

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

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 5 Jun 1968

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From: Commanding Officer

To: Commander, Task Group 79.5

Subj: Command Chronology, 1 May 1968 to 31 May 1968; submission  
 of (U)

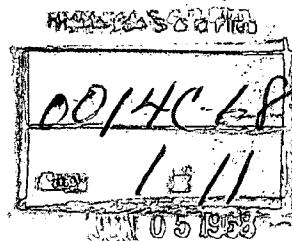
Ref: (a) CTG 79.5 Operation Plan 120A-67

Encl: ✓ (1) Marine Medium Helicopter Squadron 164 Command Chronology  
 for 1 May 1968 to 31 May 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



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

1 May 1968 - 31 May 1968

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## PART I

ORGANIZATIONAL DATA1. DESIGNATIONCOMMANDER

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

LTCOL. R. F. RICK

1-31May68

2. LOCATION

1-31 May 1968: USS VALLEY FORGE LPH-8

3. STAFF OFFICERS

Executive Officer	MAJ.	R. H. NELSON	1-31May68
Operations Officer	MAJ.	M. E. PEACOCK	1-10May68
Operations Officer	MAJ.	D. C. BRODIE	11-31May68
Administrative Officer	MAJ.	F. E. WIRKUS	1-31May68
Maintenance Officer	MAJ.	R. E. JIZHOFER	1-31May68
Logistics/Supply Officer	MAJ.	D. C. BRODIE	1-10May68
Logistics/Supply Officer	CAPT.	F. J. WILSON	11-31May68
Intelligence Officer	CAPT.	H. M. TIMMONS	1-31May68
NATOPS Officer	CAPT.	A. A. FRISENDA	1-31May68
Safety Officer	CAPT.	J. T. BUTLER	1-31May68

4. AVERAGE MONTHLY STRENGTH

Officers	USMC		Officers	USN		TECH REPS
	Enlisted			Enlisted		
43	198		1	3	2	

5. IMPORTANT VISITORS TO THE COMMAND

## a. BGEN HILL

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PART II

NARRATIVE SUMMARY

On 1 May 1968 HMM-164 flew 76 sorties for a total of 25 flight hours, carrying 374 troops, while lifting 7.7 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 15 medevacs, 1 emergency and 14 priority.

On 2 May 1968 HMM-164 flew 140 sorties for a total of 45.4 flight hours, carrying 501 troops while lifting 20.5 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 40 medevacs, 11 emergency, 17 priority, and 12 routine medevacs.

On 3 May 1968 HMM-164 flew 113 sorties for a total of 43.3 flight hours, carrying 361 troops, while lifting 17 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 49 medevacs, 6 emergency, 9 priority, and 34 routine medevacs.

On 4 May 1968 HMM-164 flew 187 sorties for a total of 46.9 flight hours, carrying 422 troops, while lifting 27.6 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 28 medevacs, 18 priority, and 10 routine.

On 5 May 1968 HMM-164 flew 87 sorties for a total of 54.7 flight hours, while carrying 383 troops while lifting 9 tons of cargo. HMM-164 while on Quang Tri augmentation flew 113 sorties for a total of 27.1 flight hours, carrying 363 troops while lifting 1.1 tons cargo. Squadron operations were not hampered by weather. Capt. G. A. ROSS and Capt. J. A. COOPER received small arms fire from coords YD220675. The aircraft did not sustain any hits. Capt. A. A. FRISENDA received one mortar round at coords YD216715, the aircraft did not sustain any damage. HMM-164 carried 36 medevacs, 1 emergency and 35 routine medevacs.

On 6 May 1968 HMM-164 flew 172 sorties for a total of 48 hours, carrying 262 troops, while lifting 16.8 tons of cargo. HMM-164 on Quang Tri augmentation flew 67 sorties for a total of 18.5 flight hours, carrying 115 troops, while lifting 1.8 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 38 medevacs, 1 emergency, 9 priority, and 28 routine medevacs.

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On 7 May 1968 HMM-164 flew 100 sorties for a total of 23.8 flight hours, carrying 488 troops, while lifting 9 tons of cargo. HMM-164 while on Quang Tri augmentation flew 210 sorties for a total of 52.9 flight hours, carrying 494 troops, while lifting 2.3 tons of cargo. Squadron operations were not hampered by weather. Major R. H. NELSON took arty fire at coords XD978558, the aircraft was not hit. Capt. J. L. LITTLER flying in YT-5 took a rocket blast while in the revetments at KHE SAHN, slightly damaging the aircraft, with no casualties. HMM-164 carried 35 medevacs, 7 emergency, 15 priority, and 13 routine medevacs.

On 8 May 1968 HMM-164 flew 106 sorties for a total of 31.8 flight hours, carrying 264 troops, while lifting 3 tons of cargo. HMM-164 while on Quang Tri augmentation flew 181 sorties for a total of 41.6 flight hours, carrying 446 troops, lifting 14 tons of cargo. Squadron operations were not hampered by weather. Major F. E. WIRKUS took small arms fire from coords XD882353 with no hits. Captains J. T. BUTLER and R. C. ROSSER took mortar rounds in zones located coords YD269734, YD241635, and YD172672 with no hits. Capt. G. A. ROSS took arty and mortars at coords YD241635 and YD172672 with no hits. HMM-164 carried 29 medevacs, 4 emergency, 16 priority and 9 routine medevacs.

On 9 May 1968 HMM-164 flew 95 sorties for a total of 22.6 flight hours carrying 290 troops, while lifting 7 tons of cargo. HMM-164 on Quang Tri augmentation flew 142 sorties for a total of 45.2 flight hours, carrying 194 troops while lifting 19 tons of cargo. Squadron operations were not hampered by weather. Capt. G. A. ROSS took incoming rockets and mortars at coords XD840420 and XD952431 with no hits sustained.

On 10 May 1968 HMM-164 flew 99 sorties for a total of 14.8 flight hours carrying 363 troops while lifting 9.4 tons of cargo. HMM-164 on Quang Tri augmentation flew 310 sorties for a total of 71.4 flight hours carrying 113 troops while lifting 71 tons of cargo. Squadron operations were not hampered by weather. Major R. H. NELSON took rocket fire on hill 881 S coords XD779438, sustaining no injuries. HMM-164 carried 24 medevacs, 9 priority and 15 routine medevacs.

On 11 May 1968 HMM-164 flew 84 sorties for a total of 29.6 flight hours while carrying 373 troops lifting 15.5 tons of cargo. HMM-164 on Quang Tri augmentation flew 119 sorties for a total of 31.5 flight hours carrying 233 troops while lifting 20 tons of cargo. Squadron operations were not hampered by weather. Capt. J. L. LITTLER flying YT-21 took small arms hits at coords YD140720. No injuries were incurred and only minor damage sustained.

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Capt. A. A. FRISENDA received rockets in zones located at coords YD015456 and XD995485 no injuries were incurred and the aircraft was not damaged. HMM-164 carried 21 medevacs, 4 emergency, 3 priority, and 14 routine medevacs.

On 12 May 1968 HMM-164 flew 63 sorties for a total of 22.2 flight hours carrying 358 troops while lifting 15.5 tons of cargo. HMM-164 in Quang Tri augmentation flew 277 sorties for a total of 65.3 flight hours carrying 401 troops while lifting 60.1 tons of cargo. Squadron operations were not hampered by weather.

1/Lt. R. F. PATERSON flying YT-16 took small arms fire at coords YD263763 no injuries were incurred and only minor damage sustained. Capt. G. A. ROSS took mortar rounds at coords XD802409 no injuries were incurred and only minor damage sustained. Captain A. A. FRISENDA took mortar and small arms fire at coords ZC001079 neither the aircraft or crew were hit. HMM-164 carried 35 medevacs, 1 emergency, 8 priority, and 26 routine medevacs.

On 13 May 1968 HMM-164 flew 123 sorties for a total of 28.8 flight hours carrying 72 troops while lifting 4 tons of cargo. HMM-164 in Quang Tri augmentation flew 69 sorties for a total of 28.3 flight hours carrying 259 troops while lifting 3 tons of cargo. Squadron operations were not hampered by weather. Capt. J. BUTLER took small arms fire at coords YD420610 neither the aircraft or crew were hit. Lt. G. A. ZAMORSKI took mortar rounds at coords XD803409 neither the aircraft or crew were hit. Capt. G. A. ROSS flying YT12 experienced single engine failure and landed in a river by KHE SAHN. No personnel were injured, the aircraft had to be destroyed because of inaccessability. HMM-164 carried 3 medevacs, 2 priority and 1 routine medevacs.

On 14 May 1968 HMM-164 flew 96 sorties for a total of 27.9 flight hours carrying 251 troops while lifting 8 tons of cargo. HMM-164 in Quang Tri augmentation flew 62 sorties for a total of 18.5 flight hours carrying 84 troops while lifting 4 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 55 medevacs, 3 emergency, 1 priority, and 51 routine medevacs.

On 15 May 1968 HMM-164 flew 115 sorties for a total of 25.4 flight hours carrying 288 troops while lifting 8.5 tons of cargo. HMM-164 in Quang Tri augmentation flew 84 sorties for a total of 44.5 flight hours carrying 194 troops while lifting 10.5 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 70 medevacs, 16 emergency, 16 priority, and 38 routine medevacs.

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On 14 May 1968 HMM-164 flew 96 sorties for a total of 27.9 flight hours carrying 251 troops while lifting 8 tons of cargo. HMM-164 in Quang Tri augmentation flew 62 sorties for a total of 18.5 flight hours carrying 84 troops while lifting 4 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 55 medevacs, 3 emergency, 1 priority and 51 routine medevacs.

On 15 May 1968 HMM-164 flew 115 sorties for a total of 25.4 flight hours carrying 288 troops while lifting 8.5 tons of cargo. HMM-164 in Quang Tri augmentation flew 84 sorties for a total of 44.5 flight hours carrying 194 troops while lifting 10.5 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 70 medevacs, 16 emergency, 16 priority and 38 routine medevacs.

On 16 May 1968 HMM-164 flew 61 sorties for a total of 18.0 flight hours carrying 295 troops while lifting 6.1 tons of cargo. HMM-164 in Quang Tri augmentation flew 134 sorties for a total of 38.1 flight hours carrying 394 troops while lifting 2.3 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 59 medevacs, 9 emergency, 5 priority, and 45 routine medevacs.

On 17 May 1968 HMM-164 flew 113 sorties for a total of 29.5 flight hours carrying 218 troops while lifting 4.0 tons of cargo. HMM-164 in Quang Tri augmentation flew 171 sorties for a total of 41.2 flight hours carrying 392 troops while lifting 5.2 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. LtCol. H. F. HICK experienced a single engine fail in YT-2 while fully loaded, landing at coords XD985452. The nose wheel was sheared from the aircraft. HMM-164 carried 36 medevacs, 3 emergency, 5 priority, and 28 routine medevacs.

On 18 May 1968 HMM-164 flew 137 sorties for a total of 38.0 flight hours carrying 425 troops while lifting 20 tons of cargo. HMM-164 in Quang Tri augmentation flew 65 sorties for a total of 18.3 flight hours carrying 263 troops while lifting 1.5 tons. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 53 medevacs, 2 emergency, 7 priority, and 44 routine medevacs.

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On 19 May 1968 HMM-164 flew 60 sorties for a total of 21.7 flight hours carrying 240 troops while lifting 6 tons of cargo. HMM-164 on 1st Marine Air Wing Augmentation flew 120 sorties for a total of 37.6 flight hours carrying 259 troops while lifting 13.8 tons of cargo. Squadron operations were not hampered by weather. Capt. R. WARNOCK flying YT-7 took small arms fire from coords BTO85618 and BT107599 no personnel were hit, and the aircraft sustained only minor damage. Capt. G. A. ROSS flying in YT-18 took small arms fire from coords AT165538 and AT170538. Neither the aircraft or crew were hit. Major F. E. WINKUS, in YT-21 took incoming rockets at coords YD245596 and XD845420. Neither the aircraft or crew were hit. HMM-164 carried 17 medevacs, 2 priority and 15 routine medevacs.

On 20 May 1968 HMM-164 flew 63 sorties for a total of 18.4 flight hours carrying 239 troops while lifting 5.9 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 137 sorties for a total of 58.4 flight hours carrying 181 troops while lifting 28.1 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 14 medevacs, 3 emergency, 3 priority and 8 routine medevacs.

On 21 May 1968 HMM-164 flew 62 sorties for a total of 13.2 flight hours carrying 236 troops while lifting 2.0 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 185 sorties for a total of 70.7 flight hours carrying 541 troops while lifting 6.8 tons of cargo. Squadron operations were not hampered by weather. Major R. H. NELSON flying YT-16 took small arms fire from coords AT823488 the aircraft sustained minor damage and the crew was unhurt. HMM-164 carried 19 medevacs, 1 emergency, 10 priority, and 8 routine medevacs.

On 22 May 1968 HMM-164 flew 57 sorties for a total of 14.5 flight hours carrying 180 troops while lifting 7.4 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 116 sorties for a total of 36.7 flight hours carrying 274 troops while lifting 9.6 tons of cargo. Squadron operations were not hampered by weather. Major F. E. WINKUS flying YT-18 took small arms fire from coords XD952449 neither the crew or aircraft were hit. HMM-164 carried 48 medevacs, 4 emergency, 24 priority, and 20 routine medevacs.

On 23 May 1968 HMM-164 flew 82 sorties for a total of 22.2 flight hours carrying 236 troops while lifting 3 tons of cargo. HMM-164 in 1st Marine Air Wing augmentation flew 148 sorties for a total of 43.2 flight hours carrying 699 troops while lifting 11 tons of cargo. Squadron operations were not hampered by weather.

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LtCol. R. F. RICK flying YT-24 took small arms fire from coords AT8586, neither the aircraft nor crew was hit. Major F. E. WIRKUS flying YT-20 took mortar fire while in the zone at XD955449 neither the aircraft nor crew was hit. HMM-164 carried 49 medevacs, 9 emergency, 33 priority, and 7 routine medevacs.

On 24 May 1968 HMM-164 flew 74 sorties for a total of 17.9 flight hours carrying 224 troops while lifting 7.9 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 87 sorties for a total of 35.3 flight hours carrying 153 troops while lifting 8.2 tons of cargo. Squadron operations were not hampered by weather. Capt. F. J. WILSON flying YT-17 took one hit from small arms fire at coords AT986534. S/Sgt C. D. JACKSON received slight wounds from fire and only minor damage incurred. HMM-164 carried 121 medevacs, 34 emergency, 60 priority, and 27 routine medevacs.

On 25 May 1968 HMM-164 flew 76 sorties for a total of 14.7 flight hours carrying 217 troops while lifting 3.8 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 91 sorties for a total of 39.4 flight hours carrying 152 troops while lifting 19.1 tons of cargo. Squadron operations were not hampered by weather. 1/Lt. J. L. BROWN flying YT-8 experienced a single engine failure while returning to the USS VALLEY FORGE. The aircraft was ditched at sea, all hands rescued. Capt. J. L. LITTERER flying YT-10 took minor aircraft damage from small arms fire at coords BT083587. LtCol. R. F. RICK took minor aircraft damage from small arms fire at coords BT100627. Lt. G. A. ZAMORSKI flying YT-14 took 9 aircraft hits coords ZC145566. HMM-164 carried 47 medevacs, 24 emergency, 14 priority and 9 routine medevacs.

On 26 May 1968 HMM-164 flew 120 sorties for a total of 35.6 flight hours carrying 289 troops while lifting 21 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 53 sorties for a total of 12.0 flight hours carrying 156 troops while lifting 1 ton of cargo. Squadron operations were not hampered by weather. Capt. J. COOPER flying YT-24 took minor damage from small arms fire coords XD957445. Capt. R. R. ROPELEWSKI flying YT-16 took two small arms minor aircraft hits from coords AT993578. Major F. E. WIRKUS flying YT-17 took one small arms minor aircraft hit at coords BT032574. HMM-164 carried 25 medevacs, 20 priority and 5 routine medevacs.

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On 27 May 1968 HMM-164 flew 64 sorties for a total of 12.7 flight hours carrying 290 troops while lifting 4 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 66 sorties for a total of 22.5 flight hours carrying 139 troops while lifting 10 tons of cargo. Squadron operations were not hampered by weather. Capt. J. W. BARNES flying YT-22 took heavy caliber fire from AT592939 with no hits. Capt. A. A. FRISENDA took mortar rounds in LZ located at coords XD955450 with no hits. HMM-164 carried 42 medevacs, 6 emergency, 20 priority and 16 routine medevacs.

On 28 May 1968 HMM-164 flew 38 sorties for a total of 12.9 flight hours carrying 120 troops while lifting 1 ton of cargo. HMM-164 on 1st Marine Air Wing augmentation left two aircraft overnight at Marble Mountain. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 21 medevacs, 8 emergency, 5 priority, and 8 routine medevacs.

On 29 May 1968 HMM-164 flew 55 sorties for a total of 15.2 flight hours carrying 211 troops while lifting 9 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 76 sorties for a total of 18.4 flight hours carrying 153 troops while lifting 23 tons of cargo. Squadron operations were not hampered by weather. Captain J. L. LITTLER flying YT-23 took 3 small arms minor aircraft hits from coords AT993578. HMM-164 carried 24 medevacs, 8 priority and 16 routine medevacs.

On 30 May 1968 HMM-164 flew 47 sorties for a total of 11.3 flight hours carrying 148 troops while lifting 4.3 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 141 sorties for a total of 47.5 flight hours carrying 285 troops while lifting 17.4 tons of cargo. Squadron operations were not hampered by weather. Major F. E. WIRKUS flying YT-17 took small arms fire from coords AT812877 with no hits. Capt. R. R. ROPELEWSKI took small arms fire at coords BT095685 with no hits. Major R. ILZHOEFER took small arms fire at coords AT0056 taking no hits. HMM-164 carried 77 medevacs 15 emergency, 22 priority, and 40 routine medevacs.

On 31 May 1968 HMM-164 flew 51 sorties for a total of 14.9 flight hours carrying 148 troops while lifting 4 tons of cargo. HMM-164 on 1st Marine Air Wing augmentation flew 19 sorties for a total of 13.3 hours of flight time carrying 63 troops while lifting 7 tons of cargo. Squadron operations were not hampered by weather. Capt. H. M. TIMMONS took small arms fire while flying YT-23 near coords AT971585 and AT797593 receiving no hits. Major D. C. BRODIE flying YT-7 took small arms fire near coords YD0250. HMM-164 flew 58 medevacs, 5 emergency, 31 priority and 22 routine medevacs.

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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 6,959 sorties, carrying 15,766 troops/passengers, 1,156 battlefield casualties and 655.7 tons of cargo for a total of 1,770.0 flight hours.
  - a. Operations in support of the First Marine Aircraft Wing HMM-164 flew a total of 4,143 sorties, carrying 7,000 troops/passengers, 573 battlefield casualties and 370.8 tons of cargo for a total of 977.4 flight hours.
  - b. Operation SCOTLAND II  
HMM-164 flew a total of 2,232 sorties, carrying 5,436 troops/passengers, 499 battlefield casualties, and 250.5 tons of cargo for a total of 525.8 flight hours.
  - c. Operation LANCASTER  
HMM-164 flew a total of 944 sorties, carrying 2,551 troops/passengers, 189 battlefield casualties, and 117.3 tons of cargo for a total of 235.5 flight hours.
  - d. Operation MELLUKE THRUST  
HMM-164 flew a total of 676 sorties, carrying 1,612 troops/passengers, 124 battlefield casualties, and 60.5 tons of cargo for a total of 214.4 flight hours.
  - e. Operation NATELEAN/SALINE  
HMM-164 flew a total of 680 sorties carrying 176 troops/passengers, 211 battlefield casualties, and 55.7 tons of cargo for a total of 176.6 flight hours.
  - f. Operation ALLENBROOK  
HMM-164 flew a total of 336 sorties carrying 861 troops/passengers, 139 battlefield casualties, and 53.1 tons of cargo for a total of 110.6 flight hours.

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g. Operation BRILLIANT DRAGON 3

HMM-164 supported the Republic of Koroa Marines flying 67 sorties, carrying 93 troops/passengers, 5 battlefield casualties and 16.8 tons of cargo for a total of 16.8 flight hours.

h. Operation WHEELER-WALAWA

HMM-164 flew 36 sorties carrying 75 troops/passengers, 5 battlefield casualties and 11.3 tons of cargo for a total of 9.2 flight hours.

3. CASUALTIES

NAME	RANK	SERNO.	VIA/KIA	DATE
JACKSON, Calvin D.	SSgt.	1514073	WIA	24May68

4. PERSONNEL. Eight (8) personnel joined the squadron and four (4) departed the organization.

5. AWARDS. The following awards were presented during this reporting period:

- 1 Distinguished Flying Cross
- 1 Bronze Star
- 4 Navy Commendation Medal
- 3 Single Mission Air Medals
- 101 Air Medals
- 3 Purple Heart Medals
- 1 Vietnamese Cross of Gallantry
- 1 Letter of Commendation
- 50 Combat Aircrewman Insignias

6. PROMOTIONS. There were ten (10) promotions to Corporal and four (4) promotions to Lance Corporal during this reporting period.

7. INTELLIGENCE/COUNTER INTELLIGENCE

A/C FIRED ON	INCIDENTS	A/C HIT	HITS	SORTIES	HOURS
66	66	12	27	6959	1770.0

- A. Ratio of aircraft hits to aircraft fired on: 1:2.44
- B. Ratio of aircraft hits to sorties flown: 1:257.74
- C. Ratio of aircraft hit to sorties flown: 1:579.91
- D. Ratio of aircraft hit to hours flown: 1:147.5
- E. Ratio of aircraft hit to aircraft fired on: 1:5.5

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Exhibit (1)

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Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
33	5	0-499
14	2	500-999
9	2	1000-1499
10	3	1500+

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

9. MAINTENANCE

Average A/C availability per day	11
Number of A/C received	4
striken	2
at PAR	3
inspected	2
IMA repair	2

10. LOGISTICS

a. GENERAL. Plans have been made for relocating at MARBLE MOUNTAIN in June, and MAG-16 has been notified of tentative movement plans. HMM-164 and HMM-265 S-4 officers exchanged visits to respective working spaces and transfer of appropriate gear has been arranged.

b. NAVY PROPERTY. The supply of Navy material kept pace with operations during the month of May. Shipboard operations continue with satisfactory supply support.

c. MARINE CORPS PROPERTY. Table of allowances are presently up to date except for a few items, which are on order with MAG-36.

d. EMBARKATION. Preparations were made during the month of May to assure a successful debarking from the SLF in June. HMM-265 Embarkation Officer came aboard on 24 May 1968 to inspect storage areas and to brief on SLF procedures.

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a. ELECTRIC SHOP. This month there was a noticeable decrease in the major discrepancies of the last reporting period. For example, speed trim gripes decreased considerably whereas SAS and ATS gripes increased. However, no problem was encountered in this respect because of our IMA being able to repair 70% of the SAS amplifiers and many of the ATS amplifiers. H&MS-16 lent a helping hand on those amplifiers which we could not repair. Only 20% of the 500 productive direct was spent on cannibalization J.C.N.'s. Navy supply has done an excellent job as far as parts are concerned since the ship returned from SUBIC BAY. Seventy per cent of our 500 productive direct was spent on the major discrepancies mentioned earlier in this report. Torque gripes were almost non-existent in comparison with the last months report. There was a small percentage of 500 labor expended in an operational standby status and technical training.

b. RADIO SHOP. During the month of May the rate of reported discrepancies of the AN/ARC-44 FM system and the ANR-52(v) TACAN system remained fairly high - approximately 80% of the complaints were bona fide and resulted in bench maintenance actions being taken on major R/T components. However, reported gripes on any particular assembly were minimal and over-all turn around time was fairly low. Four newly acquired A/C presented some unique problems, all four have had AFC 128 incorporated at the PAR activity which replaces the AN/ARC-44 FM system with the newer AN/ARC-54 FM system, this new FM system doesn't seem to be compatible with the A/C speed trim system in that frequently keying the FM transmitter programs the speed trim system into varying stages of "hover aft". Further, some incidents have been reported where aircraft equipped with AN/ARC-44 were unable to transmit to or receive from aircraft which have AN/ARC-54 installed although both aircraft could work a ground station with no difficulty. First MAW G-4 has been advised and the two sections of the avionics work center are jointly handling the problem along with a BOEING-VERTOL field representative. The cannibalization trend decreased slightly due to the fact that several "black boxes" were salvaged from striken aircraft thereby creating a small but effective pool of reusable spares. This spare equipment is not part of the squadron IMRL allowance and will be turned into the supply activity when we disembark. Due to the nature of helicopter operations a greater percentage of the assigned 500 man hours were excepted to flight or operational standby status than to any other labor code. An accurate assessment of just how many of these standby hours could actually be considered as maintenance technical training time is difficult to compile.

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PART IV

SUPPORT 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-16 and MAG-39 Intelligence and Operations Sections.

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