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HMM-165 S&C Files

Control # 03A09467

MARINE MEDIUM HELICOPTER SQUADRON 165

Marine Aircraft Group 36

1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, 9660230:SLH:rps
03A09467
4 April 1967

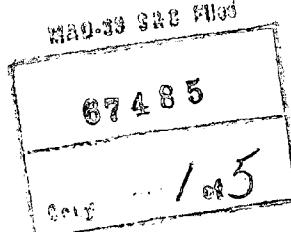
From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 36

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 1-31 March 1967

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

*D.C. Heim*D. C. HEIM
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MARINE MEDIUM HELICOPTER SQUADRON 165
 Marine Aircraft Group 36
 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco, 96602

Part I

1. Commanding Officer	LtCol W. W. ELDRIDGE, JR.	Total Period
Executive Officer	Major D. C. HEIM	Total Period
Operations Officer	Major W. T. READ	Total Period
Administrative Officer	Major R. H. LOCKWOOD	1-24Mar67
Maintenance Officer	Major J. J. THARP	25-31Mar67
Logistics/Supply Officer	Major D. N. ANDERSON	Total Period
NATOPS Officer	Major C. R. PERRY	Total Period
Safety Officer	Major C. W. LEWIS	Total Period
	Captain B. R. MASSEY	Total Period
2. MCAF KY HA, RVN 96602		
1-31 March 1967		
3. Average Strength: OFF 52 ENL 197		
4. Important Visitors: NONE		

Part II

a. During the month of March, BUFFALO CITY supported only one major operation. The squadron devoted the majority of their time to this operation and its actions against the insurgent Viet Cong Forces.

Once again the squadron maintenance personnel rose to the occasion and through their diligent untiring sacrifices maintained a constant availability of fifteen aircraft a day. Their devotion to duty during the long and hard hours needed to maintain this availability enabled BUFFALO CITY to fly 1598.5 hours during this period. Since arriving in 1stMAW, HMM-165 has accumulated 7691.3 flight hours.

In support of operation DESOTO, in the NUI DANG area, BUFFALO CITY logged 695.4 flight hours, lifted 1014.5 tons of cargo, and 2658 troops. A total of 1944 sorties were flown in support of this operation.

b. OPERATIONAL HIGHLIGHTS

1 March 1967. Major T. P. LOUGHEED departed KY HA with a flight of two BUFFALO CITY aircraft to retrieve a downed Marine O1-C in the Opera-

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tion DESOTO area. The DREAM HOUR aircraft had lost an engine and landed on the beach within the NUI DANG TAOR. Upon arriving in the area Major LOUGHEED dropped off the maintenance team at the downed aircraft's location, BS 810420. The maintenance crew took the wing off the O-1C and rigged it for an external lift. Major LOUGHEED picked up the aircraft without incident and his wingman, Major D. C. HEIM picked up the wing and maintenance crew internally. The flight then proceeded to CHU LAI and returned the aircraft and crew to the DREAM HOUR flight line. The flight returned to KY HA after a completely successful and professional recovery of a downed aircraft.

2 March 1967. Major R. H. LOCKWOOD departed KY HA with a flight of five BUFFALO CITY aircraft and one SWITCH aircraft on a Marine strike in the Operation DESOTO area. While two KLONDIKE aircraft controlled the landing zone preparation, Major LOCKWOOD's flight picked up the first wave of troops at NUI DANG, BS815385. Once the CONDOLE, SWISS, and OXWOOD aircraft had thoroughly prepped the landing zone at BS846357, KLONDIKE called in the first wave of aircraft. Major LOCKWOOD's flight landed on the beach and debarked the Marines. A total of four waves of Marines were landed in the objective area, and when the lift was complete, two hundred and eighty four Marines had been lifted into the landing zone. Major LOCKWOOD's flight returned to KY HA without further incident.

3 March 1967. Lieutenant R. M. DALBEY departed KY HA with a flight of two BUFFALO CITY aircraft to recover a downed UH-1E off of the I.P.H. U.S.S. IWO JIMA. Once arriving in the area Lt. DALBEY and his wingman, Captain D. P. KLINGLER, landed aboard the IWO JIMA to insure that the aircraft was properly prepared for the external lift. While Lt. DALBEY picked up the UH-1E, Captain KLINGLER loaded aboard the rotor blades, radios, and crew members of the UH-1E. The pickup was completed without incident and the flight proceeded to KY HA. Lt. DALBEY set the UH-1E down on the KLONDIKE flight line and Captain KLINGLER dropped off the aircraft parts and crew members. The flight returned to the north mat at KY HA after another successful aircraft recovery for BUFFALO CITY.

7 March 1967. Major T. P. LOUGHEED departed KY HA with four BUFFALO CITY aircraft as the second division of an ARVN strike led by SWITCH. Major LOUGHEED's flight picked up their sixty four troops at QUANG NGAI and proceeded to the objective area at BS556597. The weather was deteriorating rapidly around the landing zone just as the KLONDIKE gunships and a flight of OXWOOD A-4's finished prepping the objective area. With weather closing in rapidly, the SWITCH flight and Major LOUGHEED's flight dropped the ARVN troops in the zone. Throughout the vertical assault KLONDIKE continually strafed the suspected enemy positions and the strike was completed without incident. Major LOUGHEED and his flight returned to KY HA, while the KLONDIKE aircraft continued supporting the ground operations.

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8 March 1967. Major W. T. READ departed NUI DANG with three BUFFALO CITY aircraft on a high priority troop retraction of a hundred and fifty-six ARVN troops and five U.S. advisors at BS893273. Once in the objective area and radio contact had been made with the ARVN unit, Major READ advised his flight that the landing zone would only accommodate two aircraft at a time. Major READ went into the landing zone alone on the first trip into the zone and with the first load of troops aboard climbed back to altitude while Major D. C. HEIM led the remainder of the flight into the landing zone. Major READ advised the flight that the zone appeared clear and no sniper fire was taken. Major HEIM and Captain J. C. TATUM, his wingman, landed in the zone and prepared to embark the troops. Major HEIM's ramp on the aircraft would not operate and the ARVN's had to be loaded aboard through the side door, a much slower loading procedure. Finally they had a full load of troops aboard and commenced their take-off. Just after take-off Major HEIM and Captain TATUM encountered intense small arms sniper fire from BS894282. While they continued their climb to altitude, Major READ called LANDSHARK "A" for fixed wing aircraft. After dropping the ARVN's at QUANG NGAI, OXWOOD 125, two A-4's, arrived on the scene. Once in the objective area, Major READ directed them on the target with dummy runs. Once the target and friendly positions were completely identified, Major READ cleared the OXWOOD flight in hot on the enemy positions with snake eye rockets and 20mm cannon. OXWOOD 125 was also taken under fire from the enemy positions but continued their attack until all ordnance was expended. Another OXWOOD flight checked in, and Major READ turned them over to OXWOOD 125 who controlled them on the target while Major READ's flight dropped off the troops at QUANG NGAI and refueled. Once back in the objective area with SWISS 063 flight, two F-4's, Major READ controlled them on the enemy positions. While SWISS 063 flight continued their attack on the enemy positions Major READ had Major HEIM land first in the landing zone because it would take him longer to load troops with the defective ramp. Once Major HEIM had lifted out of the zone, Major READ and Captain TATUM commenced their approach and landed in the zone to pick-up all the remaining ARVN and U.S. advisors. While sitting in the landing zone Major READ and Captain TATUM were again taken under intense weapons fire from both BS894282 and BS893273 and Major READ's aircraft was hit by four rounds. SWISS 063 immediately rolled in on the new target while Major READ's gunners opened up on the enemy position. PFC R. G. DAVIS, Major READ's gunner opened fire on a Viet Cong running towards the aircraft from about fifty yards away and dropped him on the spot. Finally all the troops were aboard the aircraft and while still under intense enemy fire Major READ and Captain TATUM lifted out of the zone and proceeded towards QUANG NGAI. Major HEIM joined them enroute and the flight debarked their troops at QUANG NGAI and returned to KY HA without further incident.

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11 March 1967. Major T. P. LOUGHEED departed KY HA with a flight of two BUFFALO CITY aircraft with a load of supplies for the LSA at NUI DANG, BS817387. After completing this mission, Major LOUGHEED's flight would insert ANTIFREEZE, a Marine recon team, into BS728378. On the approach into NUI DANG Captain R. T. SHEA, Major LOUGHEED's wingman, encountered light sniper fire from BS812390 and his aircraft was hit by one enemy round. ANTIFREEZE was picked up at NUI DANG; and with two KLONDIKE gunships and two OXWOOD A-4's as escort, Major LOUGHEED proceeded to the objective area. The KLONDIKE gunships checked out the zone and advised Major LOUGHEED that the area appeared clear. Major LOUGHEED commenced his approach and landed without incident. Major LOUGHEED debarked his troops and called Captain SHEA in just as he was lifting out of the zone. Captain SHEA also landed without incident but on takeoff was taken under intense enemy fire. For the second time today Captain SHEA's aircraft was hit by an enemy round but neither hit caused anything other than minor damage to his aircraft. Once the flight was joined up at altitude, the KLONDIKES asked ANTIFREEZE for their situation report and they advised that they were all secure and in no immediate danger. Major LOUGHEED started for NUI DANG but was diverted enroute to pick up an emergency medevac at BS817387. The medevac was picked up without incident and Major LOUGHEED returned to NUI DANG and picked up fourteen more U.S. Marine wounded and delivered them to the 1st Medical Battalion at KY HA. The medevacs were dropped off and the flight returned to the north mat at KY HA.

12 March 1967. Major T. P. LOUGHEED departed KY HA with two BUFFALO CITY aircraft on a recon insertion in the Operation DESOTO area. CRANKCASE, the recon team, was picked up at NUI DANG, BS815385. Accompanied by two KLONDIKE gunships and two OXWOOD A-4's, Major LOUGHEED proceeded to the objective area with the 21 Marines aboard the two BUFFALO CITY aircraft. Once in the objective area, Major LOUGHEED and the KLONDIKE aircraft began searching for a suitable landing zone. After about forty minutes of searching a rice paddy area was located at BS732361 and the KLONDIKES advised the BUFFALO CITY flight that the zone appeared to be clear. Major LOUGHEED commenced his approach to the landing zone and landed without incident. He said the zone was clear but the high trees around the rice paddy restricted the approach. CRANKCASE elected to remain in the area and Major LOUGHEED debarked the Marines and lifted out of the zone. Captain NESMITH commenced his approach to the rice paddy and also landed without incident. Once the Marines were out of his aircraft he lifted out of the zone and started climbing back to altitude to rejoin his flight leader. After climbing above the trees surrounding the landing zone, Captain NESMITH's aircraft was taken under intense automatic weapons fire at BS740356. Captain NESMITH immediately took evasive action while his crewchief threw out a red smoke to mark the fire for the KLONDIKE aircraft. The KLONDIKE's rolled

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in on the target and were also taken under enemy fire. Captain NESMITH continued his climb to altitude and once again was taken under enemy fire and his aircraft was hit by one enemy round. Captain NESMITH's gunner, PFC G. H. SHIVE, was wounded by shrapnel from the round but still managed to throw out another red smoke and stood by his gun attempting to spot the enemy fire. Captain NESMITH immediately advised Major LOUGHEED that his gunner had been wounded by shrapnel. Major LOUGHEED directed Captain NESMITH to head for NUI DANG and obtain medical assistance for PFC SHIVE. Major LOUGHEED remained in the area in the event CRANKCASE ran into trouble on the ground. Captain NESMITH landed at NUI DANG and PFC SHIVE was taken into the field hospital to have the shrapnel removed from his arm. Approximately five minutes later, Major LOUGHEED landed at NUI DANG and both aircraft stood by in the event CRANKCASE ran into trouble. A few minutes later the KLONDIKES landed and said the recon team was all secure and in no immediately danger. Once PFC SHIVE's wound was treated and dressed, the flight returned to KY HA without further incident.

14 March 1967. Major D. N. ANDERSON with two BUFFALO CITY aircraft joined three MOHAIR aircraft for a strike at BS743378. Sixty troops were loaded at NUI DANG. The flight took off and rendezvoused at the landing zone with KLONDIKE UH-1E's who were controlling fixed wing air strikes in the IZ. Immediately upon conclusion of the air prep, the flight landed the Marines. While in the landing zone enemy fire was received but no hits were taken. The strike was successfully completed and the BUFFALO CITY aircraft returned to KY HA.

16 March 1967. Major W. T. READ departed KY HA with two BUFFALO CITY aircraft for landing zone QUAIL. There, HONG KONG, a recon team was picked up. This team was to be inserted at BT282043; at the same time, DATELINE was to be retracted. Enroute to the landing zone Major READ rendezvoused with two KLONDIKE UH-1E's and a section of fixed wing aircraft. After making contact with DATELINE, the recon team said that they were lost and needed assistance in finding the landing zone. While Major READ kept his section high along with the fixed wing, the KLONDIKERS went down to locate the team and lead them to the IZ. After several passes over the rough terrain, the team was located. The location of the team and the terrain between them and the landing zone made it apparent that they still had about one hour of travel remaining. At this point, Major READ elected to retract another team, DIAGNOSIS, from a zone located at BS386936. Since Major READ was already loaded, this task fell to his wingman, Captain S. L. HENNING. Once again the KLONDIKERS located the recon team and determined the enemy situation. The team was not in contact but they recommended that an area to the north of their position be avoided because of possible enemy fire.

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With the fixed wing aircraft making low passes and a UH-1E on each side, Captain HEMMING made his approach to the pickup zone. The slope of the zone precluded getting more than one wheel on the ground and the team had to be pulled in through the door since the team could not climb up the ramp. After holding the aircraft as steady as possible the team was loaded safely aboard and returned to LZ QUAIL. Approximately one hour later, Major READ returned to the vicinity of DATELINE. The team still had not reached the LZ and once again the UH-1E's assisted in leading the team to the LZ. Finally the team did reach the zone and Major READ began his approach with the ever present UH-1E's on each side. The zone required an up slope approach with a turn on the spot to allow for a take off route once the team was aboard. After successfully landing in the zone, the switch between HONG KONG and DATELINE was made and Major READ departed. Before being able to climb to a safe altitude, Major READ had to dump fuel and fly down the side of the hill in order to gain translational lift and airspeed. With this accomplished, the BUFFALO CITY aircraft returned to KY HA after dropping DATELINE at LZ QUAIL.

17 March 1967. Major D. M. BABITZ launched on an emergency retraction of a 15 man recon team from BS757305. The team, BASKETBALL, was being tracked by the Viet Cong and were receiving occasional rounds of sniper fire. Two KILODIKE UH-1E's were leading the team to a landing zone when Major BABITZ and his section arrived on the scene. The landing zone which was selected was long and narrow and surrounded by trees which were about 125 feet high. The team was briefed to place 8 men on the first chopper and 7 on the second. Due to a mix up 14 men got on Major BABITZ's aircraft and only one on the second piloted by Captain L. R. MEDLIN. As soon as Major BABITZ's crewchief said that the ramp was clear, he lifted. Because of the unexpected weight Major BABITZ literally staggered into the air and only by dumping fuel was he able to keep airborne. Meanwhile Captain MEDLIN was still waiting in the zone for more passengers since he had picked up only one. A quick call to Major BABITZ solved the problem and Captain MEDLIN took off from the zone. The team was dropped at NUI DANG and the BUFFALO CITY aircraft returned to KY HA.

17 March 1967. Major C. R. PERRY led a six plane ARVN strike against Viet Cong located at BT317340. Prior to landing in the zone, six A-4's prepped the zone for forty minutes. While the air strike was in progress, Major PERRY picked up the first wave of troops from the Provincial Headquarters at TAM KY. At the completion of the air strike, Major PERRY landed in the LZ with the rest of the BUFFALO CITY aircraft close behind. While all the aircraft provided suppressive fire, the troops disembarked. The aircraft departed for the pickup zone and repeated the trip into the LZ three more times. Four hundred and sixty ARVN troops were lifted and

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although enemy fire was received, no aircraft were hit and Major PERRY successfully completed the mission.

17 March 1967. Major D. N. ANDERSON led two BUFFALO CITY aircraft on a retraction of DUCKBILL, a recon team located at BS345985. The team had been in contact with the Viet Cong. The BUFFALO CITY aircraft were escorted by two KLONDIKE UH-1E's and two A-4's. Since Major ANDERSON was already loaded, his wingman Captain J. Q. NESMITH, JR. would make the retraction of the 12 man team. This would not be done however until the KLONDIKE aircraft along with the A-4's hammered the suspected Viet Cong positions. At the completion of the air strikes, Captain NESMITH made his approach to the pickup zone located on the side of a mountain. On either side of him were the UH-1E's and A-4's. While they strafed the side of the hill, Captain NESMITH successfully retracted DUCKBILL and departed the pickup zone. Both gunners also fired at the suspected enemy position and because of the fire power, no enemy fire was received. The team was dropped at LZ QUAIL and the flight returned to KY HA.

18 March 1967. While working in support of Operation DESOTO Major C. R. PERRY and Captain B. R. MASSEY were diverted on an emergency retraction of BASKETBALL a recon team located at BS758353. The team was in contact with the Viet Cong and had suffered three WIA's. While two KLONDIKE UH-1E's conducted airstrikes against the VC, the team made their way to an acceptable LZ. After finally breaking contact, the team radioed that they were ready for retraction. Major PERRY landed in the zone and picked up the team. Enemy fire was received in the zone and Major PERRY's gunners returned the fire with unknown results. Major PERRY returned the team to NUI DANG where the wounded were treated. With the mission complete, Major PERRY continued in support of Operation DESOTO.

20 March 1967. Major T. P. LOUGHEED with three BUFFALO CITY aircraft joined two MOHAIR aircraft for a strike against Viet Cong located at BS856 351. The flight picked up the Marine ground troops at NUI DANG and climbed out toward the landing zone. While enroute, KLONDIKE aircraft controlled several flights of fixed wing who prepped the LZ. Just prior to the BUFFALO CITY and MOHAIR aircraft beginning their approach, a smoke screen was laid down by artillery units located at NUI DANG. The smoke screen was to mask the landing of the helos and was very successful. As the helos rolled out on final, the fixed wing and UH-1E's provided suppressive fire. Close coordination between all concerned allowed the troops to be rapidly inserted into the landing zone. While in the zone, sporadic enemy fire was received but none of the helos were hit. One more trip into the LZ was made, and once again the helos successfully landed the troops. At the completion of this mission the BUFFALO CITY aircraft continued to work in support of Operation DESOTO.

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21 March 1967. Major C. R. PERRY led a flight of two BUFFALO CITY aircraft and two MOHAIR aircraft on an ARVN strike at BS384938. The mission was to insert approximately 50 ARVN troops and their American advisors in the hopes of locating a suspected force of unknown size. KLONDIKE UH-1E's and two sections of A-4's prepped the landing zone prior to the helos arrival. After arriving over the landing zone, Major PERRY ascertained that the zone was only large enough for one aircraft at a time. All four aircraft were escorted into the zone individually by the UH-1E's while the fixed wing "capped" the zone. While in the IZ the helos provided their own suppressive fire with their heavy .50 cal. machine guns. All the troops were inserted; and after making sure that they were secure, Major PERRY led the flight back to KY HA.

22 March 1967. Major D. M. BABITZ led five BUFFALO CITY aircraft on a Marine strike to BT370072. Fifty-five Marines were picked up at Hill 69 and were transported to the drop zone which was approximately 15 miles west of KY HA. While enroute to the Landing zone, KLONDIKE UH-1E's controlled the fixed wing air-prep of the IZ. Major BABITZ decided that the zone was not large enough for all five BUFFALO CITY aircraft when his flight arrived over the IZ. With UH-1E's on each side Major BABITZ and his wingman, Captain J. B. SRAMEK, began their approach. Immediately upon landing, Captain SRAMEK reported muzzle flashes to his front. As the first two aircraft departed, the remaining three led by Captain R. W. BYRD landed in the zone. All the troops were landed and the helos departed. After returning to KY HA, the aircraft were inspected for battle damage but no bullet holes were found.

23 March 1967. Major D. M. BABITZ departed KY HA with two BUFFALO CITY aircraft to insert a recon team, BENNINGTON, at BS772394. The team was to be picked up at NUI DANG, after receiving a brief on the situation from the team leader. Prior to the actual insertion, KLONDIKE UH-1E's conducted an air strike on the landing zone with a section of F-4's. The team was inserted without incident and Major BABITZ led the BUFFALO CITY aircraft back to KY HA.

25 March 1967. Major W. T. READ, while deployed to the Marble Mountain Air Facility, led four BUFFALO CITY aircraft in conjunction with five MAG-16 CH-46's on a strike to BT082477. The TACA, DREAMHOUR 22, controlled two flights of A-4's who prepped the landing zone. The troops were picked up from landing zones in the DA NANG area. After the pickup DEADLOCK UH-1E's escorted the helos into the landing zone. On the approach to the landing zone the helos received small arms fire which was returned by the BUFFALO CITY gunners. After several return trips into the landing zone during which more enemy fire was received and returned, the nine helos returned to the Marble Mountain Air Facility. The BUFFALO CITY aircraft

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successfully inserted 144 Marines. After shut down, Major READ discovered one bullet hole in the aft pylon of his aircraft. The damage was not serious and in fact no one in the aircraft were aware they had been hit.

26 March 1967. Major C. R. PERRY, while working in support of Operation DESOTO, departed from the NUI DANG area to insert a recon team at BS 791357. KLONDIKE UH-1E's along with two F-4's prepped the area around the landing zone. Even with the excellent air cover, enemy fire was still received and Major PERRY's gunner returned the fire with unknown results. Insert was accomplished and Major PERRY returned to KY HA.

28 March 1967. Major W. T. READ led a flight of four BUFFALO CITY aircraft on a routine ARVN troop lift and resupply. The troops and supplies were picked up at QUANG NGAI and were taken to NUI THO (BS757470) in addition one company of ARVN's was lifted from NUI THO to SA HUYHN (BS920 222) and two companies were lifted from SA HUYHN to QUANG NGAI. The BUFFALO CITY aircraft were escorted by four sections of A-4's and one section of F-4's. While climbing out of the landing zone at NUI THO, enemy fire was received. Later on another trip into the same zone, the fixed wing aircraft also received fire. The ARVN troops at the outpost provided suppressive fire and the rest of the lift was completed without incident.

29 March 1967. Major D. M. BABITZ led a flight of two BUFFALO CITY aircraft on a retraction of DIAGNOSIS, a recon team located near BS363993. After arriving over the selected zone, Major BABITZ determined that it was not large enough for his helo. He then landed his aircraft in the nearest acceptable zone and waited for the team to reach him. KLONDIKE UH-1E's, who were escorting the BUFFALO CITY aircraft, directed the team to Major BABITZ. After 15 minutes the team reached the awaiting aircraft and was retracted. The combination of the heat and rough terrain caused one member of the team to become a heat casualty and he was med evaced to KY HA where the mission ended.

30 March 1967. Captain B. R. MASSEY was diverted from a resupply mission by LANDSHARK "Y" to pickup 11 U. S. Marines med evacs from GOLF Company at BS881359. Captain MASSEY's wingman was still off loading the IST into NUI DANG (BS815385), so a H-34 aircraft from CLIP CLOP volunteered to act as his SAR while Captain MASSEY picked up the med evacs. Captain MASSEY in the BUFFALO CITY aircraft picked up a corpsman from NUI DANG and with the CLIP CLOP on his wing launched out to the objective area. Once in the area two KLONDIKE aircraft, who were operating in the GOLF company area, advised Captain MASSEY that there had not been any sniper fire for 30 minutes and that he had a 50-50 chance of getting in to pickup the med-

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evacs. Captain MASSEY said he'd give it a try and commenced his approach to rescue the wounded Marines. Once on final Captain MASSEY's aircraft was subjected to intense automatic weapons fire and was hit by enemy rounds at least four times. Both the gunner, PFC E. DONOFRIO, JR., and the corpsman, HM2 D. M. MIFFLIN, were wounded by direct hits in the legs and just before touchdown PFC DONOFRIO was wounded again but continued his suppressive fire even though wounded severral times by shrapnel and a direct hit in the leg. Once on the ground, PFC DONOFRIO and HM2 MIFFLIN began helping the wounded Marines into the aircraft through the side door because the ramp had been rendered inoperative due to battle damage. The aircraft was hit four more times by enemy fire but even in the midst of withering enemy fire PFC DONOFRIO and HM2 MIFFLIN though both painfully wounded continued going out of the aircraft and bringing back wounded Marines until all the med-evacs were aboard the aircraft. There were eight wounded and one KIA and while the corpsman immediately started attending the wounded, Captain MASSEY took off and returned to NUI DANG and dropped off the med-evacs and the wounded gunner and corpsman. Inspection of the aircraft determined that the aircraft was seriously damaged and could not be flown back to KY HA until it was repaired. Captain MASSEY's wingman picked him up and his crew and returned to KY HA without further incident. This mission by Captain MASSEY and his courageous crew undoubtedly saved the lives of the wounded Marines, WELL DONE!!!

Part III

1. Personnel. During this period BUFFALO CITY joined seven new officer and transferred nine officers which brought the squadron to 49 officers and 189 enlisted personnel. Major THARP, 1/LT DICKERSON, 1/LT ROGERS, and 2/LT JONES joined the squadron from the 2dMAW. 1/LT BUIKLEY, 2/LT EATON and 2/LT MORRIS joined the squadron from the 3dMAW. BUFFALO CITY transferred Major LOCKWOOD and Capt. FRACKER to the 1stMAW and Capt. R. E. JOHNSON, Capt. WHITE, Capt. HOLLIS, Capt. DEVORE, Capt. HACKER, Capt. STEIN and Capt. FULLER departed for CONUS after a sucessful tour in RVN.

2. Casualties. During this reporting period PFC Ernest DONOFRIO, Jr. was wounded several times by shrapnel on 30 March and is expected to return to the squadron on the 3rd of April.

3. Awards. During this reporting period BUFFALO CITY was awarded 374 Air Medals and two PURPLE HEARTS. Captain B. R. MASSEY received the Distinguished Flying Cross for his actions in October while making an emergency night recon retraction.

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The following personnel received the PURPLE HEART:

2/LT B. L. HARDIN
PFC E. DONOFRIO, JR.

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. Squadron Totals.

Flight Hours	1598.5
Sorties	4394
Mission (Complete)	239
Cargo (tons)	1635.9
Passengers/Troops	8230

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