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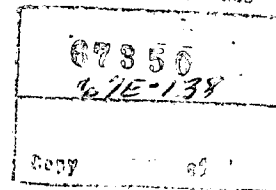
MARINE MEDIUM HELICOPTER SQUADRON 165
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, 96602

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03A06467
5 March 1967

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

Subj: Command Chronology, submission of (U)

Ref: (a) MCO 5750.2A
(b) WgO 5750.1C
(c) GruO 5750.1A



Encl: ✓(1) Command Chronology for the period 1-28 February 1967

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

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

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5 March 1967MARINE MEDIUM HELICOPTER SQUADRON 165
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, 96602Part I

- | | | |
|--------------------------|---------------------------|--------------|
| 1. Commanding Officer | LtCol W. W. ELDRIDGE, JR. | Total Period |
| Executive Officer | Major W. T. READ | 1-18Feb67 |
| | Major D. C. HETH | 19-28Feb67 |
| Operations Officer | Major T. P. LOUGHEED | 1-18Feb67 |
| | Major W. T. READ | 19-28Feb67 |
| 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 |
| NAFOPS Officer | Major C. W. LEWIS | Total Period |
| Safety Officer | Captain B. R. MASSEY | Total Period |
2. MCAF KY HA, RVN 96602
1-28 February 1967
3. Average Strength: OFF 51 ENL 207
4. Important Visitors: NONE

Part II

a. During the month of February BUFFALO CITY supported two major operations. The BUFFALO CITY Flight Leaders distinguished themselves time after time while leading the major strike missions in support of those operations.

The squadron maintenance personnel worked long and hard hours day and night to keep a consistent availability of seventeen aircraft a day. Whenever the going became tough, they buckled down harder and always came up with the aircraft needed for the days operations. Their self sacrificing manner and diligence to duty enabled the squadron to fly 1675.8 hours during this period. Since arriving in the 1st MAW, HMM-165 has accumulated 6092.8 flight hours.

In support of Operation DESOTO, in the DUC PHO area, BUFFALO CITY logged 661.9 flight hours, lifted 1023.1 tons of cargo and 2355 troops, and flew a total of 2041 sorties in support of this operation. Numerous

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strikes were flown in support of this operation and BUFFALO CITY provided the vanguard for these missions. Even though hampered by inclement weather, the squadron continued to support the main units engaged in this operation against the insurgent Viet Cong forces.

In support of Operation RIO GRANDE, HMM-165 flew numerous strike missions. The squadron logged 62.0 flight hours while lifting 14.7 tons of cargo and 1356 troops in 207 sorties in support of this operation.

HMM-165 also supported Operation PUEBLO with mass troop insertions. Squadron aircraft carried 467 troops while flying 59 sorties for a total of 36.2 flight hours.

b. OPERATIONAL HIGHLIGHTS

1 February 1967. Major T. P. LOUGHEED led a flight of six CH-46A's and two UH-1E aircraft from KY HA on a strike mission in support of the first Battalion 5th Marines. The troops were picked up from hill 54 and then the flight proceeded to the objective area at BT311111. While orbiting the objective, Major LOUGHEED determined that the mountain top landing zone would accomodate only one aircraft at a time, and therefore started his approach to the landing zone while the remainder of his flight orbited the objective. When on final approach Major LOUGHEED's aircraft came under intense automatic weapons fire and the UH-1E aircraft attempted to suppress the fire, while Major LOUGHEED was maneuvering his aircraft over the landing zone attempting to locate a level place to set down. After a few attempts Major LOUGHEED was able to set his aircraft down and began disembarking the troops from the aircraft. Suddenly there was three large grenade explosions in the landing zone and the automatic weapons fire increased in intensity. Major LOUGHEED's aircraft received approximately one hundred and thirty hits from the explosions and enemy fire. Two of the Marines aboard Major LOUGHEED's aircraft were seriously wounded so he immediately took off and informed his alternate flight leader, Major C. R. PERRY, to continue the lift and put as many troops in the zone as possible. Major LOUGHEED returned his damaged aircraft to base and dropped the wounded Marines at the first medical Battalion at KY HA. With the five remaining aircraft, Major PERRY continued the insertion of Marines while constantly under intense enemy automatic weapons fire and also hampered by rapidly deteriorating weather. The lift was delayed thirty minutes at one time due to the mountain top landing zone being completely obscured by clouds. Once the weather permitted the continuation of the lift, the last of the 208 Marines were brought into the landing zone and Major PERRY led the flight back to KY HA.

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1 February 1967. LtCol W. W. ELDRIDGE led a flight of two aircraft on a resupply mission in support of Operation DESUTO. After making his third trip in the objective area at BS872332, LtCol ELDRIDGE heard another flight of his squadron aircraft reporting into the controlling agency in the area. They reported that they were on an emergency recon retraction but due to the intensity of enemy fire were unable to pull the recon team out, and they had only enough fuel remaining to make it back to their refueling point thirty miles away. LtCol ELDRIDGE immediately offered assistance and was directed by the controlling agency to contact the two UH-1E aircraft controlling the retraction. LtCol ELDRIDGE immediately went to BS872332 and dropped the cargo he already had aboard his aircraft and then proceeded to the objective area. Once contact was made, the UH-1E aircraft advised LtCol ELDRIDGE that the recon team, CLUBCAR, was pinned down by heavy enemy fire and were in danger of being overrun in a very short time. CLUBCAR's position was BS726375 and due to the size of the team and landing zone, LtCol ELDRIDGE elected to make the pickup with only his aircraft. Under cover of an air strike and the suppressive fire from the UH-1E aircraft, LtCol ELDRIDGE was able to land in the landing zone to pick up the recon team. While in the landing zone his aircraft was constantly under fire from enemy positions and he had to remain in the landing zone over two minutes in order to get the whole team aboard the aircraft. Once the team was aboard LtCol ELDRIDGE took off and while climbing out was receiving enemy fire from 360 degrees around his aircraft. Once safely at altitude, LtCol ELDRIDGE returned to the CHU IAI area and dropped off the recon team at landing zone QUAIL. LtCol ELDRIDGE's quick reaction in this emergency situation and the subsequent professional pickup of CLUBCAR possibly saved the lives of all the recon team members.

3 February 1967. Major C. R. PERRY led a flight of six aircraft from KY HA on an emergency retraction of eighty seven ARVN troops and seven U. S. Army advisers from BS465862. Once in the objective area and radio contact was made through U. S. Advisors attached to the unit, it was learned that they had been hit heavily by enemy troops and were surrounded in a rice paddy. They requested that only one aircraft come in at a time so that they would be able to maintain a perimeter defense around the LZ during the retraction. Two UH-1E aircraft provided suppressive fire while the retraction was taking place and two O-1C spotter aircraft called Air strikes in on the enemy positions. The U. S. Advisors were the last troops to leave the landing zone. Once the last aircraft had joined up with the flight, Major PERRY led the aircraft to BS342879 and the ARVN and U. S. troops were dropped at their home base, TRABONG. The senior advisor commended the flight on their quick reaction to the emergency and their professional handling of the situation. The aircraft returned to KY HA without further incident.

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4 February 1967. Major D. W. ANDERSON led a flight of two aircraft from KY HA on an emergency night med-evac of a critically wounded Korean Marine at BS660824. Once arriving in the area, Major ANDERSON was unable to make radio contact with the Korean unit. He finally made contact with the U. S. advisor in the Korean Command Post and was advised that there were no English speaking personnel attached to the wounded Korean's unit. By relaying with the advisor to his counterpart and then to the Korean unit, it was learned that the unit was under attack by the enemy and they were requesting UH-1E gunships and artillery to repulse the attack. While artillery was being called in on the enemy positions, Major ANDERSON contacted the local controlling agency and requested two UH-1E gunships and a flareship on station immediately. The UH-1E's and flareship arrived in approximately twenty minutes and the artillery was called off. With the flareship lighting up the area and the UH-1E's suppressing the enemy fire Major ANDERSON completed the pickup of the wounded Korean Marine and returned to the 1st Medical Battalion at KY HA.

5 February 1967. Major R. H. LOCKWOOD led a flight of two CH-46A's and two UH-1E gunships on an emergency retraction of CUNNINGHAM, a Marine recon team, at BS452930. Upon arriving in the area Major LOCKWOOD learned that the only suitable landing zone close to the recon team was right beside the enemy position. The recon team had already had one man wounded and were under constant enemy fire from the enemy position. The recon team was advised to try to make it down the other side of the mountain to a little valley about one hundred meters from their position. This was the only other suitable landing zone in the area and would provide natural cover from the enemy positions during the retraction. The wounded man's injuries were such that he would be unable to make the trip to the bottom of the mountain due to the intense pain caused by his wounds and the recon team leader requested a hoist pickup of the wounded man from the side of the mountain. Captain D. P. KLINGLER, Major LOCKWOOD's wingman, landed at a friendly outpost and set up his aircraft for a hoist while the UH-1E aircraft strafed the enemy positions and called air strikes on the enemy. Once the recon team was ready for the pickup, Captain KLINGLER went in and hovered on the side of the mountain while the wounded man was being hoisted aboard his aircraft. The UH-1E gunships continued running air strikes within seventy meters of Captain KLINGLER's aircraft while he was making the hoist pickup and the air strikes successfully suppressed the enemy fire. Once Captain KLINGLER was safely out of the landing zone the recon team continued their descent down the mountain to the landing zone in the valley. Approximately twenty minutes later the recon team notified Major LOCKWOOD that they were in the landing zone and ready to be picked up. Under cover of the continuing air strikes and the suppressive fire from

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the UH-1E gunships, Major LOCKWOOD successfully retracted the remainder of the recon team and the flight proceeded to 1st Medical Bn. at KY HA to drop off the wounded Marine, and then to landing zone QUAIL to drop off the recon team.

5 February 1967. Captain B. R. MASSEY led a flight of two aircraft on a recon insertion of two Marine recon teams, HONG KONG and BEDPOST, into BS 410 774. Once the recon teams had been inserted into the landing zone, Captain MASSEY requested a situation report from HONG KONG and BEDPOST before departing the area with his flight. The recon teams immediately advised Captain MASSEY that they were under heavy fire from enemy positions and requested an immediate emergency retraction. Captain MASSEY's escort, two DEADLOCK UH-1E gunships, rolled in on the enemy positions furnishing suppressive fire while Captain MASSEY attempted a pickup of HONG KONG. His wingman, 2ndLt R. H. DALBEY, orbited overhead awaiting his turn into the small single plane zone to bring out BEDPOST. Intense enemy fire forced Captain MASSEY to wave-off his first approach into the zone but he still wanted another try at it and started in again. DEADLOCK called Captain MASSEY and requested a chance to work over the enemy first with the OXWOOD aircraft he had overhead, so Captain MASSEY joined his wingman orbiting the zone. DEADLOCK and the OXWOOD flight hammered the enemy positions with withering fire and heavy ordnance until HONG KONG said the fire had subsided, enough for a pickup attempt. Another flight of OXWOOD aircraft from VMA-121 checked in with DEADLOCK and he requested that they orbit so they would be in a position to roll in on target if trouble developed in the pickup zone. Captain MASSEY started his approach while the two DEADLOCK aircraft strafed continuously on both sides of the landing zone. Once in his approach the enemy fire increased in intensity and while in the landing zone, Captain MASSEY's aircraft was hit by enemy fire. Only five members of HONG KONG team were able to make it aboard the aircraft before the intensity of fire forced Captain MASSEY to leave the landing zone. There were nineteen Marines left on the hilltop and Lt DALBEY started in and told Captain MASSEY he would try to get all of them out at once. DEADLOCK called in VMA-121's A4's and the OXWOOD flight began laying napalm on the enemy positions. Lt DALBEY landed in the zone but the fire was so intense that the remaining nineteen Marines were fighting their way back to the aircraft and Lt DALBEY had to remain in the landing zone until they were all aboard. The OXWOOD flight from VMA-121 began to lay their napalm on the advancing enemy within 75 meters of Lt DALBEY's aircraft and successfully suppressed the fire enough for Lt DALBEY to complete the pickup and climb out of the landing zone. The DEADLOCK and OXWOOD flight continued their attack on the enemy positions until Captain MASSEY and Lt DALBEY were clear of the area. They returned the recon team to QUAIL and landed at KY HA without further incident.

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8-9 February 1967. During this period, two BUFFALO CITY aircraft were committed to off loading the LST WESTCHESTER COUNTY. Due to the limited deck space and the need to have large amounts of cargo in a short time, all loads were carried externally. This greatly decreased the loading and unloading time and enabled BUFFALO CITY to unload a total of 125 tons of cargo and lift it to the LSA at NUI DANG, BS817325, in support of Operation DESOTO. In the two days BUFFALO CITY flew one hundred ninety-three sorties and logged forty-one point eight flight hours. The aircraft also carried fifty-eight passengers between the LSA at NUI DANG and BUFFALO CITY home base at KY HA.

10 February 1967. The Sparrow Hawk aircraft, led by Major C. W. LEWIS launched at 1848H on an emergency retraction of recon team BENNINGTON. The flight proceeded to the pickup point located at BS796276 to locate the position of BENNINGTON. After arriving at the pickup point, it was determined that the recon team had not yet made its way to the landing zone and it was then decided that the flight go to NUI DANG and wait until the team had reached the landing zone. After approximately one and one half hours, the flight launched again to attempt the pickup. By now it was totally dark, necessitating the use of a flare ship and an ANCESTOR aircraft arrived provide flares for the BUFFALO CITY aircraft. With the help of the flares, the KLONDIKE aircraft located the recon team and directed the BUFFALO CITY aircraft into the area. Major LEWIS then went down and extracted the entire team of twenty-two men. KLONDIKE provided suppressive fire while Major LEWIS was in the landing zone. Following a refueling stop at QUANG NGAI, the flight proceeded to LZ QUAIL to drop off the recon team and complete the mission.

12 February 1967. Major C. W. LEWIS led a section of BUFFALO CITY aircraft to insert recon team CHALKSTONE and retract BAG SHAW from BS516778. Enroute to the drop zone, the flight encountered enemy sniper fire at BS 565768. Major LEWIS's aircraft was hit by one round which severed a hydraulic line. However, he continued his mission. Following the completion of his mission, Major LEWIS decided to land at QUANG NGAI and repair his aircraft since it had lost a considerable amount of hydraulic fluid. His wingman, Captain R. E. JOHNSON, returned to KY HA to pickup spare parts and a maintenance crew which he took to QUANG NGAI. Following the completion of repairs on his aircraft, Major LEWIS returned to KY HA.

14 February 1967. At approximately 1015H, Major W. T. READ launched on an emergency retraction of recon team DONAHUE. Major READ's section rendezvoused with two KLONDIKE UH-1E's in the DUC PHO area and proceeded

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to BS845256, where DONAHUE reported they were under attack. The KLONDIKE aircraft along with two OK/COD A-4's, began air strikes against the VC positions. DONAHUE meanwhile reported that the aircraft were being fired at by the VIET CONG. After DONAHUE reported that the enemy fire had subsided somewhat, Major READ made his approach to what was an extremely confined landing zone and picked up 11 members of the team. Major READ's wingman, Major R. H. LOCKWOOD then retracted the remaining 10 men. Because of the close confines of the landing zone, both aircraft's rotor blades contacted bushes and small trees around the landing zone. A precautionary landing was made at DUC PHO to inspect for possible damage. None was found and while the aircraft were shut down, Captain J. Q. NESMITH, who was the co-pilot of Major READ's aircraft discovered that the leader of the recon team was his former Drill Instructor. After a short visit, the recon team was finally dropped at landing zone QUAIL and the section returned to KY HA.

14 February 1967. Later that same day, Captain J. Q. NESMITH inserted the same recon team at BS803324. Almost immediately the team made contact with the VIET CONG and requested an immediate extraction. Captain NESMITH and his wingman, Captain R. M. STEIN, began their approach to the LZ while the KLONDIKE UH-1E's and the SWISS F-4B's who were "capping" the LZ, began strafing and bombing runs on the VIET CONG positions. Both pilots, showing outstanding airmanship, landed their helo's in the small LZ. Almost immediately the gunners of both aircraft provided covering fire while the recon team boarded the helos. Upon the signal "ramp clear" by the crew chief's, both aircraft lifted out of the zone, but Captain STEIN was informed by the team leader that four men were still in the zone. Captain STEIN made a quick turn back into the zone and quickly picked up the four men. With the extraction finally complete, Captain NESMITH returned DONAHUE to landing zone QUAIL and then returned to KY HA.

15 February 1967. Major T. P. LOUGHEED led four aircraft which departed KY HA and proceeded to DUC PHO for a logistics lift. The flight was to off load two LST's which were positioned just off-shore from DUC PHO. Poor weather enroute forced the aircraft to fly at low altitudes. At approximately BS7549, enemy sniper fire was encountered. One aircraft, piloted by Major C. W. LEWIS, was hit in the aft pylon section. Damage, however, was minor and no one was injured. The aircraft continued with the mission. Later the mission had to be cancelled due to inclement weather and the flight returned to KY HA.

16 February 1967. Two BUFFALO CITY aircraft were diverted to an emergency extraction of a recon team following their normal mission. Lt. R. M. DALBEY, the flight leader, received the call after completing his support

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of the ROKMC. Lt. DALBEY turned his flight around and proceeded to QUANG NGAI for refueling. The flight then proceeded to the pickup point located at BS790340. Enroute, the flight joined up with KLONDIKE escort aircraft and ORWOOD aircraft. Upon arrival, the flight had to orbit for approximately one half hour until the recon team could get into position for the pickup. By the time the team had made it into the landing zone, it had become dark. Both Lt. DALBEY and Lt. LINDQUIST made their approach to the zone in darkness and both aircraft received heavy fire. Following the pickup the team was dropped at BS628892. On the return to KY HA, the flight received enemy fire again, this time from BS793392. Both aircraft were hit during the mission; however, there were no injuries.

17 February 1967. LtCol W. W. BRIDGEMAN led seventeen BUFFALO CITY aircraft and five SWITCH aircraft on an ARVN strike to kick-off Operation LIEN KIET (RIO GRANDE.) The flight was loaded at KY HA with the first wave of troops. Following the first wave, the flight made numerous trips from QUANG NGAI with the remainder of the troops. Sixteen hundred troops were landed into the two landing zones located at BS450780 and BS455800. The mission was accomplished with little difficulty. Some enemy fire was received while the aircraft were on their approach to the zone. But both UH-1E's and fixed wing aircraft were quick to provide suppressive fire. None of the BUFFALO CITY aircraft were hit. The landing of each wave was based on a close time schedule to place a maximum number of troops in the LZ's in the shortest time. The smoothness with which this mission was accomplished and the subsequent rapid build up of troops and supplies was a credit to the detailed planning as well as the execution of the mission.

17 February 1967. Captain R. E. JOHNSON led two aircraft on a resupply of units involved with Operation DESOTO. While resupplying at BS822402, the flight received enemy fire. The second aircraft, piloted by Captain L. R. MEDLIN, received three hits. Captain MEDLIN's gunner, PFC W. A. REPKO, received slight shrapnel wounds. However, the mission was accomplished by the BUFFALO CITY aircraft.

18 February 1967. While standing by at the Marble Mountain Air Facility, four BUFFALO CITY aircraft, led by Captain W. D. KALAS, were launched to pick up approximately 200 U. S. Marines from AT008547. The flight had no UH-1E or fixed wing escort and therefore had to rely upon their own M-60's for protection. After arriving over the pickup zone, the troops marked the LZ with a smoke grenade. Captain KALAS ascertained the best route of approach to the LZ and started down. As he rolled out on final, enemy fire was received and the second aircraft, piloted by Captain G. L. THOMAS, was hit.

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hit. The last two aircraft immediately returned the fire. All four aircraft successfully loaded part of the 200 troops and departed to AT074659. Enroute to this zone, it became apparent to Captain THOMAS that his aircraft would not be able to continue the lift since he was loosing oil pressure. He decided to remain at AT074659 while Captain KALAS returned to MMAF to pickup parts to repair the downed aircraft. The remaining two aircraft continued the troop lift without further incident. Captain THOMAS aircraft was repaired in the field and then flown back to MMAF.

19-20 February 1967. During this period, BUFFALO CITY continued to work in support of Operation DESOTO. Various missions which involved external lifts from LST's off the coast of NUI DANG were completed along with logistic lifts from QUANG NGAI to the LSA located at the NUI DANG complex. On one of these lifts, Major D. M. BABITZ received fire and was wounded while departing the LSA area. One round shattered the co-pilot's windshield and Major BABITZ was hit in the head by flying glass and shrapnel. First Lieutenant P. JAMES, who was co-pilot, immediately returned the aircraft to the LSA where medical facilities were available. Major BABITZ was not seriously wounded and was returned to KY HA. Doctor J. M. PAGE, the squadron flight surgeon, re-checked Major BABITZ and returned him to duty.

21 February 1967. Major C. W. LEWIS departed from BUFFALO CITY base at KY HA with two aircraft and proceeded south to the Operation DESOTO area. His mission was to insert a recon team southwest of NUI DANG in the foothills. After landing at the LSA at NUI DANG, where the team was picked up, it was decided by Major LEWIS, the team leader and the UH-1E escort that some trickery would be employed prior to the actual insertion. Major LEWIS then led his section and his KLONDIKE escort out to the general area of the insertion. A false landing zone was picked out and the KLONDIKE aircraft began making dummy straffing passes over the zone as Major LEWIS began his approach. At the last moment, Major LEWIS aborted his approach. This little bit of trickery was used once more. This time unidentified personnel were spotted in the vicinity of the false zone. Since they could not be identified, the KLONDIKES were unable to use their machine-guns and rockets. Finally, Major LEWIS approached the actual zone and the insertion was accomplished on the part of the BUFFALO CITY aircraft without a hitch. One of the recon team became an immediate casualty due to a booby-trap and was med-evaced by Major LEWIS back to NUI DANG. The BUFFALO CITY flight then returned to KY HA.

22 February 1967. At approximately 0730H, Major D. N. ANDERSON left KY HA with a section of BUFFALO CITY aircraft and proceeded to NUI DANG

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where he was to support Operation DESOTO. At the NUI DANG ISA, Major ANDERSON picked up CO-PARTNER, a recon team, and proceeded to the south-west where they were to be inserted. While in the process of making a false insert at BS753358, fire was received. Major ANDERSON led his section out of the area and all indications were that no one had been hit. Just upon reaching a safe altitude, Major ANDERSON's number two engine suddenly flamed-out. Immediately he began single engine procedures and turned back toward the safe area at NUI DANG. Through outstanding air-manship, Major ANDERSON successfully made a single engine approach although he was heavily loaded with passengers and cargo. After inspecting the aircraft, one round was found to have entered the number two engine. This was too much for old number eight and the engine finally quit, but not before the aircraft climbed out of the false zone. Later that day, because of the efforts of a BUFFALO CITY maintenance crew, the engine was replaced and old number eight was flown home.

23 February 1967. Major D. N. ANDERSON led two aircraft from KY HA to NUI DANG to participate in Operation DESOTO support. During the mission, Major ANDERSON's flight was diverted for an emergency med-evac at BS789382. While on his approach to the zone, Major ANDERSON received automatic weapons fire from the surrounding area. Despite the enemy fire he continued with his approach and picked up five wounded Marines. After dropping the wounded at NUI DANG, Major ANDERSON returned to KY HA. None of the aircraft received any hits.

26 February 1967. LtCol W. W. ELDRIDGE led eighteen BUFFALO CITY, eighteen SMITH and eighteen CLIP CLOP aircraft on a massive strike mission to kick-off Operation PUEBLO. The BUFFALO CITY aircraft inserted 216 U. S. Marines into BS745360 in the first wave. Enemy fire was received from BS745413, however, no aircraft were hit. Following the Marine strike, the aircraft proceeded to QUANG NGAI for loading of ARVN troops. The BUFFALO CITY aircraft inserted 236 ARVN troops into BS723422. Again enemy fire was received while the aircraft were on their approach to the landing zone, this time from BS739433. However, the enemy forces again failed to hit any of the aircraft. The mission was well planned and went off quite smoothly considering the number of aircraft involved.

26 February 1967. Captain S. D. CLAYMAN led two aircraft on a resupply mission from QUANG NGAI to NUI THO (BS759469). While on the approach into the landing zone, enemy fire was received from BS774442. Captain J. Q. NESMITH's aircraft received one hit which severed a line on the number one boost system. With the boost system out, Captain NESMITH was unable to fly the aircraft and had to leave it in the zone until parts could be

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flown in the following day. After a maintenance crew had repaired the aircraft, it was flown back to KY HA.

27 February 1967. Major C. W. LEWIS led three BUFFALO CITY and one SWITCH aircraft on a resupply mission from QUANG NGAI to NUI THO (BS 757469). After one lift into the zone, the weather deteriorated to such a point that Major LEWIS decided to return to KY HA and wait for improvement in the weather. While enroute to KY HA, at a low altitude which the weather forced them to fly, intensive enemy fire was received at BS700590. One round hit Major LEWIS's aircraft just behind his seat. The round severed numerous wires in the stabilization equipment aboard the aircraft. Shrapnel from the round struck the gunner in his leg causing a minor wound. The second aircraft received one hit in the aft pylon causing minor damage. Both aircraft returned the fire with unknown effect. Later in the day, Major LEWIS led the same crews on the mission and it was completed.

Part III

1. Personnel. During this period BUFFALO CITY joined four new officers which brought the squadron up to 51 officers and 271 enlisted personnel. Major HETH joined the squadron from 2ndMAN, Captain CRAIG from 3rdMAN, 1stLt HARTMAN from 2ndMAN and 2ndLt SUTTER from 2ndMAN.

2. Casualties. During the reporting period Major D. M. BABITZ was slightly wounded by shrapnel on 20Feb67 and Sergeant R. J. MUSCAT was slightly wounded by shrapnel on 27Feb67. Pfc W. B. REPKO was slightly wounded on the 17th of February 1967 by shrapnel.

3. Awards. During the reporting period BUFFALO CITY was awarded 121 Air Medals and two Purple Hearts. LtCol W. M. ELDRIDGE received the Vietnamese Cross of Gallantry for his actions on Operation RIO GRANDE and Major C. R. PERRY received a Korean Decoration for his actions in an emergency troop insert in support of Korean Marines.

The following personnel received the PURPLE HEART: Major D. M. BABITZ
PFC W. B. REPKO

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

5. <u>Squadron Totals</u> .	Flight Hours	1675.8
	Sorties	4831
	Mission (Complete)	172
	Cargo (tons)	1723.6
	Passengers/Troops	10836

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