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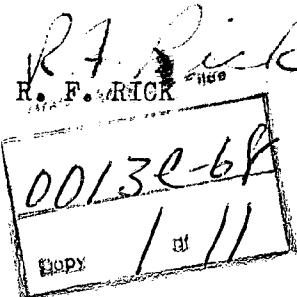
MARINE MEDIUM HELICOPTER SQUADRON 164  
Marine Aircraft Group 15 (Rein)  
9th Marine Amphibious Brigade, FMFPac  
FPO San Francisco 96602

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003A12568  
4 May 1968

SECRET

From: Commanding Officer  
To: Commander, Task Group 79.5  
Subj: Command Chronology, 1 April 1968 to 30 April 1968; submission  
of (U)  
Ref: (a) CTG 79.5 Operation Plan 120A-67  
Encl: ✓(1) Marine Medium Helicopter Squadron 164 Command Chronology  
for 1 April 1968 to 30 April 1968

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



May 05 1980

SLF Task Group 79.5  
S&C Control No 0010207

GROUP-4  
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MARINE MEDIUM HELICOPTER SQUADRON 164  
Marine Aircraft Group 15 (Rein)  
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COMMAND CHRONOLOGY

1 April 1968 - 30 April 1968

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Enclosure (1)  
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## PART I

ORGANIZATIONAL DATA1. DESIGNATIONCOMMANDERHMM-164, Marine Aircraft  
Group 15 (Rein), 9th Marine  
Amphibious Brigade

LTCOL. R. F. RICK

1-30Apr68

2. LOCATION1-13 April 1968: USS VALLEY FORGE LPH-8  
14-27 April 1968: HUE PHU BAI AND QUANG TRI AIRFIELDS  
28-30 April 1968: USS VALLEY FORGE LPH-83. STAFF OFFICERS

Executive Officer	MAJ.	R. H. NELSON	1-30Apr68
Operations Officer	MAJ.	M. E. PEACOCK	1-30Apr68
Administrative Officer	MAJ.	F. E. WIRKUS	1-30Apr68
Maintenance Officer	MAJ.	R. E. ILZHOEFER	1-30Apr68
Logistics/Supply Officer	MAJ.	D. C. ERGONIE	1-30Apr68
Intelligence Officer	CAPT.	H. M. TIMMONS	1-30Apr68
NATOPS Officer	CAPT.	A. A. FRISENDA	1-30Apr68
Safety Officer	CAPT.	J. T. BUTLER	1-30Apr68

4. AVERAGE MONTHLY STRENGTH

USMC		USN		<u>TECH REPS</u>
Officers	Enlisted	Officers	Enlisted	
44	193	1	3	3

5. IMPORTANT VISITORS TO THE COMMAND

a. NONE

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PART II

NARRATIVE SUMMARY

On 1 April 1968 HMM-164 flew 77 sorties for a total of 21 flight hours, carrying 264 troops, while lifting 10.0 Tons of cargo. HMM-164 on Quang Tri Augmentation flew 4.8 flight hours carrying 27 troops while lifting 3.5 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 27 medevacs, 3 emergency, 7 priority and 17 routine medevacs.

On 2 April 1968 HMM-164 flew 53 sorties for a total of 23.9 flight hours, carrying 242 troops while lifting 16.6 Tons of cargo. HMM-164 on Quang Tri Augmentation flew 9.8 flight hours carrying 51 troops while lifting 0.6 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 13 medevacs, 1 emergency and 12 routine medevacs.

On 3 April 1968 HMM-164 flew 8 sorties for a total of 2.3 flight hours, carrying 34 passengers. Squadron operations were severely hampered by weather.

On 4 April 1968 HMM-164 flew 200 sorties for a total 66.4 flight hours, carrying 462 troops while lifting 26.8 tons of cargo. HMM-164 while on Quang Tri Augmentation flew 29.4 flight hours carrying 124 troops while lifting 6.5 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 2 emergency med evacs.

On 5 April 1968 HMM-164 flew 109 sorties for a total of 31.6 flight hours, carrying 425 troops while lifting 10.3 Tons of cargo. HMM-164 while on Quang Tri Augmentation flew 14.2 flight hours carrying 59 troops while carrying 3.1 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 5 routine medevacs.

On 6 April 1968 HMM-164 flew 178 sorties for a total of 53.9 flight hours. Carrying 605 troops while lifting 17.4 Tons of cargo. HMM-164 while on Quang Tri Augmentation flew 24.8 flight hours carrying 162 troops while lifting 5.5 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire.

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On 7 April 1968 HMM-164 flew 110 sorties for a total of 42.2 flight hours, carrying 362 troops while lifting 20.8 Tons of cargo. HMM-164 while on Quang Tri Augmentation flew 23.5 flight hours carrying 89 troops while carrying 10.5 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 2 emergency medevacs.

On 8 April 1968 HMM-164 flew 127 sorties for a total of 37.1 flight hours, carrying 397 troops while lifting 17.1 Tons of cargo. HMM-164 while on Quang Tri Augmentation flew 13.0 flight hours carrying 54 troops while lifting 5.0 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 5 medevacs; 3 priority and 2 routine medevacs.

On 9 April 1968 HMM-164 flew 166 sorties for a total of 24.8 flight hours, carrying 347 troops while lifting 1.3 Tons of cargo. HMM-164 while on Quang Tri Augmentation flew 10.5 flight hours, carrying 105 troops. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 11 medevacs; 3 emergency and 8 routine medevacs.

On 10 April 1968 HMM-164 flew 188 sorties for a total of 53.7 flight hours, carrying 684 troops while lifting 8.7 Tons of cargo. HMM-164 while on Quang Tri Augmentation flew 23.5 flight hours, carrying 149 troops while lifting 5.2 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 40 medevacs; 5 emergency, 22 priority and 13 routine medevacs.

On 11 April 1968 HMM-164 flew 15 sorties for a total of 7.4 flight hours, carrying 114 troops while lifting 1.0 Tons of cargo. Squadron operations were hampered by weather and enemy ground fire. Capt. R. G. SOUSA flying in YT-9 received small arms fire at coord YD3759. The aircraft sustained two hits causing minor damage. HMM-164 carried 1 emergency medevac.

On 12 April 1968 HMM-164 flew 119 sorties for a total of 43.2 flight hours, carrying 554 troops while lifting 11.4 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 2 routine medevacs.

On 13 April 1968 HMM-164 flew 178 sorties for a total of 54.2 flight hours, carrying 302 troops while lifting 53.2 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. The majority of cargo carried was squadron equipment in preparation for the off-load of the squadron.

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On 14 April 1968 HMM-164 flew 59 sorties for a total of 28.1 flight hours, carrying 182 troops while lifting 13.4 Tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. The squadron completed the off-load. One half of the squadron remained at Hue Phu Bai Airbase while the other half of the squadron remained at Quang Tri Airbase.

On 15 April 1968 HMM-164 flew 101 sorties for a total of 30.6 flight hours, carrying 89 troops while lifting 23.1 Tons of cargo. in support of MAG-36. Squadron operations were not hampered by weather. CAPT. J. T. BUTLER in YT-16 received small arms fire at coord YD0572 and YD159662. No hits were sustained. CAPT. A. A. FRISENDA in YT-8 received enemy mortar fire at coord YD353630. The aircraft sustained minor damage. Capt. J. B. MURRAY in YT-12 received enemy rocket fire at coord XD853418. No damage was sustained.

On 16 April 1968 HMM-164 flew 94 sorties for a total of 34.7 flight hours, carrying 231 troops while lifting 5.5 Tons of cargo. Also carrying 7 medevacs; 3 priority and 4 routine medevacs. In support of MAG-36. Squadron operations were not hampered by weather or enemy ground fire. Capt. R. L. WEBER received a leg wound while flying with VMO-6.

On 17 April 1968 HMM-164 flew 107 sorties for a total of 25.8 flight hours, carrying 297 troops while lifting 2.8 Tons of cargo. Also carrying 45 medevacs; 23 emergency, 9 priority and 13 routine medevacs in support of MAG-36. Squadron operations were not hampered by weather or enemy ground fire.

On 18 April 1968 HMM-164 flew 172 sorties for a total 53.4 flight hours, carrying 404 troops while lifting 10.1 Tons of cargo. Also carrying 12 routine medevacs in support of MAG-36. Squadron operations were not hampered by weather. Capt. J. T. BUTLER in YT-16 and Capt. J. L. LITTLER in YT-9 received enemy ground fire at coord XD925373 while on an emergency extraction of a recon team. No hits were sustained.

On 19 April 1968 HMM-164 flew 92 sorties for a total of 36.1 flight hours, carrying 215 troops while lifting 12.7 Tons of cargo in support of MAG-36. Squadron operations were not hampered by weather or enemy ground fire.

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On 20 April 1968 HMM-164 flew 140 sorties for a total of 40.2 flight hours, carrying 548 troops lifting 21.5 Tons of cargo. Also carrying 9 medevacs; 4 emergency, 3 priority and 2 routine medevacs in support of MAG-36. Squadron operations were not hampered by weather. Maj. R. E. ILZHOEFER in YT-5 and Capt. G. A. ROSS in YT-7 received intense enemy small arms fire and mortar fire at coord YD560029. Both aircraft sustained multiple hits and YT-5 received heavy battle damage. Cpl. F. L. MARTINEZ received a minor facial wound.

On 21 April 1968 HMM-164 flew 150 sorties for a total of 41.4 flight hours, carrying 313 troops while lifting 22.3 Tons of cargo. Also carrying 15 medevacs; 1 priority and 14 routine medevacs. Squadron operations were not hampered by weather or enemy ground fire.

On 22 April 1968 HMM-164 flew 166 sorties for a total of 44.8 flight hours, carrying 369 troops while lifting 6.4 Tons of cargo. Also carrying 27 medevacs; 13 emergency, 13 priority and 1 routine medevacs in support of MAG-36. Squadron operations were not hampered by weather. Maj. R. H. NELSON in YT-1 received enemy small arms fire at coord XD962448 sustaining multiple hits and minor aircraft damage.

On 23 April 1968 HMM-164 flew 189 sorties for a total of 37.2 flight hours, carrying 237 troops while lifting 6.9 Tons of cargo. Also carrying 11 medevacs; 2 emergency and 9 routine medevacs in support of MAG-36. Squadron operations were not hampered by weather. Capt. R. G. SOUSA in YT-1 received enemy small arms fire at coord YD260740 sustaining multiple hits but only minor aircraft damage. Capt. A. A. FRISENDA in YT-18 received enemy small arms fire at coord YD190473. No hits were sustained.

On 24 April 1968 HMM-164 flew 88 sorties for a total of 28.8 flight hours, carrying 409 troops while lifting 6.4 Tons of cargo. Also carrying 34 medevacs; 1 emergency, 30 priority and 3 routine medevacs in support of MAG-36. Squadron operations were not hampered by weather or enemy ground fire.

On 25 April 1968 HMM-164 flew 122 sorties for a total of 25.8 flight hours, carrying 477 troops while lifting 1.1 Tons of cargo. Also carrying 1 routine medevac in support of MAG-36. Squadron operations were not hampered by weather or enemy ground fire.

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On 26 April 1968 HMM-164 flew 68 sorties for a total of 26.0 flight hours, carrying 211 troops while lifting 4.5 Tons of cargo. Also carrying 51 medevacs; 11 emergency, 6 priority and 34 routine medevacs in support of MAG-36. Squadron operations were not hampered by weather or enemy ground fire.

On 27 April 1968 HMM-164 flew 72 sorties for a total of 27.0 flight hours, carrying 207 troops while lifting 4.5 Tons of cargo. Also carrying 30 medevacs; 9 emergency, 6 priority and 15 routine medevacs in support of MAG-36. Squadron operations were hampered by weather.

On 28 April 1968 HMM-164 flew 163 sorties for a total of 66.4 flight hours, carrying 207 troops while lifting 54.7 Tons of cargo. The majority of the day was spent back loading aboard the USS Valley Forge. Squadron operations were not hampered by weather or enemy ground fire.

On 29 April 1968 HMM-164 flew 132 sorties for a total of 49.4 flight hours, carrying 372 troops while lifting 30.3 Tons of cargo. Also carrying 6 medevacs, 3 priority and 3 routine medevacs. Squadron operations were not hampered by weather or enemy ground fire.

On 30 April 1968 HMM-164 flew 140 sorties for a total of 34.5 flight hours, carrying 345 troops while lifting 14.7 Tons of cargo. Also carrying 26 medevacs; 9 emergency, 7 priority and 10 routine medevacs. Squadron operations were not hampered by weather. Capt. J. T. BUTLER in YT-1 received enemy mortar fire at coord YD267770. No damage was sustained.

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1. COMMAND RELATIONS. OPCON CTG 79.5. Command loss OPCON, MAG-15,
2. OPERATIONS. During this reporting period, HMM-164 flew 3583 sorties, carrying 9905 troops/passengers, 342 battlefield casualties and 429.5 Tons of cargo for a total of 1136.8 flight hours.
  - a. Operations in support of the First Marine Aircraft Wing. HMM-164 flew a total of 2158 sorties, carrying 4903 troops/passengers, 252 battlefield casualties and 167.5 Tons of cargo for a total of 573.8 flight hours.
  - b. Operation LANCASTER. HMM-164 flew a total of 370 sorties, carrying 1193 troops/passengers, 71 battlefield casualties and 54.0 Tons of cargo for a total of 87.1 flight hours.
  - c. Operation PEGASUS. HMM-164 flew a total of 378 sorties, carrying 931 troops/passengers, 65 battlefield casualties and 34.6 Tons of cargo for a total of 121.8 flight hours.
  - d. Operation SCOTLAND II. HMM-164 flew a total of 218 sorties, carrying 367 troops/passengers, 105 battlefield casualties and 16.8 Tons of cargo for a total of 53.8 flight hours.
  - e. Operation NAPOLEAN/SALINE. HMM-164 flew a total of 299 sorties, carrying 624 troops/passengers, 79 battlefield casualties and 30.0 Tons of cargo for a total of 75.8 flight hours.

3. CASUALTIES

NAME	RANK	SERNO	WIA/KIA	DATE
WEBER, Richard L.	Capt.	092278	WIA	16Apr68
MARTINEZ, Francisco L.	Cpl.	2190317	WIA	20Apr68

4. PERSONNEL. Five (5) personnel joined the squadron and one (1) departed the organization.

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5. AWARDS. No awards issued during this reporting period.

6. PROMOTIONS. There were three (3) promotions to First Lieutenant, four (4) promotions to Sergeant, two (2) promotions to Corporal and five (5) promotions to Lance Corporal during this reporting period.

7. 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>
11	11	7	26	3583	1136.8

A. Ratio of aircraft hits to aircraft fired on: 1:44  
 B. Ratio of aircraft hits to sorties flown: 1:137.8  
 C. Ratio of aircraft hit to sorties flown: 1:511.8  
 D. Ratio of aircraft hit to hours flown: 1:162.4  
 E. Ratio of aircraft hit to aircraft fired on: 1:1.57

Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
5	5	0-499
5	2	500-999
1	None	1000-1499
None	None	1500+

8. TRAINING. Twelve (12) men satisfactorily completed the Squadron Gunners School.

9. MAINTENANCE

Average A/C availability per day	12
Number of A/C received	1
at PAR	6
inspected	8

10. LOGISTICS

A. GENERAL. An encampment was set up at MAG-36 Phu Bai to receive the squadron to receive the squadron from the Valley Forge. This was accomplished with the minimum of confusion and inconvenience to squadron personnel.

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b. EMBARKATION. Squadron disembarked on 14 April 1968 and embarked on 28 April 1968. Both moves were made with no problems.

c. NAVY PROPERTY. The supply of Navy Material kept pace with operations during the month of April. Though complications arose during a two week temporary deployment ashore, the pipeline of parts continued through MAG-36.

d. MARINE CORPS PROPERTY. Receipt of property to bring the squadron up to T/O was continued with the numerous tonnage and cots being received from MAG-36.

## 11. AVIONICS

a. ELECTRIC SHOP. During the month of April only 20% of our 500 Production Direct was taken up by cannibalization work orders. The decrease since March may be due to the IMA support of H&MS-16.

The greatest portion of 500 Production Direct was spent on discrepancies such as SAS, ATS, Torque and Speed Trim. However, of these, Speed Trim did prevail. It seems that AFT LCT Actuators are the major cause of these discrepancies. This item has become high usage over the last couple of months. IMA of course is able to repair those, with the use of repair kits.

Remaining portions of time is spent on Shop Maintenance and Maintenance Technical Training.

b. RADIO SHOP. The first half of the month of April was spent with the squadron deployed aboard ship and was marked by an increase in availability of certain bits and pieces, needed for in shop maintenance, in the ASO stores. This increased availability of parts resulted in a decrease of the amount of time required to "turn around" aeronautical electronic components, thereby reducing our reliance upon the maintenance and supply facilities of MAG-16, and a lowering of our need to cannibalize an aircraft. However, common high usage items and repairable subassemblies were still in short supply for support of the RT-384/ARN-52V TACAN Responder, which has a repeated malfunction rate record only that of the RT-294/ARC-44 FM Transceiver.

During the period spent ashore the squadron was split in deployment to two widely separated areas and data is difficult to assess but, generally, more than 50% of direct of 500 labor was spent in operational stand by status and yet the number of cannibalization of RT-384/ARN-52V's increased, due primarily to technical problems existant at H&MS-36 Avionics which was required to support

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us along with the already heavy work load. Approximately 160 hours of direct 500 labor was temporarily transferred to H&MS-36 Avionics to help in maintaining gear from this squadron and to help maintain the level of ratable spare gear in the MAG-36 ratable pool.

PART IVSUPPORT DOCUMENTS

1. Maps: Series L7014. 1:25,000 coverage of I Corps area.
2. All information for briefs was furnished by SLF Intelligence and Operations Sections. Briefs on operations in support of the First Marine Aircraft Wing was furnished by MAG-36 and MAG-36 Forward Intelligence and Operations Sections.

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