

MARINE MEDIUM HELICOPTER SQUADRON 164

Marine Aircraft Group 7 (Rein)
 9th Marine Amphibious Brigade, FMFPac
 PPO, San Francisco 50-02

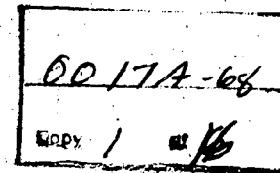
3: DMF: ric
 003A16768
 15 Jun 1968

From: Commanding Officer
 To: Commander, Task Group 79.5
 Subj: Command Chronology, 1 June 1968 to 15 June 1968; submission of (U)
 Ref: (a) CTG 79.5 Operation Plan 120A-67
 Encl: ✓(1) Marine Medium Helicopter Squadron 164 Command Chronology
 for 1 June 1968 to 15 June 1968

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

R. F. Rick
 R. F. RICK

HMM-164 S & T Files



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HMM-164

CMD CHRON

1-15 JUNE 1968

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15 Jun 1968

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

COMMAND CHRONOLOGY

1 June 1968 - 15 June 1968

INDEX

- PART I -- ORGANIZATIONAL DATA
- PART II -- NARRATIVE SUMMARY
- PART III -- SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV -- SUPPORTING DOCUMENTS

Enclosure (1)

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15 Jun 1968

PART I

ORGANIZATIONAL DATA1. DESIGNATION

COL ANDER

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

LTCOL R. W. RICK

1-15Jun68

2. LOCATION

1-15 Jun 1968: USS VALLEY FORGE LPH 6

3. STAFF OFFICER

Executive Officer	MAJ. R. H. NELSON	1-15Jun68
Operations Officer	MAJ. D. C. BRODIE	1-15Jun68
Administration Officer	MAJ. F. B. WILKINS	1-15Jun68
Maintenance Officer	MAJ. R. E. ILZHOFFER	1-15Jun68
Logistics/Supply Officer	CAPT. F. J. WILSON	1-15Jun68
Intelligence Officer	CAPT. H. M. TIMMONS	1-15Jun68
NATCPS Officer	CAPT. A. A. FEISEND	1-15Jun68
Safety Officer	CAPT. J. T. BUTLER	1-15Jun68

4. AVG. MONTHLY STRENGTH

USMC		USN		TECH REPS
Officers	Enlisted	Officers	Enlisted	
40	199	1	3	2

5. IMPORTANT VISITORS TO THE COMMAND

a. None

GROUP-4

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15 Jun 1968

PART II

NARRATIVE SUMMARY

On 1 June 1968 HMM-164 flew 141 sorties for a total of 32.4 flight hours while carrying 548 troops while lifting 10.2 tons of cargo. Squadron operations were not hampered by weather. Captain G. A. ROSS flying YF23 received incoming mortar rounds coords AD957446, with no hits or injuries sustained. HMM-164 carried 53 medevacs, 1 emergency, 10 priority, and 42 routine medevacs.

On 2 June 1968 HMM-164 flew 111 sorties for a total of 35.4 flight hours while carrying 439 troops while lifting 11 tons of cargo. HMM-164 on 1st Marine Aircraft Wing support flew 65 sorties for a total of 19.3 flight hours while carrying 125 troops while lifting 12.4 tons of cargo. Squadron operations were not hampered by weather. Major R. M. NELSON flying YF14 received one small arms hit from coords AT992577, with minor damage. HMM-164 carried 65 medevacs, 1 emergency, 47 priority, and 17 routine medevacs.

On 3 June 1968 HMM-164 flew 191 sorties for a total of 71.0 flight hours while carrying 1128 troops while lifting 19 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 2 medevacs, both routine medevacs.

On 4 June 1968 HMM-164 flew 80 sorties for a total of 21.7 flight hours while lifting 2.8 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 57 medevacs, 29 emergency, 6 priority, and 22 routine medevacs.

On 5 June 1968 HMM-164 flew 86 sorties for a total of 16.5 flight hours carrying 478 troops while lifting 10.2 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 20 Medevacs, 1 priority, and 19 routine medevacs.

On 6 June 1968 HMM-164 flew 102 sorties for a total of 21.9 flight hours carrying 111 troops while lifting 2.2 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 8 medevacs, all priority medevacs.

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On 7 June 1968 HMM-164 flew 211 sorties for a total of 52.8 flight hours, carrying 879 troops while lifting 12.5 tons of cargo. HMM-363 flew 24 sorties for a total of 3.9 flight hours carrying 5 troops and 1 routine medevac in support of HMM-164 and Operation SWIFT SABER. HMM-367 flew 14 sorties for a total of 18.7 flight hours while expending 15,000 rounds of ammunition and 35 rockets in support of HMM-164 and Operation SWIFT SABER. LtCol R. F. LICK flying YT23 took small arms fire from coords AT857863, with no hits, as HMM-367 suppressed the sniper fire. Squadron operations were not hampered by weather. HMM-164 carried 9 medevacs, all medevacs were routine.

On 8 June 1968 HMM-164 flew 199 sorties for a total of 29.2 flight hours carrying 639 troops while lifting 24.3 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 12 medevacs, 1 emergency, 4 priority, and 7 routine medevacs in support of Operation SWIFT SABER.

On 9 June 1968 HMM-164 flew 224 sorties for a total of 58.1 flight hours carrying 533 troops while lifting 52.1 tons of cargo. Squadron operations were not hampered by weather. Captain A. A. FRISENDA took small arms fire from coords AT8783 with no hits. Captain F. J. WILSON III took sniper fire from coords ZC133846 with no hits. HMM-164 carried 7 medevacs, 1 priority and 6 routine medevacs.

On 10 June 1968 HMM-164 flew 128 sorties for a total of 27.6 flight hours carrying 339 troops while lifting 11.4 tons of cargo. Squadron operations were not hampered by weather. Captain J. W. BARNES took small arms fire from coords ZC172844 with no hits. HMM-164 carried 10 medevacs, 1 emergency, 1 priority, and 8 routine medevacs.

On 11 June 1968 HMM-164 flew 141 sorties for a total of 39.6 flight hours carrying 372 troops while lifting 10.5 tons of cargo. 1stLT. G. A. ZAMORSKI, pilot, Sgt. A. W. THOMAS, crew chief, Cpl. C. LEHMAN, gunner, were killed when aircraft bunc. 150960 crashed for unknown reasons at AT921810. 1stLt. D. T. JONES, co-pilot, suffered serious injuries in the accident. The aircraft suffered strike damage. Major D. C. BROOKS in YT24 received small arms fire from coords AT8382 with no hits. Captain A. A. FRISENDA in YT11 took small arms automatic weapons fire from coords AT837828 and sustained one minor aircraft hit, with no injuries. HMM-164 carried 23 medevacs, 2 emergency, 15 priority, and 6 routine medevacs.

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On 12 June 1968 HMM-164 flew 139 sorties for a total of 30.8 flight hours carrying 428 troops while lifting 8.8 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 12 medevacs, 3 emergency, 5 priority, and 4 routine medevacs.

On 13 June 1968 HMM-164 flew 239 sorties for a total of 51.5 flight hours carrying 750 troops while lifting 24.5 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 did not carry any medevacs.

On 14 June 1968 HMM-164 flew 63 sorties for a total of 9.9 flight hours carrying 96 troops while lifting .6 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire.

At 0700 15 June 1968, HMM-164 went OPCON to MAG-16, 1st Marine Aircraft Wing.

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15 Jun 1968

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. COMMAND RELATIONS. OPCON CTG 79.5. Command loss OPCON, MAG-15.
2. OPERATIONS. During this reporting period HMM-164 flew 2120 sorties for a total of 519.3 flight hours carrying 7126 troops/passengers while lifting 200.5 tons of cargo. HMM-164 carried 278 medevacs during this period.

a. Operations in support of the First Marine Aircraft Wing
HMM-164 flew a total of 178 sorties, carrying 560 troops/passengers, 71 battlefield casualties and 23.4 tons of cargo for a total of 52.9 flight hours.

b. Operation SWIFT SABER
HMM-164 flew 1280 sorties carrying 3806 troops/passengers, 73 battlefield casualties and 125.2 tons of cargo for a total of 290.4 flight hours.

c. Operation SCOTLAND II
HMM-164 flew 107 sorties carrying 424 troops/passengers, 60 battlefield casualties, while lifting 10 tons of cargo for a total of 30.4 flight hours.

d. Operation ALLENBROOK
HMM-164 flew 71 sorties carrying 136 troops/passengers, 11 battlefield casualties, while lifting 13.4 tons of cargo for a total of 22.5 flight hours.

3. CASUALTIES

<u>NAME</u>	<u>RANK</u>	<u>SERNO.</u>	<u>WIA/KIA</u>	<u>DATE</u>
ZAMORSKI, Glenn J.	1stLt	0101586	KIA	11Jun68
TEMPLETON, Raymond W.	Sgt	1953521	KIA	11Jun68
LERMAN, Conrad	Cpl	2238378	KIA	11Jun68
JONES, Dan T.	1stLt	0102686	WIA	11Jun68

4. PERSONNEL. Twelve (12) persons joined the squadron and five (5) departed the organization.

5. AWARDS. None.

6. PROMOTIONS. There was one (1) promotion to Sergeant and two (2) promotions to Corporal during this reporting period.

Enclosure (1)

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15 Jun 1968

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>
10	4	1	1	2120	519.3

- A. Ratio of aircraft hits to aircraft fired on: 1:10
- B. Ratio of aircraft hits to sorties flown: 1:2120
- C. Ratio of aircraft hit to sorties flown: 1:2120
- D. Ratio of aircraft hit to hours flown: 1:519.3
- E. Ratio of aircraft hit to aircraft fired on: 1:10

Breakdown of fire incidents with respect to altitude:

<u>Incidents</u>	<u>A/C Hit</u>	<u>Altitude</u>
4	1	0-499
2	0	500-999
2	0	1000-1499
2	0	1500+

8. MAINTENANCE

Average A/C availability per day	12
Number of A/C received	0
striken	1
at PAR	10
inspected	3
IMA repair	1

9. LOGISTICS

a. GENERAL. S-4 of HMM-164 off-loaded 33% of the squadron's gear from AKA WASBURN and LPH-8 by mike boat one week prior to the scheduled debarkation. HMM-164 and HMM-265 satisfactorily transferred items in Marine Corps property and other squadron equipment. HMM-164s arrival at MARBLE MOUNTAIN was hampered by the need to operate elements of both HMM-164 and HMM-265 from the same spaces.

b. NAVY PROPERTY. All requisition files were reconciled with the LPH Supply Officer, prior to debarkation to MARBLE MOUNTAIN. Liaison was made with MAG-16 Group Supply during this period.

c. MARINE CORPS PROPERTY. All Marine Corps Property was prepared for debarkation to MARBLE MOUNTAIN. All accounts were transferred to MAG-16 as soon as possible.

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15 Jun 1968

d. EMBARKATION. On the 5th of June 1968, HMM-164 off-loaded from the AKA WASHBURN using 40 Miko boat loads of cargo. Twenty-nine Miko boat loads were brought off the LPH-8 USS VALLEY FORGE.

10. AVIONICS

a. COM/NAV. During this reporting period HMM-164 avionics performed approximately 98% of the required maintenance on electronic gear reported defective. Five items were sent to H&MS-16 avionics due to a shortage of time prior to embarkation. The use of cannibalization as a source of spare parts was reduced when parts were salvaged from striken aircraft. Late in the period requests for consumable and accountable parts were cancelled if said part was not in stock aboard LPH-8. Once ashore these parts will be re-ordered after a complete inventory determines the need. Any excess gear will be turned over to the MAG-16 supply screening section. One hundred and sixty man hours were needed for the debarkation to MARBLE MOUNTAIN.

b. ELECTRIC SHOP. The HMM-164 electric shop performed 96% of the maintenance on items requiring TMA. Several items were exchanged with H&MS-16. There was a variety of discrepancies during this period, not limited to any one area. Cannibalization dropped due to use of salvaged gear. Consumable or accountable items were difficult to obtain due to a small rotatable pool department aboard LPH-8; 170 man hours were needed to deploy to MARBLE MOUNTAIN.

PART V

SUPPORT DOCUMENTS

1. Maps: Series L7014. 1:25,000 coverage of I Corps area.
2. All information for briefs furnished by S&F Intelligence and Operations Sections. Briefs on operations in support of the First Marine Aircraft Wing was conducted by MAG-16 Intelligence and Operations Sections.

✓ TAB-A Combat Operations After Action Report, Operation Swift Saber

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

3:DCB:ric
 003A17168
 19 Jun 1968

HMM-164

Copies A/B/C/D/E/F/G/H/I/J/K
 7-14 JUNE 1968

From: Commanding Officer
 To: Commandor, Task Group 79.5

Subj: Combat After Action Report, Operation SWIFT SABER (U)

Ref: (a) CTG 79.5 OPLAN 120-YR (S)
 (b) MAPS: VIETNAM 1:50,000, AHS Series L 7014, Sheets
 6541 II and 6641 III

Encl: (1) After Action Report
 (2) Statistical Summary

1. In accordance with reference (a), enclosures (1) and (2) are submitted.
2. This letter may be downgraded to unclassified upon removal of enclosures (1) and (2).

R. F. RICK

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TAB-A
 1968

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AFTER ACTION REPORT

1. NAME

Operation Swift Saber

2. DATES

7 - 14 June 1968, Quang Nam Province, Republic of Vietnam

3. COMBAT LOCATION

USS Valley Forge (LPH-6)

4. TASK ORGANIZATION

HMM-164

Det. HML-367

Det. HMM-363

5. MISSION

Provide helicopter support in accordance with landing plan. Be prepared to provide helicopter support to lift contingency forces from LZ EAGLE. Provide helicopters for Command/Control, medevac, and emergency resupply. Be prepared to conduct operations in western portion of area of operation.

6. EXECUTION

7 June 1968

Ten CH-46's were launched at 0600 and four UH-1's at 0630H in support of Operation SWIFT SABER. At H-hour, 0700H, HMMB Company and WHISKEY Battery, 4.2 mortars, were inserted into LZ EAGLE (AT 861853). At 1200H, INDIA and KILO Companies were inserted into LZ FALCON (AT 819865). One UH-1N "slick" and one UH-34 were employed as Command/Control Aircraft. At the end of D-Day, transportation had been provided for 879 troops and 12.5 tons of supplies. Ammunition expended was 35/2.75 rockets, 2,200 rounds of .50 Cal., and 15,000 rounds of 7.62, fired as suppressive fire during landings. Hours flown: 75.4. One fire incident: AT 8787, light small arms, no hits.

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19 Jun 1968

8 June 1968

Four aircraft lifted MIKE Company, WHISKEY Battery, 4.2's, and the CP Group from LZ EAGLE to AT 830859. LIMA Company was moved from LZ FALCON to Objective #3 (ZC 203844). The day's activity accounted for the movement of 639 troops, 12 medevacs, and 24.8 tons of cargo; 29.2 flight hours were logged.

9 June 1968

Six aircraft commenced Phase II with a 1025H, 11-hour in LZ CONDOR by lifting MILO Company and WHISKEY Battery 4.2's from LZ FALCON. 54.1 tons of cargo and resupply, 533 troops and 7 medevacs were transported. Hours flown were 66.3. Ammunition expended was 3/2.75 rockets, 50 rounds .50 Cal., and 5100 rounds 7.62. Four fire incidents were recorded. AT 8804, intense automatic weapons and small arms, no hits. ZC 1485 and ZC 1284, small arms, no hits. ZC 1585, automatic weapons and small arms, no hits.

10 June 1968

In addition to providing the regular resupply and medevac support, squadron aircraft moved MIKE and LIMA Companies and the CP Group from AT 830859 to LZ CONDOR. An aerial gunner, while on a medevac mission to Dong Den (AT 836827) at 1815H, spotted movement of enemy forces 50 meters below the radio relay outpost. Heavy protective fire was brought to bear on the enemy positions by the transport and gunship helicopters. "Sparrow Hawk" aircraft were launched, inserting a platoon of MIKE Company and 400 pounds of emergency ammo in the radio relay position atop Dong Den. The drops were accomplished as clouds and darkness settled over the area. Total support rendered amounted to 539 troops, 10 medevacs, and 11.4 tons of cargo lifted during 34.9 hours of flight.

11 June 1968

Six aircraft launched at 0600H to insert the remainder of MIKE Company on Dong Den. This was followed by the movement of LIMA Company from OBJ #3 to LZ RAVEN (AT 803848) to assume blocking positions along suspected withdrawal routes. Resupply and medevac missions brought the totals for the day to 372 troops, 23 medevacs, and 10.5 tons of cargo lifted for a total of 59.4 hours. The squadron lost one aircraft to unknown causes during a resupply mission from the USA into the AO. Two crewmen and the pilot died. The co-pilot survived. One fire incident; intense automatic weapons and small arms, one aircraft received one hit.

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19 Jan 1968

12 June 1968

Four aircraft provided support for platoon strength operations throughout the AO. Elements of KILO and LIMA Companies were utilized for search and destroy operations. At 1500H, KILO Company was lifted from LZ RAVEN to LZ CONDOR. Return of KILO and LIMA platoon forces to Objective #3 was completed at 1815H. The Squadron and attachments accounted for the movement of 428 troops, 12 medevacs and 8.8 tons of cargo. 1000 rounds of .50 cal. and 26/2.75 rockets were expended. Flight hours were 41.4.

13 June 1968

Six CH-46's and two UH-1E gunships launched at 0600H to lift BLT 3/1 out of LZ CONDOR, Objective #3, and LZ RAVEN, to positions within the Danang complex, from which a relief of BLT 2/7 could be effected. By 1200H, INDIA, KILO, R&S Companies, and WHISKEY Battery had been removed from LZ CONDOR. The CP Group had been displaced to Objective #3, and LIMA Company had been lifted out of LZ RAVEN. At 1710H, KILO Company commenced to move from Objective #3. The radio relay team at Dong Don was picked up at 1915H. With the relay team off of Dong Don, the last elements of BLT 3/1 had departed the AO. In 66.6 hours of flying, the Squadron had lifted 750 troops, and 24.5 tons of cargo.

14 June 1968

Operation SWIFT SABER terminated at 0800H. Negative operations on this date.

7. RESULTS

a. Casualties: 3 KIA, 1 WIA (all non-hostile)

b. Fire Incidents:

A/C FIRED ON	INCIDENTS	A/C HIT	NO. HITS
--------------	-----------	---------	----------

7	7	1	1
---	---	---	---

c. Equipment Losses: 1 CH-46A destroyed in an aircraft accident. Cause of accident undetermined at this time.

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19 Jun 1968

8. COMMANDER'S ANALYSIS

a. Ship to Shore Operations

(1) The helicopterborne assault was launched the morning of 7 June 1968. Assault elements were loaded from aboard three ships of the ARG (LPH-3, LPH-2, and LSD-28). Nine CH-46's, four UH-1E's and one C/C aircraft were used in the helicopterborne assault. An additional CH-46 remained airborne over the area in a SAR status.

(2) Fixed wing and artillery support, utilized in preparation of LZ EAGLE and LZ FALCON was considered adequate.

(3) No real problems were encountered during this phase of the operation.

b. Operation Ashore

(1) Flight operations ashore consisted of resupply, medevac, troop transport, and administrative missions. On 9 June 1968 PHASE II was initiated west of PHASE LINE TIGER. I and K/3/1 along with W Battery/2/11 were lifted into LZ CANNON (NC 131843).

(2) Fixed wing support remained on-call throughout this phase of the operation. Because of lack of contact with the enemy, fixed wing CAS missions were not required to support these helicopter lifts. UH-1E gunships provided all necessary escort fire support.

(3) The following problem areas hampered efficient helicopter utilization during this phase of the operation:

(a) PROBLEM: Failure of units on the ground to be up on the assigned frequency periodically throughout the operation.

CONCLUSION: That due to lack of personnel in the HST, the radio operators have to leave the radio to relay information to the loadmasters or they just do not consider it necessary to monitor the radio at all times when they are checked into the net.

SOLUTION: Assign sufficient personnel to HST to ensure that radio operators do not have to vacate their sets. Impress upon operators the importance of monitoring at all times the nets they are required to cover.

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19 Jun 1968

(b) PROBLEM: Inaccurate coordinates.

CONCLUSION: Units fail to keep higher commands notified of their position and higher commands fail to check coordinates on maps with plotted positions of their units.

SOLUTION: Command attention at every level to ensure accuracy of coordinates passed and current plotting of units.

(c) PROBLEM: LSA not aware of resupply missions prior to helicopters landing for cargo pickup.

CONCLUSION: Accurate and timely information is not being communicated to all elements concerned, when helicopter support missions are requested or launched.

SOLUTION: Increased command attention and communication between elements involved to ensure the most efficient use of assigned aircraft.

(d) PROBLEM: Unacceptable landing zones. Inadequate size, clearing of growth and the establishment of unit positions in and near the selected landing spots.

CONCLUSION: Personnel concerned have not been educated as to requirements and considerations in establishing a landing zone for the type of support being utilized.

SOLUTION: Air Liaison Officers at each level, ensure that all units are basically familiar with the capabilities and limitations of helicopters assigned to their support. A brief review of the principles set forth in FMFM 3-3 would be advantageous to all concerned.

(e) PROBLEM: Routine resupply missions not being called for early enough in the day to ensure their completion prior to darkness. Night missions, especially in mountainous terrain, expose aircraft and crews unnecessarily to increased hazards in accomplishing the mission; consequently, they should not be requested routinely.

CONCLUSION: Commanders are not anticipating their routine needs in requesting resupply of their units.

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19 Jun 1968

SOLUTION: Greater command attention during the planning and execution phases relative to supply requirements. As the operation progressed, the number of incidents regarding those problems decreased. The withdrawal of the BLT on the morning of 13 June was very well organized by the ground elements. Personnel and cargo were readily loaded and no delay was encountered in clearing LZ's CCNDOR and R VBN. The lack of heavy helicopter support delayed the final phase of the withdrawal from OBJ#3 for four and one-half hours.

9. LESSONS LEARNED

- a. The longer the preparation time allowed for planning by the controlling authority, the greater the flexibility of the ground units and the more effective the helicopter support. Helicopter units must have adequate time to receive complete and detailed information concerning the mission.

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003A17168
19 Jun 1968

STATISTICAL SUMMARY

OPERATION SWIFT SAIGON

7 JUNE - 14 JUNE 1968

DATE	TROOPS/ PASSENGERS	MEDEVACS	TONS OF CARGO	FLIGHT HOURS			SOFTIES		
				HUE-164	HUE-367	HUE-163	HUE-164	HUE-367	HUE-163
JUNE 7	879	9	12.5	52.8	18.7	3.9	211	14	22
8	639	12	24.8	29.2	-	-	199	-	-
9	533	7	52.1	58.1	8.2	-	224	62	-
10	339	10	11.4	27.6	7.3	-	123	18	-
11	372	23	10.5	39.6	19.8	-	141	44	-
12	428	12	8.8	30.8	10.6	-	139	25	-
13	750	0	24.5	51.5	15.1	-	239	43	-
14	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	-	-	289.6	79.7	3.9	1281	206	22
TOTALS	3940	73	114.55	373.2			1382		

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~~NOFORN~~

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco 96602

~~SECRET~~

3: TMF:ric
 003A19068
 8 Jul 1968

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: Command Chronology, 16 June 1968 to 30 June 1968; submission of (U)
 Ref: (a) GruO 5750.1C
 Encl: ✓(1) Marine Medium Helicopter Squadron 164 Command Chronology
 for 16 June 1968 to 30 June 1968

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

W. E. Smilanich Jr.
 W. E. SMILANICH JR.

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CMD CHRON

16-30-JULY-1968

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8 Jul 1968

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MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco 96602

COMMAND CHRONOLOGY

16 June 1968 - 30 June 1968

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3: TMF:ric
003A19068
8 Jul 1968

PART I

ORGANIZATIONAL DATA

1. Commanding Officer	LTCOL. R. F. RICK	16-29Jun68
Commanding Officer	LTCOL. W. E. SMILANICH JR.	30Jun68
Executive Officer	MAJ. R. H. NELSON	16-30Jun68
Operations Officer	MAJ. D. C. BRODIE	16-30Jun68
Administrative Officer	MAJ. F. E. WIRKUS	16-30Jun68
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Intelligence Officer	CAPT. H. M. TIMMONS	16-30Jun68
NATOPS Officer	CAPT. A. A. FRISENDA	16-30Jun68
Safety Officer	CAPT. J. T. BUTLER	16-30Jun68
2. HMM-164, Marine Aircraft Group 16, 1st Marine Aircraft Wing	Marble Mountain Air Facility, RVN	16-30Jun68

3. Average Monthly Strength

USMC	USN	TECH REPS		
Officers	Enlisted	Officers	Enlisted	
49	180	1	0	3

4. Important Visitors to the Command. None

GROUP-4
Downgraded at 3 year intervals
Declassified after 12 years

2

Enclosure (1)

3:TMF:ric
003A19068
8 Jul 1968

PART II

NARRATIVE SUMMARY

On 16 June 1968 HMM-164 flew 126 sorties for a total of 27.8 flight hours carrying 210 troops while lifting 33 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 28 medevacs, 1 priority and 27 routine medevacs.

On 17 June 1968 HMM-164 flew 73 sorties for a total of 22.3 flight hours carrying 205 troops while lifting 5.6 tons of cargo. Squadron operations were not hampered by weather. Capt. J. L. LITTLER, in YT-11, took small arms fire from coords AT 887487, with no hits. HMM-164 carried 28 medevacs, 1 emergency and 27 priority medevacs.

On 18 June 1968 HMM-164 flew 168 sorties for a total of 43.4 flight hours while carrying 251 troops/passengers, lifting 14.7 tons of cargo. Squadron operations were not hampered by weather. Capt. A. A. FRISENDA in YT-14 received small arms fire from coords BT 010541 with no hits; Major R. H. NELSON in YT-14 took small arms fire from coords AT 981535 with no hits. Capt. J. T. BUTLER took small arms fire from coords AT 9660, with no hits. Major F. E. WIRKUS in YT-22 took small arms fire from coords AT 880523, AT 870490, BT 032721, with no hits. HMM-164 carried 19 medevacs, 6 emergency, 4 priority, and 9 routine medevacs.

On 19 June 1968 HMM-164 flew 108 sorties for a total of 35.4 flight hours carrying 191 troops/passengers lifting 10.5 tons of cargo. Squadron operations were not hampered by weather. Capt. J. L. LITTLER in YT-22 crashed at Khe Sanh resulting in strike damage to the aircraft and one minor injury to L/Opl SPETH. One aircraft received one small arms hit from unknown coords with no injury.

On 20 June 1968 HMM-164 flew 139 sorties for a total of 36.1 flight hours carrying 168 troops/passengers while lifting 24.2 tons of cargo. Squadron operations were not hampered by weather. Capt. J. W. BARNES in YT-16 received small arms fire from coords AT 9565 with no hits. LtCol R. F. RICK in YT-17 took small arms fire from coords BT 002542, with no hits. HMM-164 carried 14 medevacs, 2 emergency, 2 priority, and 10 routine medevacs.

On 21 June 1968 HMM-164 flew 127 sorties for a total of 34.4 flight hours, carrying 111 troops/passengers, while lifting 22 tons of cargo. Squadron operations were not hampered by weather or enemy ground fire. HMM-164 carried 63 medevacs, all routine medevacs.

GROUP-4

Downgraded at 3 year intervals
Declassified after 12 years

Enclosure (1)

3
UNCLASSIFIED

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003A19068
8 Jul 1968

On 22 June 1968 HMM-164 flew 213 sorties for a total of 50.5 flight hours carrying 712 troops/passengers while lifting 17 tons of cargo. Squadron operations were not affected by weather. Major D. C. BRODIE received intense small arms fire from coords AT 996536 with no hits. Major R. H. NELSON flying YL-14 took small arms fire from coords BT 007616, BT 008543, and AT 981535 with no hits. Capt. F. J. WILSON III received small arms fire from coords BT 002531, AT 982535, and BT 008615 with no hits.

On 23 June 1968 HMM-164 flew 76 sorties for a total of 14.7 flight hours carrying 394 troops/passengers, while lifting 2.3 tons of cargo. Squadron operations were not hampered by enemy ground fire or weather. HMM-164 flew no medevac missions.

On 24 June 1968 HMM-164 flew 68 sorties for a total of 15.9 flight hours carrying 71 troops/passengers while lifting 14 tons of cargo. Squadron operations were not hampered by weather. Capt. J. L. LITTLER received small arms fire from coords AT 9652 with no hits. HMM-164 carried 4 medevacs, 1 emergency and 3 priority medevacs.

On 25 June 1968 HMM-164 flew 145 sorties for a total of 38.1 flight hours carrying 254 troops/passengers, while lifting 17.3 tons of cargo. Squadron operations were not hampered by enemy ground fire or weather. HMM-164 carried 52 medevacs, 2 priority and 50 routine medevacs.

On 26 June 1968 HMM-164 flew 147 sorties for a total of 45.3 flight hours carrying 207 troops/passengers while lifting 43 tons of cargo. Squadron operations were not hampered by enemy ground fire or weather. HMM-164 carried 8 medevacs, 2 priority, and 6 routine medevacs.

On 27 June 1968 HMM-164 flew 190 sorties for a total of 47 flight hours while carrying 541 troops/passengers while lifting 39.8 tons of cargo. Squadron operations were not hampered by enemy ground fire or weather. HMM-164 carried 17 medevacs, 3 emergency, 3 priority and 11 routine medevacs.

On 28 June 1968 HMM-164 flew 66 sorties for a total of 22.5 flight hours carrying 99 troops/passengers while lifting 4.3 tons of cargo. Squadron operations were not hampered by enemy ground fire or weather. HMM-164 carried 93 medevacs, 45 priority and 48 routine medevacs.

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003A19068
8 Jul 1968

On 29 June 1968 HMM-164 flew 116 sorties for a total of 33 flight hours, carrying 172 troops/passengers while lifting 29.3 tons of cargo. Squadron operations were not hampered by enemy ground fire or weather. HMM-164 carried 2 medevacs, both priority medevacs.

On 30 June 1968 HMM-164 flew 48 sorties for a total of 13.8 flight hours, carrying 37 troops/passengers while lifting 8 tons of cargo. Squadron operations were not hampered by enemy ground fire or weather. HMM-164 carried 55 medevacs, all priority.

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PART III

SIGNIFICANT EVENTS1. PERSONNEL

a. Twenty two (22) personnel joined the squadron and thirty seven (37) departed the organization.

b. There were two (2) promotions to Corporal during this reporting period, both of which were "combat" promotions. They were:

NAME	SERNO	DATE OF PROMOTION
BROWN, Richard C.	2273989/6341	16 June 1968
CARROLL, Larry E.	2268127/6341	28 June 1968

2. ADMINISTRATION. LtCol W. E. SMILANICH JR. relieved LtCol R. F. RICK as Commanding Officer on 29 June 1968.

3. AWARDS. A total of 19 first award, 18 subsequent award Air Medals and 22 Combat Aircrewman Insignias were presented.

4. CASUALTIES

SPETH, George G., LCol 2317549 received minor injuries in aircraft accident at Khe Sanh on 19 June 1968.

5. INTELLIGENCE/COUNTER INTELLIGENCE

a. An intelligence brief was given on a daily basis between 18-30 June 1968 to all officers at morning APMs. No counter-intelligence activities were conducted during this reporting period.

b. A/C FIRED ON	INCIDENTS	A/C HIT	HITS	SORTIES	HOURS
23	23	1	1	1868	489.8

Ratio of aircraft hits to aircraft fired on:	1:23
Ratio of aircraft hit to aircraft fired on:	1:23
Ratio of aircraft hits to sorties flown:	1:1868
Ratio of aircraft hit to sorties flown:	1:1868
Ratio of aircraft hit to hours flown:	1:489.8

Breakdown of fire incidents with respect to altitude:

Incidents	A/C Hit	Altitude
7	1	0-499
8	0	500-999
2	0	1000-1499
6	0	1500+

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6. AIR OPERATIONS. During this reporting period, HMM-164 flew 1,868 sorties, carrying 1,738 troops/passengers, 395 medevacs and 298 tons of cargo for a total of 489.8 flight hours.

7. SPECIAL OPERATIONS

a. Operation MAMELUKE THRUST

HMM-164 flew 731 sorties for a total flight time of 170.7 flight hours carrying 1128 troops/passengers lifting 93.6 tons of cargo and evacuating 69 battlefield casualties in support of Operation MAMELUKE THRUST.

b. Operation ALLENBROOK

HMM-164 flew 472 sorties for a total of 92 flight hours carrying 1294 troops/passengers lifting 84.8 tons of cargo while evacuating 44 battlefield casualties in support of Operation ALLENBROOK.

c. Operation DRAGON PALACE

HMM-164 flew 162 sorties for a total of 36.1 flight hours carrying 129 troops/passengers while lifting 63.3 tons of cargo, and evacuating 2 battlefield casualties in support of Operation DRAGON PALACE.

8. TRAINING. During this reporting period sixteen (16) men attended the squadron gunners school. Three (3) of these men were given NATOPS evaluations and were qualified as Aerial Gunners.

9. LOGISTICS

a. General. The latter part of June was a difficult period for HMM-164's S-4 personnel primarily because HMM-265's detachment ALPHA remained aboard limiting our working spaces. Upon their deployment, HMM-164 will relocate to squadron spaces with more room.

b. Material. During the period 16-30 June 1968 HMM-164 Material submitted the pre-expended bin lists to MAG-16 Supply.

c. Embarkation. HMM-164 was relocated to Marble Mountain Air Facility in spaces shared with HMM-265 detachment ALPHA.

d. Marine Corps Property. All HMM-164 782 gear, individual equipment, sidearms (with the exception of those in use), and custody cards were turned over to MAG-16 Marine Corps Property.

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003A19068
8 Jul 1968

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10. MAINTENANCE

a. HMM-164 maintenance noticed a slight increase in discrepancies upon coming ashore from the VALLEY FORCE. The MD-1 gyro (P/N 17398-2), a high priority item, was difficult to procure. Approximately 50% of the 500 work hours assigned were accounted for in maintenance and support action forms, with 5% of that being cannibalization job control numbers. The remainder was assigned various military - labor code numbers.

b. Average A/C availability per day 7
Number of A/C received 1
striken 1
at PAR 9
inspected 0
IMA repair 0

11. AVIONICS

a. The availability of rotatable parts from MAG-16 facilities has made HMM-164 avionics work more "routine", and has lessened the need to cannibalize. Approximately 150 hours of the assigned 500 hour force was diverted to other military duties. Certain HMM-164 avionics personnel worked in the H&MS 16 shops, and the personnel that remained were cross-trained within the HMM-164 avionics department.

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8 Jul 1968

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PART IV

SUPPORTING DOCUMENTS

1. HMM-164 Daily Situation Reports.

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SECRET

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

16 June 1968

CONFIDENTIAL

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: Sitrep 160001H - 162400H

1. HMM-164 flew 126 sorties for 27.8 flight hours, lifting 33.0 tons of cargo, and carrying 210 troops/passengers. Squadron operations were not affected by weather, enemy ground action etc. 3 medevac missions were flown evacuating 0 emergency, 0 priority and 18 routine casualties.

2. Total medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 3	0	Emergency		
	0	Priority		
	18	Routine	18	

The medevac totals include medevacs for specific operations.

3. Total fire incidents were as follows:

TYPE	COORDINATES	TIME	HITS	INJURY
A.	SA AT852495	UNK	0	0
B.	SA BT977530	UNK	0	0

4. SPECIFIC OPERATIONS

A. ALLEN BROOKE

HMM-164 flew a total of 51 sorties and 10.7 flight hours, lifting 16.0 tons of cargo, and carrying 132 troops/passengers in support of Operation ALLEN BROOKE. No fire was received. 1 medevac mission was flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 1	0	Emergency		
	0	Priority		
	12	Routine	12	

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B. MAMELUKE THRUST

HH-164 flew a total of 63 sorties and 12.6 flight hours, lifting 12.5 tons of cargo and carrying 59 troops/passengers in support of Operation MAMELUKE THRUST. SA fire was received at AT872495, DT947530 as indicated in lines A & B of paragraph 3. 2 medevac missions were flown as follows:

		US	ARVN	CIV	ROKMC
Total missions	2	0	0	0	0
0	Emergency	0			
0	Priority	0			
6	Routine	6			

5. 3 missions were flagged and 3 were completed for a percentage of 100%. No mission were cancelled or incomplete.

J. W. BARNES
FLIGHT OFFICER

CONFIDENTIAL

MARINE MEDIUM HELICOPTER SQUADRON 164

Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco 96602

17 Jun 1968

CONFIDENTIAL

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
Subj: Sitrep 170001H to 172400H

1. HMM-164 flew a total of 73 sorties for 22.6 hours, lifting 205 troops/passengers, 1 US Emergency medevac on one mission, 27 US Routine medevacs on 4 missions, and 5.6 tons of cargo. A total of 7 missions were fragged all 7 were completed. Number of fragged missions completed was 100%. Automatic weapons fire was received at AT875475 resulting in 0 hits and 0 injuries. Small arms fire was received at AT887487 resulting in 0 hits and 0 injuries. Moderate small arms and mortar fire was received at AT983532 on three occasions resulting in 0 hits and 0 injuries.

2. SPECIFIC OPERATIONS

A. ALLEN BROKE

A total of 13 sorties and 2.4 flight hours were accomplished carrying 36 troops/passengers, lifting 2.0 tons of cargo. A/C received fire 3 times from AT983532 as noted above.

B. MAMLUKE THRUST

A total of 30 sorties and 10.5 flight hours were accomplished, carrying 31 troops/passengers, lifting 3.0 tons of cargo.

Aircraft received fire at AT873475 as noted above.

Medevacs were included in the total summary of operations.

5 (4 routine US, 1 emergency US) medevacs were evacuated from the ALLEN BROKE area.

3. HMM-164 completed all fragged missions.

J. W. BARNES
FLIGHT OFFICER

CONFIDENTIAL

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

18 June 1968

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: Sitrep 180001H - 182400H June 1968

1. MM-164 flew 168 sorties for 43.4 flight hours, lifting 14.7 tons of cargo and carrying 251 troops/passengers. Squadron operations were not effected by weather or enemy ground action. 6 medevac missions were flown evacuating 6 emergency, 4 priority and 9 routine casualties.

2. Total medevac missions were flown as follows:

Total missions-6	US	ARVN	CIV	ROKMC
6 Emergency	6	0	0	0
4 Priority	4	0	0	0
9 Routine	9	0	0	0

The medevac totals include medevacs for specific operations.

3. Total fire incidents were as follows:

TYPE	COORDINATE	TIME	HIT	INJURIES
A. Mod S/A	AT880523	1500	0	0
B. Mod S/A	AT870490	1545	0	0
C. Mod S/A	BT032721	1600	0	0
D. S/A	AT981535	1345	0	0
E. S/A	BT008542	0930	0	0

0 rounds were expended in return.

4. Specific Operations:

A. Operation Allen Brooke

MM-164 flew a total of 63 sorties and 11.1 flight hours lifting 11.5 tons of cargo and carrying 73 troops/passengers in support of Operation Allen Brooke. S/A fire was received at AT981535 as indicated in lines D & E. of paragraph 3.

2 medevac missions were flown as follows:

Total missions	US	ARVN	CIV	ROKMC
2	1 Emergency	1	0	0
	1 Priority	1	0	0
	0 Routine	0	0	0

B. Operation Manaluke Thrust

HMM-164 flew a total of 34 sorties and 23.4 flight hours lifting 2.2 tons of cargo and carrying 164 troops/passengers in support of Operation Manaluke Thrust. S/A fire was received at AT880523 & AT870490 & BT032721 as indicated in lines A, B & C of paragraph 3. 4 medevac missions were flown as follows:

		US	ARVN	CIV	BOGIC
Total missions	4	5	0	0	0
5 Emergency		5	0	0	0
3 Priority		3	0	0	0
9 Routine		9	0	0	0

5. 4 missions were flagged and 4 were completed for a percentage of 100%.

J. W. BARTES
Flight Officer

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFao
 FPO San Francisco, California 96602

19 June 1968

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: BIRREP 190001H - 192400H

1. HMM-164 flew 108 sorties for 35.4 flight hours, lifting 10.5 tons of cargo, and carrying 191 troops/passengers. Squadron operations were not affected by weather, enemy ground action. 5 medevac missions were flown evacuating 4 emergency, 5 priority and 9 routine casualties.

2. Total medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions-5	4 Emergency	4	0	0
	5 Priority	5	0	0
	9 Routine	9	0	0

The medevac totals include medevacs for specific operations.

3. Total fire incidents were as follows:

TYPE	COORDINATE	TIME	HIT	INJURIES
A. B/A	UNK	UNK	1	0

0 rounds were expended in return fire. (NOTE) battle damage was discovered upon shutdown.

4. Specific Operations

A. Operation Allen Brooke

HMM-164 flew a total of 9 sorties and 5.0 flight hours, lifting 0.2 tons of cargo, and carrying 17 troops/passengers in support of Operation Allen Brooke. No fire was received. 3 medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 3	0 Emergency	0	0	0
	3 Priority	3	0	0
	9 Routine	9	0	0

B. Operation Namaluke Thrust

HH-164 flew a total of 60 sorties and 15.6 flight hours, lifting 2.75 tons of cargo and carrying 116 troops/passengers in support of Operation Namaluke Thrust. No fire was received. 2 medevac missions were flown as follows.

		US	ARVN	CIV	ROKMC
Total missions	2	0	0	0	0
0 Emergency		0	0	0	0
3 Priority		3	0	0	0
9 Routine		9	0	0	0

C. Operation Dragon Palace

HH-164 flew a total of 30 sorties and 6.0 flight hours, lifting 7.5 tons of cargo and carrying 25 troops/passengers in support of Operation Dragon Palace. S/A fire was received at UNK as indicated in line 4 of paragraph 3.

		US	ARVN	CIV	ROKMC
Total Missions	0	0	0	0	0

5. 5 Missions were flagged and 7 were completed for a percentage of 140%. Mission #17 A/C were diverted to mission #16 and 5"0".

6. HH-164 lost one CH-46 at Khe Sanh due to engine failure on JUN 24. No personnel were injured. Aircraft burned. Recovery team were informed and will inspect on 20 June 1968.

J. W. BARNES
FLIGHT OFFICER

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 15
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

20 Jun 68

~~CONFIDENTIAL~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: Sitrep 200001H to 202400H

1. HMM-164 flew 139 sorties for 36.1 flight hours, lifting 24.2 tons of cargo, and carrying 168 troops/pax. Squadron operations were not affected by weather, enemy ground action, ect. 5 medevac missions were flown evacuating 2 emergency, 2 priority, and 10 routine casualties.

2. Total medevacs missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 5	2	2		
	2		2	
		10	Routine 6	4

The medevac totals include medevacs for specific operations.

3. Total fire incidents were as follows:

TYPE	COORDINATES	TIME	HITS	INJURIES
A. LT SA	AT9565	1540	0	0
B. MOD SA	UNKNOWN	UNKNOWN	0	0

0 rounds were expended in return fire.

4. SPECIFIC OPERATIONS:

A. MAMALUKE THRUST

HMM-164 flew a total of 46 sorties and 11.7 flight hours, lifting 0.7 tons of cargo, and carrying 44 troops/passengers in support of Operation MAMALUKE THRUST. LT SA fire was received at AT9565 as indicated in line A of paragraph 3. 3 medevac missions were flown as follows:

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Total missions	3	2 Emergency	US	ARVN	CIV	ROKMC
			2			
		2 Priority	2			
		3 Routine	2		1	

B. ALLEN BROOKE

HMM-164 flew a total of 69 sorties and 14.0 flight hours, lifting 22.5 tons of cargo and carrying 73 troops/passengers in support of Operations ALLEN BROOKE. SA fire was received at UNKNOWN as indicated in line B of paragraph 3. 2 medevac was flown as follows:

		US	ARVN	CIV	ROKMC
Total missions	2	0 Emergency	0		
		0 Priority	0		
		7 Routine	4	3	

- 5 missions were fraged and 6 were completed for a percentage of 120%.
- Recovery team for aircraft at Khe Sanh was unable to recover any parts. It was learned that one crewmember suffered minor injuries in yesterdays crash.

CAPT BARNES
FLIGHT OFFICER

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MARINE MEDIUM HELICOPTER SQUADRON 164

Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

21 June 1968

~~CONFIDENTIAL~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: Sitrep 210001H - 212001I June 68

1. HM-164 flew 127 sorties for 94.4 flight hours, lifting 22.0 tons of cargo and carrying 111 troops/passengers. Squadron operations were not hampered by weather, enemy ground fire, etc. 1 medevac mission was flown evacuating 0 emergency, 0 priority and 63 routine casualties.

2. Total medevac missions were flown as follows:

Total missions	US	ARVN	CIV	RCM&D
0 Emergency	0	0	0	0
0 Priority	0	0	0	0
63 Routine	63	0	0	0

The medevac totals include medevacs for specific operations.

3. There were NO fire incidents.

4. SPECIFIC OPERATIONS

A. Operation Dragon Palace

HM-164 flew a total of 42 sorties and 9.5 flight hours, lifting 19.0 tons of cargo and carrying 18 troops/passengers in support of Operation Dragon Palace. No fire was received. No medevac missions were flown.

B. Operation Mambuk Thrust

HM-164 flew a total of 46 sorties and 13.4 flight hours, lifting 3.0 tons of cargo and carrying 30 troops/passengers in support of Operation Mambuk Thrust. No fire was received. No medevac missions were flown.

5. 4 missions were flagged and 4 were completed for a percentage of 100%. No missions were cancelled or incomplete.

J. W. BARNES
 Flight Officer

~~CONFIDENTIAL~~

MARINE MEDIUM HELICOPTER SQ ADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

22 Jun 1968

~~CONFIDENTIAL~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: Sitrep 220001H - 222400H

1. HMM-164 flew 213 sorties for 50.5 flight hours, lifting 17.0 tons of cargo, and carrying 712 troops/passengers. Squadron operations were not affected by weather, enemy ground action ect. 0 medevac missions were flown.

2. No medevac missions were flown.

3. Total fire incidents were as follows:

	TYPE	COORDINATES	TIME	HITS	INJURY
intense					
A.	AW	AT 996536	1000/1115	0	0
B.	S/A	BT 007616	1630	0	0
C.	S/A	BT 002531	1630	0	0
D.	S/A	AT 982535	1720	0	0
E.	S/A	BT 008615	1730	0	0

125 rounds were expended in return fire.

4. SPECIFIC OPERATIONS

A. MAMALUKE THRUST

HMM-164 flew a total of 55 sorties and 13.0 flight hours, lifting 0.5 tons of cargo, and carrying 75 troops/passengers in support of Operation MAMALUKE THRUST. No fire was received, and no medevac missions were flown.

B. ALLEN BROOKE

HMM-164 flew a total of 134 sorties and 24.9 flight hours, lifting 14.1 tons of cargo and carrying 607 troops/passengers in support of Operation ALLEN BROOKE. S/A and AW fire was received at AT 996536, BT 007616, BT 002531, BT 008615, AT 982535 as indicated in lines A-E of paragraph 3. No medevac missions were flown.

5. 6 missions were fragged and 6 were completed for a percentage of 100%. No missions were cancelled or incomplete.

J. W. BARNES
 FLIGHT OFFICER

~~CONFIDENTIAL~~

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

23 June 1968

~~CONFIDENTIAL~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: Sitrep 230001H to 232400H

1. HMM-164 flew 76 sorties for 14.7 flight hours, lifting 2.3 tons of cargo, and carrying 394 troops/passengers. Squadron operations were not affected by weather, enemy ground actions, etc. 0 medevac missions were flown.
2. No medevac missions were flown.
3. Total fire incidents were; NONE
4. SPECIFIC OPERATIONS

A. ALLEN BROOKE

HMM-164 flew a total of 48 sorties and 7.3 flight hours, lifting 1.5 tons of cargo, and carrying 297 troops/passengers in support of operation ALLEN BROOKE. No fire was received. 0 medevac missions were flown.

B. MAMALUKE THRUST

HMM-164 flew a total of 72 sorties and 3.7 flight hours, lifting 0.3 tons of cargo and carrying 19 troops/passengers in support of Operation MAMALUKE THRUST. No fire was received.

5. 4 missions were fraged and 3 were completed for a percentage of 75%

The following missions were cancelled or incomplete for the reasons below.

MSN#	REASON
24	A/C not available

J. W. BARNES

~~CONFIDENTIAL~~

UH-1H MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

24 June 1968

~~CONFIDENTIAL~~

From: Commanding Officer

To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)

Subj: Sitrep 240001Z - 242400Z

1. UH-1H flew 68 sorties for 15.9 flight hours, lifting 14.0 tons of cargo, and carrying 71 troops/passengers. Squadron operations were not affected by weather, enemy ground action etc. 2 medevac missions were flown evacuating 1 emergency, 3 priority and 0 routine casualties.

2. Total medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 2	1	0	0	0
3% Priority	2	0	0	0

The medevac totals include medevacs for specific operations

3. Total fire incidents were as follows:

TYPE	COORDINATE	TIME	HITS	INJURY
4.	AT 9652	1600	0	0

600 rounds were expended in return fire.

4. STRIKE OPERATIONS

A. ALLEN BROOKE

UH-1H flew a total of 54 sorties and 10.9 flight hours, lifting 9.0 tons of cargo, and carrying 22 troops/passengers in support of Operation Allen Brooke. All fire was received at AT 9652 as indicated in line 4 of paragraph 3. 2 medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 2	1	0	0	0
3 Priority	3	0	0	0

5. 3 missions were flagged and 3 were completed for a percentage of 100%. No missions were cancelled or incomplete.

J. W. BISHOP
 FLIGHT OFFICER

MAINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMF Pac
 FPO San Francisco 96602

25 June 1968

~~CONFIDENTIAL~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)

Subj: Sitrep 250001H - 252400H

1. HMM-164 flew 145 sorties for 38.1 flight hours, lifting 15.2 tons of cargo, and carrying 254 troops/passengers. Squadron operations were not affected by weather, enemy ground action ect. 2 medevac missions were flown evacuating 2 priority and 50 routine casualties.

2. Total medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 2	2	0	0	0
Priority				
50 Routine	50	0	0	0

The medevac totals include medevac for specific operations.

3. There were no fire incidents.

4. SW/EPIC OPERATIONS

A. HEMALUKE THRUST

HMM-164 flew a total of 11 sorties and 3.0 flight hours, lifting 2.3 tons of cargo, and carrying 0 troops/passengers in support of Operation Hemaluke Thrust. No fire was received. 1 medevac mission was flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 1	2	0	0	0
Priority				

B. DRAGON PALACE

HMM-164 flew a total of 36 sorties and 9.0 flight hours, lifting 12.5 tons of cargo and carrying 91 troops/passengers in support of Operation Dragon Palace. No fire was received. No medevac missions were flown.

5. 7 missions were flagged and 7 were completed for a percentage of 100%. The following mission was cancelled for the reason listed below.

MISSION

19

REASON

CANCELLED by MAG-16

J. W. BARNES
 ASST OPERATIONS OFFICER

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

26 June 1968

~~CONFIDENTIAL~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)

Subj: Setrep 260001H to 262400H

1. HMM-164 flew 147 shorties for 45.3 flight hours, lifting 43.0 tons of cargo, and carrying 207 troops/passengers. Squadron operations were not affected by weather, enemy ground action, ect. 4 medevac missions were flown evacuating 0 emergency, 2 priority and 6 routine casualties.

2. Total medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions: 4	0	Emergency		
	2	Priority	2	
	6	Routine	4	2

The medevac totals include medevacs for specific operations.

3. There were no fire incidents.

4. SPECIFIC OPERATIONS

A. MAMALUKE THRUST

HMM-164 flew a total of 115 sorties and 31.7 flight hours, lifting 42.0 tons of cargo, and carrying 112 troops/passengers in support of Operation MAMALUKE THRUST. No fire was received. 4 medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions: 4	0	Emergency		
	2	Priority	2	
	6	Routine	4	2

5. 4 missions were flagged and 4 missions were completed for a percentage of 100%. No missions were cancelled or incomplete.

J.W. BARNES
 CAPT USMC
 FLIGHT OFFICER

~~CONFIDENTIAL~~

MARINE MEDIUM HELICOPTER SQUADRON 164

Marine Aircraft Group 16

1st Marine Aircraft Wing, FMFRCST. NO fire was received.
9 medevac missions were flown as follows:

Total missions 9	US	ARVN	CIV	ROKMC	27 June 1968
	3	3			
	3	3			
	11	11			

~~CONFIDENTIAL~~

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)

Subj: Sitrep 270001H - 272400H

47.

J. W. BARNES

1. HMM-164 flew 190 sorties for 37.5 flight hours, lifting 39.8 tons of cargo, and carrying 541 troops/passenger. Squadron operations were not affected by weather, enemy ground action, ect. 9 medevac missions were flown evacuating 3 emergency, 3 priority, 11 routine casualties.

2. Total medevac missions were flown as follows:

Total missions 9	US	ARVN	CIV	ROKMC	CONFIDENTIAL
	3	3			
	3	3			
	11	11			

32.1

The medevac totals include medevacs for specific operations.

3. There were no fire incidents.

4. SPECIFIC OPERATIONS

A. MAMALIKE THRUST

32.1

HMM-164 flew a total of 149 sorties and 30.0 flight hours, lifting 24.3 tons of cargo, and carrying 478 troops/passengers in support of Operation MAMALIKE THRUST. NO fire was received. 9 medevac missions were flown as follows:

Total missions 9	US	ARVN	CIV	ROKMC
	3	3		
	3	3		
	11	11		

5. 4 missions were fragged and 4 were completed for a percentage of 100%.

J. W. BARNES
CAPT USMC
FLIGHT OFFICER

~~CONFIDENTIAL~~

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

28 JUNE 1968

~~CONFIDENTIAL~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
 Subj: Sitrep 280001H - 282400H

1. HMM-164 flew 66 sorties for 22.5 flight hours, lifting 4.3 tons of cargo, and carrying 99 troops/passengers. Squadron operations were not affected by weather, enemy ground action, ect. 1 medevac mission was flown evacuating 0 emergency, 45 priority and 48 routine casualties.

2. Total medevac missions were flown as follows:

Total missions	1	US	ARVN	CIV	ROKMC
0 Emergency					
45 Priority	35	10			
48 Routine	38	10			

The medevac totals include medevacs for specific operations.

3. There were no fire incidents.

4. SPECIFIC OPERATIONS

A. HMM-164 did not support any specific operations.

5. 4 missions were fraged and 4 missions were completed for a percentage of 100%.

J. W. BARNES
 FLIGHT OFFICER

~~CONFIDENTIAL~~

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, MWPac
 FPO San Francisco 96602

29 June 1968

~~CONFIDENTIAL~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group,16 (Attn: S-3)
 Subj: Sitrep 290001H - 292400H

1. HML-164 flew 116 sorties for 33.0 flight hours, lifting 29.3 tons of cargo, and carrying 172 troops/passengers. Squadron operations were not hampered by weather enemy ground fire, ect. 1 medevac mission was flown evacuating 0 emergency, 2 priority, and 0 routine casualties.

2. Total medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 1	0 Emergency			
	2 Priority			2
	0 Routine			

The medevac totals include medevacs for specific operations.

3. There were no fire incidents.

4. SPECIFIC OPERATIONS

A. DRAGON PLACE

HML-164 flew a total of 74 sorties and 11.6 flight hours, lifting 23.3 tons of cargo, and carrying 35 troops/passengers in support of Operation DRAGON PLACE. No fire was received. 1 medevac mission was flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 1	0 Emergency			
	2 Priority			2
	0 Routine			

5. 7 missions were flagged and 6 were completed for a percentage of 86%.

The following missions were cancelled or incomplete for the reasons listed below.

REASON
26 Weather hold-later cancelled by MAG 16.

6. Late Entry

HML-164 flew 4 sorties for 4.4 flight hours, carrying no cargo, troops, or medevacs on 27 June 1968 in support of III MAF on mission #33.

J. W. BARNES

~~CONFIDENTIAL~~

MARINE MEDIUM HELICOPTER SQUADRON 164
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

30 June 1968

~~CONFIDENTIAL~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)

Subj: Sitrep 300001H - 302400

1. ⁴⁸ HM-164 flew 38 sorties for 13.8 flight hours, lifting 8.0 tons of cargo, and carrying 317 troops/passengers. Squadron operations were not affected by weather, enemy ground fire, ect. 2 medevac missions were flown evacuating 0 emergency, 55 priority, 0 routine casualties.

2. Total medevac missions were flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 2	0 Emergency			
	55 Priority	52		3
	0 Routine			

The medevac totals include medevacs for specific operations.

3. There were no fire incidents.

4. SPECIFIC OPERATIONS

A. ALLEN BROOKE

HM-164 flew a total of 31 sorties and 5.7 flight hours, lifting 8.0 tons of cargo, and carrying 37 troops/passengers in support of Operation ALLEN BROOKE. No fire was received. 1 medevac mission was flown as follows:

	US	ARVN	CIV	ROKMC
Total missions 1	0 Emergency			
	2 Priority	2		
	0 Routine			

5. 3 missions were flagged and 2 were completed for a percentage of 66.7%.

The following missions were cancelled or incomplete for the reasons listed below:

MSN#	REASON
16	CNK BY MAG 16 (CAPT LANE)

J. W. BARNES
 FLIGHT OFFICER

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LATE ENTRY:

HMM-164 flew 58 sorties and 12.2 flight hours on 30 June 1968, lifting 13.0 tons of cargo and carrying 47 troops/passengers. Fire was received at ZC180430, AT800450, and AT80540. There were no hits or injuries to crew members. 20 rounds were expended in return fire. 1 medevac mission was flown evacuating 4 routine US casualties. All totals were in support of 1st MARDIV. 2 missions were fragged and 2 completed for 100%.

J. W. BARNES
FLIGHT OFFICER~~CONFIDENTIAL~~