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MARINE MEDIUM HELICOPTER SQUADRON 165

Marine Aircraft Group 36

1st Marine Aircraft Wing, FMFPac

FPO, San Francisco, 96602

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03A00567

5 January 1967

From: Commanding Officer

To: Commanding Officer, Marine Aircraft Group 36

Subj: Command Chronology, submission of (U)

Ref: (a) MCO 5750.2

(b) GruO 5750.1A

Encl: ✓ (1) Command Chronology for the period 1-31 December 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 January 1967MARINE 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 |
| Logistics/Supply Officer | Major C. R. PERRY | Total Period |
| NATOPS Officer | Major C. W. LEWIS | 1-24Dec66 |
| | Capt J. B. SRAMEK | 25-31Dec66 |
| Safety Officer | Capt J. L. HUGHES | Total Period |
2. MCAF KY HA, RVN 96602
1-31 December 1966
3. Average Strength: OFF 50 ENL 201
4. Important Visitors: Major General ROBERTSHAW visited the squadron on 25 December 1966.

Part II

a. During this month of December 1966, HMM-165 participated in two major operations. Also, during the reporting period the squadron maintained four aircraft on alert status at HUE/PHU BAI for SPARROW HAWK and BALD EAGLE missions. At various times during the month the squadron maintained aircraft at QUANG TRI for SAR duty.

During the first part of the month HMM-165 supported Operation MISSISSIPPI by flying 55.8 flight hours and 173 sorties. During the operation the squadron carried 50.7 tons of cargo and 557 troops/passengers.

On 12 December 1966 HMM-165 kicked off Operation SIERRA with mass troop insertions. The squadron continued to support the operation for the duration of the reporting period. During the operation the squadron flew 442 sorties for 143.3 flight hours. Squadron aircraft carried 33.0 tons of cargo and 2644 troops/passengers.

Throughout the month the squadron supported Operation SHINING BRASS. Also Operation CHINOOK and Operation SUTTER were given a small degree of support when called for.

Throughout the reporting period the squadron's maintenance department maintained an availability of sixteen aircraft per day. While part

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of this accomplishment was due to the greater availability of parts, it is also a tribute to crew chiefs and mechanics who maintain the aircraft. Their hard work and long hours gave HMM-165 their second month of over 1000 hours.

b. OPERATIONAL HIGHLIGHTS.

1 December 1966. Captain D. M. BABITZ led a flight of seven CH-46's on a strike mission in conjunction with six UH-34's from MILLPOINT. The flight received a detailed brief at QUANG NGAI. The mission was aborted once due to weather. The second time 256 ARVN troops were lifted into BS 640565 by the BUFFALO CITY aircraft. The flight was hampered by inclement weather, thereby forced to fly at low altitude. This resulted in one aircraft being hit by enemy fire which was received from BS 640565.

2 December 1966. Major W. T. READ led four aircraft on a troop lift involving 155 U. S. Marines. The flight picked up the troops from BS 623 003, BS 578990 and landing zone QUAIL and inserted them into BS 425830. The landing zone was prepped by SWISS and OXWOOD aircraft. KLONDIKE aircraft provided suppressive fire during the approach.

3 December 1966. Major T. P. LOUGHEED was launched in IFR weather for an emergency retraction of a seventeen man recon team. The aircraft was escorted by two aircraft from KLONDIKE. The flight proceeded to BT 239142 for the pickup. Although hampered by inclement weather the recon team was picked up by Major LOUGHEED on his first attempt. While departing the zone enemy fire was received from BT 255142. One round hit the aircraft in the cockpit and ricocheted off the co-pilot's seat. The co-pilot, Captain R. D. VERBAEL, received minor injuries from flying glass. The flight then proceeded to KY HA.

4 December 1966. Six BUFFALO CITY aircraft were launched from KY HA on a logistics mission in support of Operation MISSISSIPPI. Major C. R. PERRY led the flight which lifted 91,470 pounds, including six 105 HOW-ITZERS and 161 troops from BT 022340 to AT 873467. Due to inclement weather the flight was forced to fly at low altitudes. The result was two aircraft, flown by Major C. W. LEWIS and Captain D. M. BABITZ, taking a total of five hits. Enemy fire was received from BT 004352, BT 062475, and BT 095355. Although the aircraft were hit, no injuries were received.

Major R. H. LOCKWOOD led a flight of two aircraft on a logistics mission in support of Operation MISSISSIPPI. Two Hundred pounds and 10 troops were lifted from QUANG NGAI to BT 020290. The flight then proceeded to HOI AN (BT 142168) and transported 9700 pounds and 32 troops to

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BT 022340. The mission then had to be cancelled due to inclement weather. Enemy fire was received from BT 195455 and BT 182530. No hits were recorded on any of the aircraft.

5 December 1966. Major T. P. LOUGHEED led four aircraft on a troop lift in support of Operation MISSISSIPPI. The aircraft operated from MMAF in support of MAG-16. The flight moved 171 troops from AT 880394 to three different sites, AT 915535 and AT 892384 and BT 0262. Enemy fire was received during all three pickups. The aircraft were not hit and did not return the fire.

Eight aircraft led by LtCol ELDRIDGE departed KY HA on a strike mission into BT 156172. Inclement weather and smoke from the landing zone prepped greatly restricted visibility in the vicinity of the landing zone. Light to moderate ground fire was received during the final approach to the zone. LtCol ELDRIDGE's aircraft was damaged on landing and had to be left in the landing zone. The crews were picked up by Major W. C. BRADLEY while a security force surrounded the aircraft. With the exception of minor injuries received by LtCol ELDRIDGE, no other crew member or passengers were injured. Another aircraft received a hit while approaching the zone. One passenger was seriously wounded. Doctor J. M. PAGE, the HMM-165 flight surgeon, was riding in the aircraft and immediately went to work on the wounded marine. Four other aircraft received enemy fire while landing and departing the zone. However, no hits were received.

Captain B. R. MASSEY led a flight of two CH-46A's on a mission to insert mortars into the zone in which held the downed CH-46A. Enemy fire was received by the flight going into and out of the landing zone. No hits were received. One aircraft returned fire at BT 202183. On the return trip the flight med-evaced two U.S. WIA to the 1stMED BN at KY HA.

6 December 1966. Four BUFFALO CITY aircraft led by Major T. P. LOUGHEED launched on a troop lift and resupply into the zone in which the downed CH-46A was located. The flight was to insert 54 troops along with "C" rations. Two aircraft made two trips into the area. The second trip was to pick up the battalion commander and one WIA. During both trips into the area, heavy enemy fire was received resulting in hits to three of the four aircraft. Following the completion of the first mission two aircraft went back into the area to retract a recon team. This part of the mission was completed without incident.

Major T. P. LOUGHEED led four aircraft on a troop extraction from BT 325085. The aircraft extracted 185 troops and returned them to HILL 54. Enemy fire was received during every landing at the pick up zone. A total of three trips were made into the zone by the BUFFALO CITY aircraft.

8 December 1966. Two CH-46A's led by Major D. N. ANDERSON departed KY HA and proceeded to BT 162164 to drop a maintenance crew. After the crew had

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stripped the downed CH-46A of parts, the two aircraft went back and retrieved the crew and parts. While departing the zone, enemy fire was received resulting in a hit on Captain L. L. PAYTON's aircraft. No injuries were received by any of the personnel aboard. While in the zone, stripping the downed aircraft the maintenance crew led by 2ndLt HARDIN, received enemy sniper fire. However, no one was injured.

10 December 1966. Major R. H. LOCKWOOD led five aircraft on an ARVN strike involving 345 troops. The troops were inserted into three zones located at ZC 193537, ZC 204544 and ZC 203550. Enemy fire was received by the aircraft from all three landing zones. The aircraft flown by Captain B. R. MASSEY was hit. Also Captain MASSEY's gunners claimed five V.C. probable KIA. His gunners expended 150 rounds of 7.62 ammunition at V. C. fleeing from the landing zones. No one aboard the aircraft received injuries from the enemy fire. a. p.

11 December 1966. Four BUFFALO CITY aircraft led by Captain L. L. PAYTON departed KY HA and proceeded to MMAF for support of MAG-16. The first portion of their mission was to move cargo and passengers from the DA NANG east hover area to BT 025345 and BT 028291. A total of 23,800 pounds and 65 passengers were lifted by the HMM-165 aircraft. Enemy fire was received from BT 025345, however, no one was injured and the fire was not returned. Following the logistics lift the four aircraft joined two from HMM-164 and two from HMM-265 for a strike with USMC troops. The BUFFALO CITY aircraft lifted 115 troops into AT 835864 and AT 893838. No enemy fire was received by the aircraft.

12 December 1966. Major W. C. BRADLEY led eight BUFFALO CITY aircraft and four NORTHBROOK aircraft on a KMC strike. The flight moved 235 troops into BS 462872. The aircraft received enemy fire from BS 455870. No hits were received. KLONDIKE aircraft escorted the flight and fixed wing prepped the zone for thirty minutes.

Following the KMC strike Major BRADLEY led the flight on a Marine strike to kick off Operation SIERRA. Fixed wing aircraft and KLONDIKE prepped the zone, located at BS 678561. Enemy fire was received from the vicinity of the landing zone. The twelve aircraft inserted 409 troops into the area.

One aircraft flown by Captain D. M. BABITZ dropped a maintenance team at BT 158171 to hook up the downed CH-46A for the Army SKYCRANE. The downed aircraft was retrieved and returned to KY HA.

Eleven aircraft were involved in a troop extraction from BT 158171. The aircraft which were comprised of flights led by Major W. C. BRADLEY, Major W. T. READ, and Major T. P. LOUGHEED respectively, retracted 240 troops from the area. All the aircraft received fire from BT 1517, however, no hits were received.

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13 December 1966. Major W. C. BRADLEY led two BUFFALO CITY aircraft on an emergency extraction of a recon team. The team was located at BS 604467 and were receiving small arms fire. Major BRADLEY led the flight to the vicinity of the recon team and orbited overhead while the team moved to a location from which they could be picked up. Due to the confined area the team had to be hoisted out one at a time. Major BRADLEY held his aircraft in a hover for approximately fifteen minutes while the nine members of the recon team were lifted aboard. While in his hover he received enemy fire consisting of small arms of rifle grenades. KLONDIKE 4-6 and 4-7 performed close air support for the hovering aircraft. Their suppressive fire had a great deal to do with the success of the mission.

Major R. H. LOCKWOOD led a flight of four CH-46A's on an ARVN resupply mission. 39,400 pounds and 102 passengers were moved from QUANG NGAI to BS 845395. The flight received enemy fire from BS 8336 resulting in two hits to an aircraft flown by Major C. R. PERRY. The damage was minor and no injuries were received.

Captain B. R. MASSEY led two aircraft on a retraction of three recon teams. The teams were picked up at BT 381008, BT 164204, and BT 249101. All were returned to landing zone QUAIL. One aircraft piloted by Captain MASSEY, received enemy fire from BT 230174 and BT 242111. The aircraft received two hits resulting in limited damage. No injuries were received by any of the personnel.

14 December 1966. Two BUFFALO CITY aircraft led by Major W. C. BRADLEY departed KY HA on an emergency extraction of a recon team. The extraction took place at night. The flight proceeded to BT 649542 and orbited until a flare ship could arrive on the scene. Major BRADLEY then landed in the zone and picked up the entire seventeen man team. KLONDIKE aircraft provided suppressive fire when the BUFFALO CITY aircraft received enemy fire while in the zone. The pickup being successful; the flight returned to KY HA.

15 December 1966. Major W. C. BRADLEY led five BUFFALO CITY aircraft on a USMC strike. The aircraft lifted 643 Marines into two zones located at BS 616497 and BS 613482. Enemy fire was received from BS 590490. One aircraft was hit resulting in minor damage to the aircraft. No personnel were injured.

17 December 1966. Major C. R. PERRY led three BUFFALO CITY aircraft on a resupply mission from TAM KY to BT 318088. While enroute enemy fire was received from BT 282120 and BT 255128. Also several airbursts were encountered by the aircraft at BT 3310. However the aircraft continued and completed the mission.

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19 December 1966. Lieutenant R. M. DALBEY led a flight of three HMM-165 aircraft on a troop lift from BS 795384 to BS 671570. While departing the pickup zone Lieutenant DALBEY's aircraft received a hit from enemy ground fire. The fire was returned by the aircraft. No injuries were received by any of the personnel aboard the aircraft.

20 December 1966. Major D. N. ANDERSON led two aircraft on an ARVN resupply mission from QUANG NGAI to BS 819384. Enemy fire was received from BS 8139 on the first approach into the landing zone. No hits were received and the fire was not returned. After the completion of the mission the aircraft accomplished a med-evac involving two U.S. WIA.

21 December 1966. Major C. W. LEWIS led four BUFFALO CITY aircraft on a SPARROW HANK mission. Sixty-two Marines were inserted into BS 462901. The flight was escorted by KLONDIKE and OXWOOD aircraft. The landing zone was prepped by OXWOOD. Later the troops were extracted by the BUFFALO CITY aircraft. Enemy fire was received from BS 4694 during the extraction. However, no hits were received by the aircraft.

23 December 1966. Operating out of HUE-PHU BAI, Captain CLAYMAN and Captain VERBAEL flew an emergency resupply before sunrise. The aircraft dropped supplies at YD 632318 and then picked up two U.S. WIA and med-evacuated them to PHU BAI. No enemy fire was received.

Captain VERBAEL flew a troop lift and resupply to YD 873245 in conjunction with three aircraft from SUPERCHIEF. The flight received heavy small arms fire from the area around the landing zone. The BUFFALO CITY aircraft received two hits. However no personnel were injured. The fire was not returned.

24 December 1966. Major T. P. LOUGHEED led two BUFFALO CITY aircraft on three insertions of recon teams. The mission was flown in marginal weather. However teams were inserted into BT 581069, BT 311112 and BS 418998. Enemy sniper fire was received from BT 310122. The aircraft received no hits and did not return the fire. The flight also attempted to insert other teams but were unable to complete the mission due to inclement weather.

26 December 1966. LtCol ELDRIDGE led three aircraft from BUFFALO CITY and three aircraft from SWITCH on a strike mission. Ninety Marines were lifted into BT 354071. KLONDIKE aircraft provided escort and TAC (A). Fixed wing prepped the zone. No enemy fire was received.

Two BUFFALO CITY aircraft led by Lieutenant R. M. DALBEY flew a logistics lift from QUANG NGAI to BS 818832. While enroute with an external lift, the flight encountered enemy sniper fire. Lieutenant DALBEY's air-

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craft was hit and a bullet lodged in his co-pilot's shoe. The co-pilot, Lieutenant MCCracken, was not injured due to the bullet having lost most of its penetrating power before it struck him. The flight continued and completed the mission.

Major W. T. READ led two BUFFALO CITY aircraft and four SWITCH aircraft on an emergency strike mission. The BUFFALO CITY aircraft transported 58 U. S. Marines from BS 728533 to BS 700530. KLONDIKE aircraft provided suppressive fire for the flight. No enemy fire was received by the aircraft.

27 December 1966. LtCol ELDRIDGE led six BUFFALO CITY and four SWITCH aircraft on a strike mission. The HMM-165 aircraft moved 347 troops from BS 726537 to BS 815461. Enemy fire was received from the vicinity of the landing zone, however no hits were received by the aircraft and the fire was not returned.

Lieutenant R. M. DALBEY led a flight of two aircraft on a logistics resupply mission. The aircraft moved cargo and passengers from BT 548014 to BS 473863. Enemy fire was encountered from BS 815402 on the approach to the landing zone. However the mission was completed.

29 December 1966. Major D. N. ANDERSON led two aircraft on an emergency night retraction of a recon team. The flight launched at 0312, proceeded to BS 848391 and located the team. Major ANDERSON went in and made the pickup. No problems were encountered and the flight returned to KY HA. However enroute fire was received from BS 6970. No hits were received by the aircraft.

30 December 1966. Five BUFFALO CITY aircraft led by Captain J. L. HUGHES flew a troop lift from BS 729539 to BS 815315. Three hundred forty-eight ARVN troops were moved in a minimum of time. The flight encountered enemy fire from BS 815315 while departing the drop zone. The aircraft did not receive any hits and did not return the fire.

31 December 1966. Major D. N. ANDERSON led six BUFFALO CITY aircraft on an ARVN troop lift. The six aircraft lifted 343 troops from BS 814387 to QUANG NGAI. Throughout the mission the flight was hampered by inclement weather. Also the flight received enemy fire from the vicinity of the pickup zone. However they did not receive any hits and the mission was completed.

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Part III

1. Personnel. During the reporting period many squadron personnel were transferred. One officer and five enlisted were transferred to H&MS-36. Seven officers and twenty-seven enlisted were transferred to HMM-164 and HMM-265. Four officers and two enlisted were transferred to HMM-361. Four enlisted were sent TAD to CUBI POINT for a T-58 Engine Repair Program.

2. Casualties. During the reporting period two officers were injured. LtCol W. W. ELDRIDGE, JR. received injuries in the crash of his aircraft on 5 December 1966. Captain R. D. VERBAEL was slightly wounded by enemy fire on 3 December 1966.

3. Awards. During the reporting period HMM-165 awarded 132 Air Medals and six Purple Hearts. Also eight enlisted men earned their Combat Aircrew Wings bringing to a total of 77 men who have their Aircrewmen Wings.

The following four personnel received the Purple Heart.

Lt.	P. M. NICK	15 December 1966
Capt.	R. D. VERBAEL	21 December 1966
LCpl	A. P. GRAUL	15 December 1966
Cpl	R. A. DICK	15 December 1966

4. Civic Action. The squadron flight surgeon, Lt J. M. PAGE MC, has continued to devote his time to the MEDCAP teams, in their program at CU LAO RE Island.

5. <u>Squadron Totals</u> .	Flight Hours	1139.8
	Sorties	3038
	Mission (complete)	171
	Cargo (tons)	515.5
	Passengers/Troops	11,286

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2. Casualties. During the reporting period, Sergeant W. G. DRAKE was slightly wounded by shrapnel on 28 January 1967.

3. Awards. During the reporting period HMM-165 awarded 109 Air Medals and two Purple Hearts. Two officers received the Vietnamese Cross of Gallantry. Major D. N. ANDERSON was awarded the gold Vietnamese Cross of Gallantry for his actions in Operation PRAIRIE. Major R. H. LOCKWOOD received the bronze Vietnamese Cross of Gallantry for leading a night strike in support of Operation PRAIRIE.

The following personnel received the Purple Heart:

LtCol W. W. ELDRIDGE, JR.
Sgt. L. J. TESDAHL

4. Civic Action. Lt J. M. PAGE, USN (MC), the squadron Flight Surgeon, continued to devote his time to the MEDCAP teams in their program at CU LAO RE Island.

5. <u>Squadron Totals</u> .	Flight Hours	1204.2
	Sorties	3322
	Mission (complete)	158
	Cargo (tons)	908.3
	Passengers/Troops	8431

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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 | 1-21Jan67 |
| | Major W. T. READ | 22-31Jan67 |
| Operations Officer | Major W. T. READ | 1-21Jan67 |
| | Major T. P. LOUGHEED | 22-31Jan67 |
| Administrative Officer | Major R. H. LOCKWOOD | Total Period |
| Maintenance Officer | Major D. N. ANDERSON | Total Period |
| Logistics/Supply Officer | Major C. R. PERRY | Total Period |
| NATOPS Officer | Major C. W. LEWIS | Total Period |
| Safety Officer | Captain J. L. HUGHES | 1-5Jan67 |
| | Captain J. C. TATUM | 6-31Jan67 |
2. MCAF KY HA, RVN, 96602
1-31 January 1967
3. Average Strength: OFF 49 ENL 205
4. Important visitors: NONE

Part II

a. The month of January 1967 was marked by inclement weather for a majority of the time. Approximately 50% of the squadron's missions were flown in weather approaching IFR conditions. The number of missions that were accomplished under these conditions are a tribute to the squadron's aircrews.

During the period, the squadron participated in one major operation. On 28 January, HMM-165 helped to kick-off Operation DESOTO with troop insertions in the DUC PHO area. The squadron continued to support the operation for the remainder of the month with daily logistics lifts into the area. The operation was distinguished by hard fighting. Squadron aircraft received numerous hits while flying resupply and med-evac missions. By 31 January, the squadron had flown 148.4 flight hours and 363 sorties while carrying 117.1 tons of cargo and 1182 troops/passengers in support of the operation.

Also the squadron maintained four aircraft a day alternated weekly between HUE/PHU BAI and Marble Mountain supporting MAG-16.

Throughout the reporting period, the squadron's maintenance department provided an average of seventeen aircraft per day. Their hard work enabled the squadron to compile over 1000 hours of flight time for the third consecutive month. In the four months that have elapsed since HMM-165 arrived in the RVN the squadron has flown 4417.0 hours.

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b. OPERATIONAL HIGHLIGHTS.

3 January 1967. Captain W. D. KALAS was launched from HUE PHU BAI for reconnaissance team retractions. The weather was marginal VFR at the time of launch. Four teams were retracted including one U.S. WIA from YD739098, YC895998 and YD586245. Enemy small arms fire was received in the last pick-up zone. Suppressive fire from the escort gunships assisted the retraction and none of the aircraft were hit. Although the flight was hampered by inclement weather and enemy fire, Captain KALAS and his crew finished the mission successfully. The Third Marine Division, through the Commanding Officer of HMTA-163, commended this crew for a job well done under extremely trying conditions.

4 January 1967. Major W. T. READ launched with two BUFFALO CITY aircraft on a Logistic Cargo and Troop Lift. As Major READ's aircraft commenced an approach to BT301132, heavy small arms fire was encountered resulting in one hit to his aircraft. Major READ initiated a wave-off and departed the area. Two OXWOOD aircraft and two KLONDIKE gunships were launched and used suppressive fire to secure the landing zone. The BUFFALO CITY aircraft returned and completed the mission without further incident.

4 January 1967. Major W. T. READ, on another mission, with a flight of two BUFFALO CITY aircraft picked up cargo at BS699975 and BS665985. On the second cargo drop at BS635956, Major READ was advised of three priority medical evacuations from the zone. Quickly unloading the cargo, two U.S. and one Vietnamese WIA were loaded aboard the aircraft for a rapid flight to the 1st Medical Bn. at KY HA. The flight received fire from BS650940 enroute to KY HA. This flight, initially routine in nature, possibly saved the lives of three persons.

6 January 1967. Major T. P. LOUGHEED led a flight of three BUFFALO CITY aircraft on a resupply mission from TAM KY (BT308228) to THIEN PHOU located at BT113137. A total of three trips were made. While enroute on the first trip, the flight received heavy automatic weapons fire from a village at BT113137. Since Major LOUGHEED was guarding LANDSHARK ALPHA, the DASC in the area, he was able to quickly request an air-strike which was controlled by a DREAM HOUR aircraft. The village was destroyed and no further fire was encountered. Although hampered by deteriorating weather, the mission was completed and the flight returned to KY HA.

7 January 1967. Major C. R. PERRY led a section of two BUFFALO CITY aircraft in support of elements of the Korean Marine Corps. After arriving over one of the Korean outposts located at BS544888, radio contact was established with an American ALO. He informed Major PERRY that due to sporadic sniper fire, the Korean Marines would provide suppressive fire while the helo's were in the zone. Cargo and troops were then shuttled between BS544883 and the outpost. Due to the teamwork between the BUFFALO CITY aircraft and the Korean Marines, no fire was taken and the resupply was completed in a minimum amount of time. Enroute from the outpost to the Korean CP, the flight was forced down to minimum altitude because of lowering ceilings. Fire was received in

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the vicinity of BS572866. No hits were taken and the section returned safely to KY HA after shuttling Korean University students between the Korean CP and CHU LAI.

7 January 1967. Major T. P. LOUGHEED led a flight of four BUFFALO CITY aircraft to resupply an ARVN position located at BTO22346. A total of three trips were made between the LSA located at HOI AN (BT1557) and the ARVN position. 47,400 pounds of cargo and 101 ARVNS were transported. During the first lift, light small arms fire was taken from BTO034. No aircraft were hit and the fire was not returned. A flight of OXWOOD aircraft was called in by the flight leader to make dummy runs along the route of flight, the enemy fire ceased and the mission was completed.

7 January 1967. LtCol W. W. ELDRIDGE led a section of two aircraft on a resupply mission between QUANG NGAI airfield (BS6172), TRA BONG (BS342879), and HA THANH (BS386700). Fire was received from BS473735 and BS5872. Evasive action was taken and no aircraft were hit. Upon completion of the mission, the flight returned to KY HA.

8 January 1967. Major W. T. READ led a flight of five BUFFALO CITY aircraft in conjunction with nine SWITCH aircraft on a troop retraction from BS625543. Extremely bad weather caused the entire flight to fly at a low altitude. Major READ, however, led the flight into the retraction zone. Enemy fire was received in the approach to the landing zone and was received while the flight was on the ground. Fire was returned with unknown results. After successfully retracting all the troops, fire was again received while enroute from the pickup zone to QUANG NGAI in the vicinity of BS7480. Before Major READ was able to drop all the troops at QUANG NGAI, LANDSHARK ALPHA diverted the flight to BS786828 in order to insert the remaining troops around a SWITCH aircraft which had been forced down due to battle damage. Major READ led the flight into the zone and encountered heavy small arms fire from BS768818. Approximately 100 rounds of 7.62mm was returned by the flight. The last aircraft piloted by Captain R. E. JOHNSON claimed one Viet Cong probable KIA. Major READ then led the flight back to KY HA.

9 January 1967. Two BUFFALO CITY aircraft led by Major T. P. LOUGHEED completed the insertion of two recon teams. The first team, CRANKCASE, was inserted into BT145105. While departing the zone the flight received enemy fire from BT135096. The second team, CONSULATE, was inserted into BS407772. Again the flight received enemy fire, this time from BS405766. No hits were received by the aircraft during either insertion. A third team could not be inserted due to inclement weather.

10 January 1967. At 1800H Major C. R. PERRY led a flight of three BUFFALO CITY aircraft on an emergency Sparrow Hawk mission to insert troops around a downed UH-1E located at BS545875. With darkness approaching and the ceilings lowering, speed was of paramount importance. The flight proceeded to the Korean CP where a force of troops was picked up. The troops

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were then transported to the downed UH-1E and inserted. By this time the ceiling had already lowered to less than 1000 feet. Repeated trips were made between Korean outposts and positions around the downed UH-1E, in order to completely surround the aircraft with friendly troops. The combination of bad weather (the ceiling lowered to less than 500 feet with rain showers), and enemy fire caused the flying to be extremely hazardous. At times Major PERRY's flight was often separated due to IFR conditions. Several approaches to the unsecure zones were made through the low hanging clouds and rain showers. The last airplane in the flight, piloted by Captain J. Q. NESMITH was hit by three wounds of small arms fire causing the loss of one generator. Major PERRY's flight returned to KY HA after successfully inserting 125 Korean Marines around the downed aircraft.

11 January 1967. Major D. N. ANDERSON, who was in a "slick" aircraft, led a flight of two BUFFALO CITY and two KLONDIKE aircraft to retrieve the downed UH-1E. Major ANDERSON after jettisoning fuel externalized the UH-1E back to KY HA. Meanwhile the second aircraft piloted by Captain S. D. CLAYMAN picked up the remaining gear and hook-up crew along with three WIA and one KIA Korean Marines who had been injured while securing the area around the downed UH-1E. They were taken to the 1st Medical Bn. at KY HA where the flight secured.

13 January 1967. LtCol W. W. ELDRIDGE flew an Administrative hop accompanied by two KLONDIKE aircraft. LtCol ELDRIDGE encountered enemy fire while dropping off troops and cargo at BT315145 and BT313155. The KLONDIKE aircraft returned the fire. No hits were received by any of the aircraft.

14 January 1967. Captain R. W. BYRD led two BUFFALO CITY aircraft which were escorted by two KLONDIKE and six OXWOOD aircraft on a mission to retract two recon teams and insert three others. As Captain BYRD's flight approached the landing zone (BS689495), picked by recon team DUCKBILL, enemy fire was encountered. Captain BYRD instructed his gunners to return the fire. The enemy fire was suppressed and the crew claimed one Viet Cong probable KIA. DUCKBILL was then safely placed in the desired zone. The flight then proceeded to BT183205 and BT065227 where recon team CRANKCASE was retracted. They were then reinserted at BT065227 uneventfully. After picking up recon team COMHIDE from LZ QUAIL, the flight proceeded to BS 407773. While enroute Captain BYRD's flight again came under heavy small arms and automatic weapons fire. The KLONDIKE aircraft effectively silenced the enemy fire and COMHIDE was inserted. The final team, CO-PARTNER "I" was retracted from BS669052 and returned to QUAIL. Captain BYRD's flight then returned to KY HA.

14 January 1967. Captain D. P. KLINGLER led a section of two BUFFALO CITY aircraft which were escorted by two KLONDIKE aircraft on an emergency Sparrow Hawk mission. Thirty troops were inserted at BT309123. The landing

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zone was located within a small valley which was partially obscured by clouds. While the KLONDIKE aircraft provided suppressive fire, Captain KLINGLER led his section through a small hole in the cloud cover which closed almost immediately after disembarking the troops. It was apparent that Captain KLINGLER's flight would not be able to leave the valley, the way they had entered due to the cloud cover. He then led his flight at high speed above the tree tops back to KY HA. Fire was received from BT298145 but no hits were received.

14 January 1967. Captain B. R. MASSEY, while leading a section of two aircraft on a resupply mission from AN HOA located at AT890490 to AT920580 observed an OXWOOD aircraft on fire. Captain MASSEY immediately obtained radio contact with the crippled aircraft and informed the pilot that if he would eject now he would be picked up as soon as he landed. The pilot of the crippled aircraft and his wingman agreed. A successful ejection was accomplished by the A-4 pilot. Captain MASSEY circled the descending pilot and landed directly beside the downed pilot. The crew chief helped the pilot into the helo and Captain MASSEY made an immediate take-off. While enroute to medical facilities at DA NANG, Captain MASSEY's section received a grateful thanks and a well done from the downed pilot's wingman. The original mission was completed after the OXWOOD pilot was dropped off.

16 January 1967. Captain J. F. PLEVA led two aircraft on a mission to insert and retract recon teams. The flight made three extractions and one insertion. Although hampered by inclement weather throughout the mission, DUCKBILL was extracted from BS688505, BEDPOST was inserted into BS447713, BENNINGTON was retracted from BS635588 and CRANKCASE was retracted from BT068225. Enemy fire was received from BS665585, BT241168, BT198178 and BS192142. In order to retract CRANKCASE, Captain PLEVA had to make his approach uphill through IFR conditions. Enemy fire was received while departing the landing zone.

17 January 1967. LtCol W. W. ELDRIDGE led three aircraft on a Logistics lift from AT813383 to Marble Mountain. Two trips were made into the pickup area. On the return trip, after the second pickup, intense automatic weapons fire was received from BT105642. LtCol ELDRIDGE's aircraft was hit once. The other two aircraft were not hit. There were no injuries to personnel.

19 January 1967. Major W. T. READ led two aircraft on an administrative hop from KY HA to BS628997 then to BT544019. The flight then attempted to proceed to MO DUC. However, inclement weather and enemy fire forced the flight to turn back. Lt D. L. STEWART's aircraft was hit by enemy fire at BS675578. There were no injuries received by any of the personnel.

19 January 1967. Major C. R. PERRY led two aircraft on a recon retraction and insertion mission. COWHIDE was inserted into BS516778 by Major PERRY. His wingman, Captain W. D. KALAS, retracted BEDPOST from BS442716.

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Major PERRY proceeded to BS455815 and picked up CONSULATE. Enemy fire was received from BS410823, which was immediately returned by Major PERRY's gunner. With the mission complete, the flight returned to KY HA.

20 January 1967. Major T. P. LOUGHEED took one aircraft which was escorted by two KLONDIKE aircraft to QUANG NGAI to pick up a maintenance crew who were to prepare a downed OI-C for retrieval at BS752670. After taking three med-evacs from BS752670 to the QUANG NGAI Hospital, the OI-C aircraft was externalized to QUANG NGAI. Major LOUGHEED then returned to KY HA.

20 January 1967. Captain R. W. BYRD led a flight of two aircraft which were escorted by two KLONDIKE and four OXWOOD aircraft to insert three recon teams. DUCKBILL was inserted at BT304077. Fire was received from BT296090 and BT305084. No hits were received, and fire was returned with unknown results. The flight then returned to LZ QUAIL and picked up CRANKCASE which was inserted at BS392791 and DATELINE which was inserted at BT240089. Fire was received from BS403770 and BS405765 but no hits were received and the fire was not returned. The flight returned to KY HA.

20 January 1967. Major W. T. READ led a flight composed of one BUFFALO CITY, two KLONDIKE aircraft and four OXWOOD aircraft to BS808378 to pick up a downed UH-1E aircraft. The downed aircraft was externalized to QUANG NGAI. While enroute, fire was received from BS823388. No hits were received, but fire was returned by the KLONDIKE aircraft. After placing the UH-1E at QUANG NGAI, the flight returned to KY HA.

20 January 1967. Major C. W. LEWIS during daylight hours piloted the med-evac aircraft which was escorted by one KLONDIKE aircraft. During this time five WIA's, one KIA and one sick person were evacuated from various landing zones. Fire was also received from various coordinates. No hits were received and the fire was not returned.

21 January 1967. LtCol W. W. ELDRIDGE led a flight of eight BUFFALO CITY aircraft which were escorted by four KLONDIKE and three flights of OXWOOD aircraft on a strike mission from MO DUC to BS463708. 219 troops were landed in the drop zone which required two trips. Fire was received from BS453761 and BS684578. No hits were received and no fire was returned. After the second trip into the drop zone, the flight returned to KY HA.

21 January 1967. Major T. P. LOUGHEED led a flight of five BUFFALO CITY aircraft, four KLONDIKE and four OXWOOD aircraft on a strike mission from Hill 54 to BT340306. Two trips were made into the drop zone.

21 January 1967. Major T. P. LOUGHEED led a flight of eight BUFFALO CITY aircraft and two KLONDIKE aircraft on an extraction of 105 Marines from BS 385240. Fire was received from the vicinity of BT3331. One aircraft was hit and sustained minor damage. No fire was returned.

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21 January 1967. Major T. P. LOUGHEED also led the same flight on an extraction of 216 Marines from BS459733. The troops were dropped at BS 536946. The flight then returned to KY HA.

23 January 1967. Captain B. R. MASSEY led a flight of two BUFFALO CITY aircraft on a resupply mission in support of the Korean Marine Corps. The flight transported 53,400 pounds of cargo and 59 troops to various outposts within the Korean area of responsibility. Fire was encountered at BS490838. The aircraft was not hit.

27 January 1967. While on a mission externaling 105MM Howitzers from the QUANG NGAI airfield to NUI DANG (BS818382), a section of BUFFALO CITY aircraft led by Major C. W. LEWIS, received an emergency med-evac from LANDSHARK ALPHA. After establishing contact with CONNIVE 14A at the pickup zone (BS792386), Major LEWIS commenced his approach to the LZ and immediately began to receive fire which the gunners returned. After landing, the med-evacs could not be brought to the aircraft because of enemy fire. Meanwhile, the BUFFALO CITY aircraft was hit eight times and the gunners continued to return the fire. One round struck the gunner in both legs but fortunately the wound was not serious. Finally, after approximately ten minutes in the zone, the aircraft was loaded with dead and wounded Marines and the section proceeded to the medical pad at KY HA. After inspecting the aircraft at KY HA, enemy rounds were found to have penetrated the port fuel cell, tail pylon area, the troop compartment and the sync shaft between the forward and aft rotor.

28 January 1967. The BUFFALO CITY Maintenance Department, after experiencing setbacks caused by corrosion and supply spent the previous two days working around the clock in order to provide twelve aircraft for a troop and Logistics lift which was part of Operation DESOTO. LtCol W. W. ELDRIDGE and the MAG-36 Commanding Officer, Colonel V. A. ARMSTRONG, led the twelve BUFFALO CITY aircraft between an LSA at QUANG NGAI airfield and NUI DANG (BS813385). By the time the mission was completed, 87,000 pounds of cargo and 691 troops had been inserted at NUI DANG. Small arms fire was encountered along the route of flight and three aircraft were hit. None were seriously damaged.

28 January 1967. At 1740, three BUFFALO CITY aircraft were launched on an emergency Sparrow Hawk mission. The flight was led by Major R. H. LOCKWOOD and experienced no difficulty in inserting a reaction force of 69 Marines at BS700620. The flight was then diverted to BS8239 by LANDSHARK ALPHA for emergency med-evac's. After reaching a spot overhead, Major LOCKWOOD was advised that the zone was receiving heavy fire and that he should orbit until the situation improved. KLONDIKE aircraft and fixed wing aircraft began to bomb and strafe the areas from which the fire was coming.

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Finally the KLONDIKE aircraft led Major LOCKWOOD into the LZ while conducting a strafing pass. Major LOCKWOOD positioned his aircraft as close as possible to the med-evacs and eight Marine WIA's were placed aboard. While in the zone, the aircraft was seriously damaged from gunfire but Major LOCKWOOD successfully retracted the WIA's and proceeded to KY HA. Immediately after becoming airborne, Major LOCKWOOD and his co-pilot, Captain J. C. TATUM, determined that an emergency landing would have to be made because of the battle damage. The aircraft was rapidly losing fuel and the engines would soon flame-out. At approximately 1500 feet, Major LOCKWOOD commenced a full autorotation and landed successfully less than 1000 meters from a friendly outpost at MO DUC (BS723530). Major LOCKWOOD's wingman, Major D. M. BABITZ, landed immediately and picked up the downed crew and the med-evac's and brought them to KY HA.

29 January 1967. The next day, Major C. R. PERRY led two BUFFALO CITY aircraft into the area of the downed helicopter. A maintenance crew with Lt. R. M. DALBEY determined that the aircraft could be flown home after the major battle damage had been repaired. This was accomplished and the aircraft, escorted by Major PERRY, was returned to KY HA.

30 January 1967. LtCol W. W. ELDRIDGE led a flight of ten BUFFALO CITY aircraft on a strike to BS683937. LtCol ELDRIDGE, working closely with the KLONDIKE and OXWOOD aircraft which were escorting his flight, planned his approach to the first zone so as to land the first wave of troops immediately upon completion of the LZ prep. Light small arms fire was received in the first zone. Major T. P. LOUGHEED's aircraft was hit but was able to continue the strike. The flight then landed troops in the second zone and made one more trip to the first LZ. No further small arms fire was encountered and the flight returned to KY HA after landing CONSTRUE "A", CASTILLIAN "G", CONNIVE "M" and the CONSTRUE Command Group.

30-31 January 1967. During the last two days of the month, HMM-165 supported Operation DESOTO with numerous troop and cargo lifts from an ISA located at QUANG NGAI to the NUI DANG (BS816390) and NUI DANG (BS875325) complex. Numerous fire incidents were reported but the BUFFALO CITY aircraft experienced no difficulty in moving the supplies and troops into this area.

Part III

1. Personnel. During this reporting period, the switch of personnel between HMM-165, HMM-164 and HMM-265 was completed. Approximately 50% of the original squadron were transferred. Also during January 1967 Major W. C. BRADLEY was transferred to MAG-36 and Captain J. L. HUGHES was transferred to the 1stMAW. Two enlisted men were sent to NAS Cubi Point for the T-58 engine repair program.

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