

MARINE MEDIUM HELICOPTER SQUADRON 165
 Marine Aircraft Group 36
 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco, 96602

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 5 December 1966

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From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 36

Subj: Command Chronology, submission of

Ref: (a) MCO 5750.2
 (b) GruO 5750.1A

Encl: ✓ (1) Command Chronology for the period 1-30 November 1966

1. In compliance with references (a) through (b), enclosure (1) is submitted.

W. W. Eldridge, Jr.
 W. W. ELDRIDGE, JR.

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5 November 1966MARINE MEDIUM HELICOPTER SQUADRON 165
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, 96602Part I

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|-------------------------|---------------------------|--------------|
| 1. Commanding Officer | LtCol W. W. ELDRIDGE, JR. | Total Period |
| Executive Officer | Major W. C. BRADLEY | Total Period |
| Operations Officer | Major W. T. READ | Total Period |
| Administrative Officer | Major R. H. LOCKWOOD | Total Period |
| Maintenance Officer | Major D. N. ANDERSON | Total Period |
| Logistic/Supply Officer | Major C. R. PERRY | Total Period |
| NATOPS Officer | Major C. W. LEWIS | Total Period |
| Safety Officer | Capt J. L. HUGHES | Total Period |
2. MCAF KY HA, RVN 96602
1-30 November 1966
3. Average Strength: OFF 50 ENL 191
4. Important Visitors: None

Part II

a. During the month of November 1966, HMM-165 participated in three major operations. From 1Nov to 11Nov, HMM-165 supported MAG-16 and Operation Prairie with four aircraft. These aircraft were kept on alert at DONG HA for resupply and troop lift missions. During their stay at DONG HA, the four aircraft flew a total of 168.0 flight hours and 656 sorties. They also carried 2147 passengers and 198.9 tons of cargo. The BUFFALO CITY aircraft expended one hundred fifty rounds of ammunition on this operation.

On November 20, HMM-165 helped to kick off Operation RIO BLANCO. The squadron continued to support the operation throughout the duration. During the operation, BUFFALO CITY aircraft flew 454 sorties for a total of 136.5 flight hours and carried 2425 passengers/troop and lifted 31.1 tons of cargo.

HMM-165 supported the 1st MARDIV units participating in Operation MISSISSIPPI. CH-46A aircraft of the squadron carried 53.4 tons cargo and 102 passengers/troops while flying 37.1 flight hours and 72 sorties. Included in this was the lift of six 105 howitzers.

Throughout the month, aircraft and crews from HMM-165 supported the Army in Operation SHINNING BRASS. Seventy-six sorties and 56.5 flight hours were flown while the aircraft carried 5.9 tons of cargo and 113 passengers/troops. Details of the operation are of a higher classification than this report.

The squadron aircraft availability for the first twenty days of the month averaged twenty aircraft per day. This was in spite of the lack of numerous

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parts. Notable among these was the deterioration of the rotor blades. On 20Nov squadron aircraft received contaminated fuel while refueling at QUANG NGAI. The contaminated fuel ruined the fuel controls of eleven engines. Due to the lack of fuel control units on hand the squadron had to go ACOP for the units. Following the contamination problem the squadrons average aircraft availability dropped to thirteen. Even to have this number of aircraft up was a tribute to the ability of the squadrons maintenance department. Following are the messages which were sent regarding the fuel contamination problem: R281946Nov66, 280701ZNov66, 231249ZNov66, and 0211230ZNov66. All of these messages documented the problems with the fuel contamination.

b. OPERATIONAL HIGHLIGHTS.

2 November 1966. The Sparrow Hawk aircraft were launched for an emergency retraction of a recon team. Major R. H. LOCKWOOD led the flight which recovered the team from BS593555. KLONDIKE aircraft provided suppressive fire for the BUFFALO CITY aircraft.

6 November 1966. LtCol ELDRIDGE led a major strike mission involving twelve BUFFALO CITY aircraft and eight TARBUSH aircraft. The HMM-165 aircraft alone, carried 647 troops into two zones at BT182227 and BT176229. Numerous fixed wing aircraft prepped the zone with a variety of ordnance.

7 November 1966. A combined strike mission was flown involving six aircraft from BUFFALO CITY and six aircraft from TARBUSH. LtCol W. W. ELDRIDGE led the flight during which the HMM-165 aircraft inserted 105 troops in one lift. The flight, which was escorted by KLONDIKE and OXWOOD aircraft, received light enemy fire from the zone. No hits were taken by any of the aircraft.

Captain D. P. KLINGLER led two HMM-165 aircraft on an emergency med-evac mission in conjunction with one aircraft from HMM-363 and VMIO-6. The BUFFALO CITY aircraft evacuated sixty-seven ARVN troops within a minimum of time.

Captain B. R. MASSLEY led six CH-46A's which performed a troop extraction in conjunction with six TARBUSH aircraft. The six BUFFALO CITY aircraft extracted ninety-four troops from BS481757. While departing the zone, enemy fire was received by the flight which was immediately returned. One aircraft was hit resulting in minor damage.

8 November 1966. Seven CH-46A's, led by LtCol W. W. ELDRIDGE, were launched on a strike mission in support of the 1st MARDIV. The seven aircraft inserted 177 Marines and 100 lbs. of cargo into two zones at BT355075 and BT378057. Enemy fire was received from the landing zone, however, no hits were received and the mission was completed with no further problems.

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Major W. C. BRADLEY led a four plane strike in support of I Corps. One hundred forty ARVN troops and two U.S. Military were inserted into BS600545. KLONDIKE provided excellent suppressive fire when enemy fire was received. Due to the excellent support, no hits were received by the BUFFALO CITY aircraft.

9 November 1966. Major R. H. LOCKWOOD led a flight of five CH-46A's on a strike mission in support of the ROKMC. One hundred sixty-five troops and 2.25 tons of cargo were moved from BS672893 to BS542778. While departing the pickup zone, heavy enemy fire was received and two aircraft were hit. One crewman and two KMC were WIA. Two hundred fifty rounds of ammunition were returned by the BUFFALO CITY aircraft. Following the evacuation of the wounded personnel, the aircraft returned and completed the mission.

Major C. W. LEWIS led an eight plane strike in which the BUFFALO CITY aircraft lifted 122 troops from KY HA to BS444843. KLONDIKE aircraft escorted the flight and used fixed wing aircraft to prep the zone.

10 November 1966. Major D. N. ANDERSON led four BUFFALO CITY aircraft in conjunction with six aircraft from HMM-265 and HMM-164 on an ARVN strike. One thousand five hundred ARVN troops were moved from YD342510 to YD311378. The LZ was prepped by Marine air and artillery. Two Army UH-1B's escorted the flight and delivered suppressive fire during the approach to the LZ. Of the 1500 troops, the four HMM-165 aircraft lifted 664.

11 November 1966. LtCol W. W. ELDRIDGE led six HMM-165 aircraft on a priority strike mission. The six aircraft moved 156 troops from BTO22632 to BTO22549. Enemy fire was received in both the pickup and landing zone.

Four CH-46A's launched at 1730 on an emergency Sparrow Hawk mission. The flight was escorted by two KLONDIKE aircraft. Inclement weather prohibited the use of fixed wing aircraft. Major T. P. LOUGHEED led the HMM-165 aircraft to GIA VUC (47 miles Southwest of CHU IAI) and then to the pickup zone at BS372570. Fifty ARVN troops and two U.S. Army personnel were extracted from a position in which they were surrounded by enemy. The entire extraction was accomplished at night and under enemy fire. The KLONDIKE aircraft delivered excellent suppressive fire throughout the mission. The H-46's also returned the fire and miraculously were not hit by the enemy.

14 November 1966. Major W. T. READ led six BUFFALO CITY aircraft on a troop lift. Sixty-seven troops and one 106 Recoilless Rifle were picked up at BS578990 and BS595576. The troops were inserted into two zones, BS634965 and BS648943. The LZ's were prepped by Marine air and artillery. KLONDIKE aircraft delivered suppressive fire in both zones.

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15 November 1966. Capt L. L. PAYTON led four HHM-165 aircraft on a strike mission in support of the ROKMC. One hundred thirty-four KMC troops were lifted from BS531891 and inserted into BS554776. Numerous fixed wing aircraft provided escort although no enemy fire was received.

16 November 1966. Three BUFFALO CITY aircraft were launched on an emergency troop insertion. Major D. N. ANDERSON led the flight which inserted 32 troops at BT307121. KLONDIKE and fixed wing escorted the flight. The landing zone could not be prepped due to inclement weather. Enemy fire was received in the landing zone. However, no hits were received and the mission was accomplished without further incident.

Major W. T. READ led a flight of two CH-46A's on a recon insertion and retraction mission. Bad weather prohibited the insertion of the recon teams. However, the retraction of two teams was accomplished in extremely bad weather. While lifting from one of the pickup zones, enemy fire was received and one aircraft was hit. Damage to the aircraft was minor and no one was wounded.

17 November 1966. Major D. N. ANDERSON led eight aircraft on an emergency troop insertion in support of the ROKMC. Three hundred twenty-five KMC troops were lifted from BS515805 and inserted into BS556774. The mission was accomplished in inclement weather and under enemy fire. While departing the pickup zone, two BUFFALO CITY aircraft received hits, however, damage was minor.

18 November 1966. Three BUFFALO CITY aircraft led by Major C. R. PERRY, proceeded to Marble Mountain for a routine resupply mission. Inclement weather hampered the flight throughout the mission. Enemy fire was received from three different areas: AT995266, AT840467 and BT 415205. No hits were recorded and no fire was returned.

19 November 1966. Major T. P. LOUGHEED led four aircraft on a priority troop retraction. The four aircraft lifted 219 troops from BT699975. Three trips were made to BT287134, each time the aircraft received moderate to heavy small arms fire. One aircraft was hit, it received minor damage and the Crew Chief was slightly wounded. Although the flight was under heavy enemy fire, the mission was completed by the BUFFALO CITY aircraft.

20 November 1966. LtCol W. W. ELDRIDGE led fifteen BUFFALO CITY aircraft, ten from TARBUSH and six from MILLPOINT on an ARVN strike to kick off Operation RIO BLANCO. The HHM-165 aircraft carried 982 passengers/troops into the landing zones located at BS496699 and BS470710.

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The first zone was extremely poor and difficult to land in. While landing in the zone, the flight received enemy fire. One CH-46A was hit and received minor damage. Another CH-46A crashed into the side of the zone. The crew members were extracted although the co-pilot, Lt J. H. FULTON, was trapped in the aircraft for three hours. He was freed through the super-human efforts of a team of HMM-165, MAG-36 and FLSG BRAVO personnel who accomplished the task under continuous sniper fire.

Eleven CH-46A's and 16 H-34's led by LtCol W. W. ELDRIDGE, conducted a strike in support of RIO BLANCO. The BUFFALO CITY aircraft carried 421 U.S. Marines from 1/7 into BS424745. Enemy fire was received in the vicinity of the landing zone resulting in one H-46 being hit. Fixed wing aircraft prepped the zone and the flight was escorted by KLONDIKE. The KLONDIKE aircraft provided suppressive fire during the landings.

21 November 1966. Major W. C. BRADLEY led two HMM-165 aircraft and two from HMM-265 on a troop lift in support of RIO BLANCO. One hundred fifty four Marines were lifted from BS425752 and inserted at BS425795. Enemy fire was received in the landing zone and it was immediately returned by the transport helicopter gunners.

Major C. R. PERRY led a section of aircraft on a Sparrow Hawk launch departing KY HA at sunset. The assigned mission was the emergency extraction of a Marine recon team surrounded by Viet Cong approximately 20 miles West of CHU LAI. Two KLONDIKE gunships and the MAG-36 C-117 flare-ship were also launched. The team was located shortly after dark at BT152066. Major PERRY made approaches on three different occasions attempting to pick up the team, but each time was unsuccessful because there was no suitable place to land or make a hover pickup. On each approach the H-46 took and returned moderate fire. Throughout the mission the KLONDIKE gunships delivered withering fire against the enemy. While waiting for the recon team to move to a more suitable pickup site, the aircraft were forced to move into a neighboring valley by deteriorating weather. While orbiting they began to run short on fuel. Consequently a call was put out to launch another section of H-46's and UH-1E's to relieve those on station. Major W. T. READ led the two BUFFALO CITY aircraft launched from stand-by at KY HA. They proceeded to the area and relieved Major PERRY's flight. While enroute and orbiting in a valley under the overcast, the H-46's received both automatic weapons and sniper fire. Each time the fire was returned by the BUFFALO CITY gunners. The recon team moved to a stream bed in a ravine large enough to accommodate one CH-46A. With a slight improvement in the weather and the outstanding teamwork between the UH-1E's and the flare ship, the team was located. Major READ was called in to make the pickup. Under the flare ship's light and with directions from the KLONDIKERS, he made the pickup on his first attempt. While enroute to LZ QUAIL with the recon team the flight received .50 caliber automatic weapons fire near BT255125. No hits were received and the fire was returned.

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22 November 1966. Nine CH-46A's led by Major W. T. READ launched on a troop lift. They proceeded to Hill 69 where 172 troops were embarked. The Marines were inserted into BS699975. Enemy fire was received from the vicinity of the landing zone. One H-46 was hit although the damage was minor. Following the strike, two aircraft led by Captain L. L. PAYTON med-evaced 21 Vietnamese civilians to KY HA. Later in the afternoon, the 172 troops were returned to Hill 49.

23 November 1966. Major C. R. PERRY led a flight of ten CH-46A's on a strike mission in support of Operation RIO BLANCO. The flight proceeded to BS454778 and picked up 253 Marines. The landing zone, located at BS415765, was prepped by fixed wing aircraft and KLONDIKE. Enemy fire was received from BS443763 but no hits were received.

Eight aircraft were launched from KY HA to insert 132 troops into BS415765. Major W. C. BRADLEY led the flight into the zone after it had been prepped by artillery and fixed wing aircraft. No enemy fire was received.

24 November 1966. A U.S. Army Sky Crane retrieved a downed CH-46A from BS496690 and returned it to KY HA. Following the extraction, LtCol W. W. ELDRIDGE led six CH-46A's into the zone to retract the maintenance crew and the Marines who were guarding the aircraft.

25 November 1966. Major W. C. BRADLEY led six BUFFALO CITY aircraft on an ARVN strike in support of Operation RIO BLANCO. One hundred thirty-five troops were lifted from QUANG NGAI to BS517774. The flight was hampered by inclement weather. Sniper fire was received from BS545755 and was returned immediately by the BUFFALO CITY aircraft. Following the strike two aircraft med-evaced two U.S. KIA and seven U.S. WIA to KY HA.

29 November 1966. Ten CH-46A's led by Major W. C. BRADLEY launched on a troop and logistics lift in support of Operation MISSISSIPPI. Included in the mission was the lift of a 105 Battery from KY HA to QUE SON.

30 November 1966. Major D. N. ANDERSON led three aircraft on a cargo lift in support of Operation MISSISSIPPI. Two 105 Howitzers were moved from KY HA to BTO44343. Enroute the flight received fire from BT135285. No hits were recorded on the aircraft.

Part III

1. Personnel. During the reporting, six aviators were TAD to HMM-361. Also aviators were supplied to VMO-6 on a day to day basis when they could be spared. Two aviators, Lt John FULTON and Lt W. M. WALKER were transferred to Camp Butler because of injuries received during the month.

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2. Casualties. During the month of November, six officers and men from HMM-165 were wounded. 1stLt WALKER was hit in the leg while flying with VMC-6. Captain CHAPPLE and Lt J. M. PAGE, USN (MC), were hit on a med-evac mission flying with HMM-361. 1stLt J. H. FULTON, 1stLt P. M. NICK, LCpl GRAUL and Cpl DICK were injured in the crash of their aircraft on 20 November. Cpl TESDAHL and Cpl MASNACK were wounded crewing HMM-165 aircraft.

3. Awards. During the reporting period HMM-165 awarded 116 Air Medals to the aviators and crewmen of the squadron. The following six personnel received the Purple Heart.

Lt J. M. PAGE 10Nov66
1stLt W. H. WALKER 3Nov66
1stLt J. K. FULTON 20Nov66

Capt B. CHAPPLE III 10Nov66
Cpl J. E. MASNACK 11Nov66
Cpl L. J. TESDAHL 9Nov66

4. Civic Action. Throughout the month of November HMM-165 supported the Civic Action program by transporting MEDCAP teams to CU LAO RE Island. Doctor J. M. PAGE, the squadron Flight Surgeon, had devoted his time to take charge of the MEDCAP teams.

a. Squadron Totals

Flight Hours	1061.6
Sorties	2877
Mission (complete)	156
Cargo (tons)	590.2
Passengers/Troops	11322

b. Operations

<u>Sorties</u>	<u>Flight Time</u>	<u>Cargo</u>	<u>Passengers/Troops</u>
		<u>MISSISSIPPI</u>	
72	37.1	53.4	102
		<u>RIO BLANCO</u>	
454	136.5	31.1	2425
		<u>PRAIRIE</u>	
659	168.0	198.9	2147
		<u>SHINING BRASS</u>	
76	56.5	5.9	113

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