 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 5 med evac sorties evacuating 1 priority med evac. HMM-164 flew 66 sorties, 18.1 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing.

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On 19 March 1968 HMM-164 flew 166 sorties, 46.5 flight hours, lifting 266 troops while carrying 38.8 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 10 med evac sorties evacuating 3 priority med evacs. HMM-164 flew 106 sorties, 11.0 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing.

On 20 March 1968 HMM-164 flew 117 sorties, 25.2 flight hours, lifting 262 troops while carrying 9.5 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 4 med evac sorties evacuating 3 priority and 3 routine med evacs. HMM-164 flew 39 sorties, 10.6 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing.

On 21 March 1968 HMM-164 flew 34 sorties, 12.4 flight hours, lifting 83 troops while carrying 2.3 tons of cargo. Squadron operations were hampered by weather.

On 22 March 1968 HMM-164 flew 133 sorties, 43.5 flight hours, lifting 389 troops while carrying 19.8 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 4 med evac sorties evacuating 1 emergency med evac. HMM-164 flew 32 sorties, 7.1 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing. The squadron sustained the temporary loss of one aircraft YT-22 BuNo. 151925 when substantial damage was incurred in an aircraft accident. No injuries to personnel were sustained.

On 23 March 1968 HMM-164 flew 54 sorties, 10.9 flight hours, lifting 209 troops while carrying 4.0 tons of cargo. Squadron operations were hampered by weather.

On 24 March 1968 HMM-164 flew 164 sorties, 54.9 flight hours, lifting 659 troops while carrying 14.1 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 87 sorties, 21.9 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing.

On 25 March 1968 HMM-164 flew 83 sorties, 24.6 flight hours, lifting 189 troops while carrying 5.0 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 10 med evac sorties carrying 4 priority med evacs. HMM-164 flew 23 sorties, 7.6 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing. Capt. R. ROPELEWSKI received ground fire (small arms) at coord YD678318, no hits were incurred. This was a ferry flight from QUANG TRI to the USS VALLEY FORGE LPH-8.

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On 26 March 1968 HMM-164 flew 94 sorties, 42.4 flight hours, lifting 466 troops while carrying 9.9 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 9 med evac sorties evacuating 24 priority and 6 routine med evacs. HMM-164 flew 8 sorties, 3.1 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing.

On 27 March 1968 HMM-164 flew 110 sorties, 41.4 flight hours, lifting 371 troops while carrying 20.0 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 15 med evac sorties evacuating 2 emergency 20 priority and 12 routine med evacs. HMM-164 flew 48 sorties, 19.7 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing. Capt. R. G. SOUSA and his flight received incoming mortar fire at DONG HA Airfield, no injuries or damage was incurred. Capt. J. L. LITTLER took one hit in his aircraft (small arms) at coord. YD123593. Minor aircraft damage was incurred. YT-23 BuNo. 150960 sustained minor damage in a taxi accident at QUANG TRI Airfield.

On 28 March 1968 HMM-164 flew 146 sorties, 44.6 flight hours, lifting 452 troops carrying 11.8 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 15 med evac sorties evacuating 12 priority and 6 routine medevacs. HMM-164 flew 68 sorties, 21.8 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing.

On 29 March 1968 HMM-164 flew 83 sorties, 46.7 flight hours, lifting 372 troops carrying 13.7 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 flew 5 med evac sorties carrying 16 priority med evacs. HMM-164 flew 45 sorties, 23.6 flight hours on QUANG TRI augmentation in support of First Marine Aircraft Wing.

On 30 March 1968 HMM-164 flew 113 sorties, 38.9 flight hours, lifting 406 troops while carrying 10.0 tons of cargo. Squadron operations were hampered by weather. HMM-164 flew 12 med evac sorties evacuating 15 emergency, 55 priority and 16 routine medevacs. HMM-164 flew 18 sorties, 6.5 flight hours on QUANG TRI augmentation in support of the First Marine Aircraft Wing. Capt. J. L. LITTLER took 1 hit at coord. YD262700 no injuries were incurred and only minor damage sustained.

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On 31 March 1968 HMM-164 flew 249 sorties, 61.2 flight hours, lifting 987 troops carrying 8.0 tons of cargo. Squadron operations were hampered by weather causing 5 aircraft to RON at QUANG TRI. HMM-164 operating as an immediate reaction force participated in support of operation LANCASTER lifting "K 3/1, M 3/1 and the Command Group of 3/1" from LZ BLUE JAY coord. YD035558 to LZ CROW YD151503. Elements of 3/9 were also lifted from YD135538 to XD980554. Maj. R. H. NELSON was the flight leader of this strike. Enemy fire (small arms) was received from coord. YD034558 and the aircraft was hit forcing Maj. R. H. NELSON to make a precautionary landing at LZ EAGLE coord. YD063548. No injuries were sustained.

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1. COMMAND RELATIONS. OPCON CTG 79.5. Command less OPCON, MAG-15.
2. OPERATIONS. During this reporting period, HMM-164 flew 2,565 sorties, carrying 7,537 troops/passengers, 236 battlefield casualties and 385.7 tons of cargo for a total of 971.1 flight hours.

a. Operation LANCASTER/BADGER CATCH II.  
 A total of 1,986 sorties were flown in support of this operation, carrying 6,672 troops/passengers. One hundred thirty (130) battlefield casualties were evacuated, and 284.2 tons of cargo were lifted in 761.4 flight hours.

b. Operations on QUANG TRI augmentation in support of First Marino Aircraft Wing. HMM-164 flew a total of 577 sorties, carrying 865 troops/passengers. One hundred six (106) battlefield casualties were evacuated, and 101.5 tons of cargo were lifted in 209.7 flight hours.

3. CASUALTIES

NAME	RANK	SERNO.	WIA/KIA	DATE
COLOMBO, Gary L.	Cpl.	2197556	Drowned in A/C accident, body not recovered.	6 March 1968

4. PERSONNEL. Four (4) personnel joined the squadron and 9 departed the organization.

5. AWARDS. A total of 29 first award, 61 subsequent award Air Metals and 4 Purple Hearts were presented.

6. PROMOTIONS. There was one promotion to each of the following ranks during this reporting period: PFC, LCPL, CPL, SGT.

7. INTELLIGENCE/COUNTER INTELLIGENCE

A/C FIRED ON	INCIDENTS	A/C HIT	HITS	SORTIES	HOURS
5	5	3	5	2,565	971.1

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Ratio of aircraft hits to aircraft fired on: 1:1  
 Ratio of aircraft hits to sorties flown: 1:515  
 Ratio of aircraft hit to sorties flown: 1:855  
 Ratio of aircraft hit to hours flown: 1:323.7  
 Ratio of aircraft hit to aircraft fired on: 1:1.7

Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
2	2	0-499
1	1	500-999
None	None	1000-1499
2	None	1500+

8. TRAINING. Twenty seven (27) men satisfactorily completed the Squadron Gunnery School.

#### 9. MAINTENANCE

Average A/C availability per day	12
Number of A/C received	1
at PAR	7
inspected	6

#### 10. LOGISTICS

a. MATERIAL. Commenced shipboard operations with satisfactory supply support.

b. EMBARKATION. Squadron embarked aboard the USS VALLEY FORGE on 2 March 1968. On the 22nd, stowed gear was transferred to the USS TERREL COUNTY. Both moves were made with no problems.

c. MARINE CORPS PROPERTY. Embarked all property and equipment aboard USS VALLEY FORGE. Table allowances are presently up to date except for a few items, which are on order.

#### 11. AVIONICS

a. ELECTRIC SHOP. During the month of March 70% of the assigned 500 labor was expended on maintenance action on the aircraft. Most of the remaining time was spent in an operational or flight standby status.

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There was a large trend toward cannibalization in March and if not for MAG-16 and its facilities at Marble Mountain, which allows us to exchange rotatable pool items, this could have been more severe.

Most of the discrepancies reported were on:

- (1) Automatic Trim Systems
- (2) Speed Trim Systems
- (3) Engine Torque Systems

SAS discrepancies for the month were slight in comparison to February.

b. RADIO SHOP. During the month of March approximately 60% of the assigned 500 labor was expended on maintenance actions performed on the aircraft and in the COM/NAV Shop with the bulk of the remaining time spent in an operational or flight standby status.

Low availability of rotatable spare aeronautical electronic equipment and high usage components on hand in ASO stores resulted in a large percentage of aircraft cannibalization and to a lesser extent forced shop personnel to perform cannibalization actions on the aeronautical electronic equipment inducted for intermediate level maintenance. Without the facilities of MAG-16, which permits exchange of defective assemblies and sub-assemblies for good ones, this cannibalization trend would have been more pronounced.

Greatest number of reported discrepancies related to AN/ARC-52 UHF systems with those of AN/ARC-44 FM and AN/ARN-52V TACAN running closely behind. The larger percentage of discrepancies were accurately reported and ensuing follow up of maintenance actions show a very low degree of reoccurrence of discrepancies.

#### PART IV

#### SUPPORT DOCUMENTS

1. Maps: Series: L 7014. 1:25,000 coverage of I Corps area.
2. All information for briefs was furnished by SLF Intelligence and Operations Sections. Briefs on Quang Tri augmentation was furnished by MAG-36 Forward Intelligence and Operations Sections.

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