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MARINE HELICOPTER SQUADRON 165  
Marine Aircraft Group 36  
1st Marine Aircraft Wing, FIFPac  
FMF, San Francisco, 96602

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5 May 1967

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)

Subj: Command Chronology, submission of (U)

Ref: (a) MSG 5750.2A  
(b) MSG 5750.2C  
(c) MSG 5750.1A

Enclosure (1) Command Chronology for the period 1-30 April 1967

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

*J. A. Reamer*  
J. A. REAMER

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5 May 1967

## MARTIN HELICOPTER SQUADRON 165

Marine Aircraft Group 36  
1st Marine Aircraft Wing, FMFPac  
FPO, San Francisco, 96602

## Part I.

1. Commanding Officer	LtCol W. L. ENDERIDGE, JR.	Total Period
Executive Officer	Major D. G. HERTZ	Total Period
Operations Officer	Major W. T. READ	Total Period
Administrative Officer	Major J. J. THOMP	Total Period
Maintenance Officer	Major D. M. ANDERSON	Total Period
Logistics/Supply Officer	Major C. E. PERRY	Total Period
NETOPS Officer	Major G. W. DAVIS	1-8Apr67
Safety Officer	Captain L. L. PAYTON, JR.	9-30Apr67
	Captain B. R. MASSEY	Total Period

2. MACV KY HA, RVN 96602  
1-30 April 1967

3. Average Strength: OFF 50 ENR 191

4. Important Visitors: Major General J. B. ROBERTSON was aboard on 30 April 1967 for the Change of Command Ceremony when LtCol John "R" REAMERS assumed command of HM-165 from LtCol W. L. ENDERIDGE. Major General ROBERTSON addressed the officers and men of the squadron before leaving for MAC-36 Headquarters to present awards to MAC-36 personnel.

## Part II.

5. During the month of April, HM-165 supported four major operations against the insurgent VIET CONG forces. In the support of these operations the BUFFALO CITY flight leaders were constantly called upon to provide the vanguard for the major strikes in their objective areas. The pilots and crewmembers of HM-165 continually distinguished themselves while supporting these major operations.

During the month of April the squadron maintenance department continually faced seemingly unsurmountable obstacles due to the lack of parts needed to repair the BUFFALO CITY aircraft. Even with all these problems against them, they still managed to maintain a constant availability of 1.2 aircraft per day. Their diligence to duty and untiring sacrifices during the long and hard hours needed to maintain this availability enabled BUFFALO CITY to fly 1358.6 flight hours during this period. Since arriving in 1st MAW in September, HM-165 has accumulated 9049.9 flight hours.

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5 May 1967

In support of Operation DESOTO, in the NUT DANG area, BUFFALO CITY logged 207.0 flight hours, lifted 275.0 tons of cargo and 1373 troops. A total of 610 sorties were flown in support of this Operation.

In support of Operation BOONE/SEA DRAGON, just northeast of QUANG NGAI along the coast, BUFFALO CITY logged 74.0 flight hours, lifted 35.3 tons of cargo, and 984 troops. A total of 250 sorties were flown in support of this Operation.

In support of Operation UNION, in the NUI LOC SON area, BUFFALO CITY logged 91.6 flight hours, lifted 89.9 tons of cargo, and 251 troops. A total of 223 sorties were flown in support of this Operation.

In support of Operation SHAWNEE, west of HUE/PHU BAI, BUFFALO CITY logged 84.4 flight hours, lifted 40.9 tons of cargo, and 547 troops. A total of 207 sorties were flown in support of this Operation.

b. OPERATIONAL HIGHLIGHTS

1 April 1967. Major D. N. ANDERSON with two BUFFALO CITY aircraft departed KY HA before sunrise on an emergency mission to evacuate two wounded members of a Marine Recon team. The flight rendezvoused with two KLODNIKE UH-1E's and two PENGUIN A-4's and proceeded to the recon team's position at BS772395. Enroute enemy fire was received from BS805 480, but both aircraft escaped being hit and the flight continued. At the landing site Major ANDERSON made his approach as the escort aircraft flew cover to discourage any enemy activity. The wounded Marines and one VC KIA were loaded aboard and rushed to DELTA Company, First Medical Bn at KY HA where the wounded received much needed attention. The flight then returned to KY HA.

3 April 1967. Major D. C. HELM led a flight of 12 BUFFALO CITY aircraft on a strike to an area approximately 17 miles southeast of CHU LAI in support of Operation BOONE. A battalion of Korean Marines in conjunction with U. S. Marines and ARVN's had been sweeping this area for the previous two days. After the Korean Marines had reached their initial objectives, the scheme of maneuver called for the 12 BUFFALO CITY aircraft to helo lift the Koreans to two separate landing zones located on the coast at BS787834 and BS792895. While the U. S. Marines and ARVN's held blocking positions, the Koreans would reverse their sweep and attempt to clear the area of the VIET CONG.

As Major HELM led the flight into the first pickup zone located at BS732840, the KLODNIKE TACs controlled the first of many fixed wing flights who prepped the landing zones. Since the pickup zone was not big

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5 May 1967

enough for all aircraft, the last two divisions orbited until the first two divisions were loaded. Then they began their approach. Immediately after landing in the zone, Captain L. L. PAYTON reported incoming mortar fire but the troops were loaded and the aircraft climbed out of the pickup zone and rendezvoused with the rest of the BUFFALO CITY aircraft. All aircraft received fire approaching and leaving the pickup zone. Major HEIM then proceeded to an area off of the coast to await the call from the KILODIKE TAC that the landing zone was ready. After many air strikes the zone was considered ready and Major HEIM led the flight in over the coast in a column of divisions. As soon as the aircraft crossed the coast, intense enemy fire was received from the bombed out areas. Almost immediately, the BUFFALO CITY gunners dropped red smoke and began to return the fire while the pilots began to call out the positions from which the fire was being received. Quickly the KILODIKE escorts rolled in on the enemy positions firing their rockets and machine guns. The BUFFALO CITY flight landed, debarked the troops, and quickly departed for the pickup zone. Once again at the pickup zone enemy fire was received but the remaining troops in this zone were picked up. Major HEIM again led the flight into the drop zone and again the flight was met by a hail of enemy bullets. The enemy fire was returned and as soon as the BUFFALO CITY flight cleared the landing zone, fixed wing were again used to bomb and strafe the enemy positions. The troop lift was better than on half complete. A command group and supporting weapons were picked up from BS676850 by the first eight aircraft and were taken to the first landing zone. This time, however, the approach to this zone was varied to avoid the areas from which the enemy fire had been received; but as the BUFFALO CITY aircraft began their approach, intense small arms and automatic weapons fire was received. Again the BUFFALO CITY gunners returned the fire, and the helos made it into the zone. Major HEIM's aircraft was hit three times, with one round hitting in the number two engine but the aircraft made the landing zone. His crew chief, Sergeant John KUTNEY, received a bullet through the arm, and gunner 1st Sergeant John G. SILVA was wounded by shrapnel. Meanwhile, Lt R. W. DAWBNEY's aircraft had been hit five times in his approach wounding one passenger critically. After debarking his troops he immediately departed for KY HA where medical facilities were available. During the short amount of time the aircraft were in the zone Major HEIM's crewmen were picked up by his wingman, Lt C. H. MANNING, and also medevaced to KY HA. Somehow Major HEIM's co-pilot, Lt D. L. START, restarted their number two engine and a successful liftoff from the landing zone was accomplished. Immediately after take off the number two engine flamed out and the attempted restart was unsuccessful. The aircraft was flown single engine to CHU LAI where the battle damage was repaired. Meanwhile the aircraft departed the landing zone and received still more fire. Captain

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5 May 1967

PAYTON's aircraft was hit in a fuel cell and was forced to depart for KY HA streaming fuel.

Major W. T. READ assumed command of the remaining aircraft and directed those remaining to join him and proceed to QUANG NGAI for fuel. Out of thirteen aircraft there were now only four left. The remaining nine were either forced out of the flight from battle damage or were escorting damaged aircraft back to KY HA. Captain B. R. MASSEY had taken over the lead of those nine aircraft and informed Major READ that he would return to the third pickup zone with all remaining aircraft that had not been damaged after refueling at KY HA.

Approximately one half hour later, the rendezvous was effected and once again the BUFFALO CITY aircraft now reduced to seven returned to the battle. The third pickup zone was located at BS72984.9 and was large enough for all seven aircraft. The Koreans were loaded and the BUFFALO CITY aircraft departed. While climbing out of this zone, enemy fire was again received and almost every gunner in the flight returned it. The enemy fire quickly subsided. During the previous delay, the KILODIKE TACA had again called in air strikes to neutralize the second landing zone. As Major READ brought the flight in, the KILODIKE aircraft marked the zone and the BUFFALO CITY aircraft began their approach. The fixed wing had left most of the area around the landing zone in flames but once again intense enemy fire was encountered. Captain S. D. CLAYMAN's aircraft was hit. One round splattered against Captain CLAYMAN's armored seat, slightly wounding him in the leg with shrapnel. Another round caused a CS grenade attached to the belt of one of the Korean Marines to explode. Bits of shrapnel injured the gunner, Sergeant R. G. VERDE and the Korean trooper was also seriously injured. Immediately the aircraft was enveloped with the tear gas fumes. Somehow Captain CLAYMAN and his co-pilot Captain K. H. JOHNSON got the aircraft into the zone and the troops disembarked. By washing their eyes out with water obtained from a canteen, both pilots got the aircraft out of the landing zone and back to KY HA where all the crew and the Korean Marine received attention.

This left Major READ with six aircraft to complete the troop lift. However, 1stLt C. H. MANNING and Captain J. S. ROEDERER who had returned to KY HA in two of the damaged aircraft arrived on the scene with a repaired aircraft in time to bring the total back up to seven for the final wave. The remaining troops were picked up and with the ever present UH-1T alongside landed in the zone. This time only light fire was encountered. This completed the mission. Five hundred and fifty-six Korean Marines had been lifted, eight of the thirteen BUFFALO CITY air-

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30:SIH:rps  
5 May 1967

craft received battle damage, two pilots and four crewmen received minor injuries, and two passengers received critical injuries. The BUFFALO CITY aircraft accomplished the mission in the face of heavy enemy fire and deserve a well done.

4 April 1967. On this date Major T. P. LOUGHEED briefed his flight of four CH-46A's for a Marine strike to be conducted at BS678891. The pickup zone for the troops was landing zone MAGNOLIA. Major LOUGHEED'S section manned aircraft and proceeded to the pickup zone while the second section led by Captain J. F. PLEVA was slightly delayed in taking off. As a result, Major LOUGHEED'S section was loaded and circling in the objective area as Captain PLEVA'S section approached MAGNOLIA for a supposedly routine pickup. The troops aboard and ready to go, Captain PLEVA lifted and began a spiral climb to altitude. As the aircraft passed through 500 feet the unexpected happened, and the section was brought under heavy fire resulting in five hits to Captain PLEVA'S aircraft. Despite the loss of a generator and one hydraulic flight boost system, the aircraft was safely returned to MAGNOLIA. Regardless of these unforeseen circumstances the three remaining aircraft rushed to the strike area where a flight of DECEMBER A-4's directed by KLONDIKE 2-1 was now nearing completion of a preparatory air strike. Covered by KLONDIKE the flight made its landing without receiving fire. Major LOUGHEED then returned to MAGNOLIA and loaded the troops from Captain PLEVA'S stricken aircraft aboard his own. He then returned to the strike zone where the under strength ground forces were now brought to full strength. The flight then returned to KY HA, and later in the day the efforts of maintenance repair crew allowed the downed aircraft to be flown back to home base.

6 April 1967. At 1725H on this date word was received by the Squadron Operations Duty Officer that the squadron must send eight aircraft on an emergency retraction of KMC troops from BS769861. Three Korean Companies were to be removed before dark. Eight BUFFALO CITY aircraft were manned and in the air led by Major W. T. READ. Together with MOHAIR 6-1 flight, the aircraft proceeded to the pickup coordinates. In the mean time, several flights of A-4's were busy destroying suspected enemy position. Off shore U. S. Navy swift boats were ready to suppress any opposition the flight might encounter. KLONDIKE 11-1 acted as TACA and guided the flight into its pickup zone on the beach. The preparatory fire was completed and the flight made its approach. Major READ'S division closely was followed by that of Major D. C. HELM. Fire was received from a village at BS775862 but was silenced by the A-4'S accurate bombing. It took three trips into the pickup zone, each time under enemy fire, but by night fall the lift had been completed successfully.

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5

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5 May 1967

with the Korean troops safely returned to positions within their TAOR.

7 April 1967. Captain L. L. PAYTON departed PHU BAI with a flight of two BUFFALO CITY aircraft on an emergency resupply mission in support of Operation BIG HORN. The section was escorted by two VMO-3 gunships, OAKGATE 4-1 and 4-2. With darkness settling in and the weather deteriorating to a 400 foot ceiling with two miles visibility in haze, the flight proceeded to the PILSNER LSA at YD535327 to begin their resupply mission. Due to the hazardous weather conditions the flight was forced to fly at tree top level throughout the mission. Captain PAYTON's flight resupplied three positions from the PILSNER LSA at YD604383, YD 600398, and YD612387. The flight received enemy fire while sitting in the zone at YD604383 but none of the aircraft were hit by the enemy rounds. PILSNER had three more platoons that had to be resupplied at YD441369, YD435359 and YD458355. Even though they were now in complete darkness in extremely hazardous weather, Captain PAYTON elected to continue the mission. The supplies were picked up and the flight proceeded back into the foothills to attempt the resupply of the ~~belonged~~ platoons. Once in the VIET CONG infested foothills, Captain PAYTON realized that he had almost no forward visibility due to the darkness and weather. His only directions on obstructions in his path and the location of the landing zones came from his crew chief and gunner, Corporal R. A. DICK and Lance Corporal S. D. HORNE. Both DICK and HORNE stuck their heads out of the sides of the aircraft and directed Captain PAYTON into the resupply zones and warned him of all obstructions in his flight path. Only through their outstanding performance and diligence to duty was this mission able to be completed. While resupplying these three zones the flight was constantly hampered by sniper fire and Captain L. R. MEDLIN, Captain PAYTON's wingman, received one hit in his rotor blades from the enemy fire. With the emergency resupply completed, Captain PAYTON's flight proceeded back to PHU BAI and while enroute received constant sniper fire. OAKGATE 4-1 and 4-2 continually swept both sides of the flight and did an outstanding job of protecting the two BUFFALO CITY aircraft, during the hazardous return trip to PHU BAI. Once back at PHU BAI, the entire flight received a hearty "well done" from PILSNER 6, the battalion Commanding Officer, for their devotion to duty in extremely hazardous weather conditions and the completion of their mission over seemingly impossible conditions.

8 April 1967. Captain J. F. PLEVA departed KY HA with a flight of two BUFFALO CITY aircraft on a recon insertion at BT279015. Escorted by two KLONDIKE gunships and two BLACK ACE F-4's, Captain PLEVA proceeded to the objective area with the twelve Marines of ANTI FREEZE aboard his two aircraft. Due to heavy cloud cover Captain PLEVA had to pick his

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6

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5 May 1967

way into the area among the clouds over harsh mountainous terrain. Once in the area the KLONDIKE gunships located two landing zones and went below the 100 foot ceiling to mark them for Captain PLEVA's consideration as a landing zone. With the zones marked, Captain PLEVA went below the overcast and advised the Klondikes that neither zone was acceptable to the ANTI FREEZE team leader but a third zone in a rice paddy area was completely acceptable for his mission. Since the landing zone was located in a notoriously hostile area, the KLONDIKES requested permission of the team leader to prep the zone to clear the area of any possible booby traps. The team leader agreed and KLONDIKE brought the BLACK ACE's down from altitude to prep the zone. With pin point accuracy and professional airmanship the BLACK ACE's cleared the landing zone of booby traps, even though they had to work through a overcast of heavy clouds. Once the BLACK ACE's were clear of the area the KLONDIKES raked the zone with machine gun fire and called for Captain PLEVA and Captain S. L. HENNING to start their approaches. Descending through the overcast Captain PLEVA and Captain HENNING spotted the marking smoke in the zone and landed without any problems although the rice paddy area was located in a deep valley and bounded on all sides by tall trees and towering mountains. With ANTI FREEZE inserted and all secure, Captain PLEVA led his flight out of the area and returned to KY HA without further incident.

9 April 1967. With the completion of Operation DESOTO, BUFFALO CITY aircraft began returning Marines and cargo from the NUI DANG area. On this date two CH-46A's led by Major D. C. HEIM carried 66,700 pounds of cargo from BS815385 to the LST's waiting off shore. Twelve trips between the ship and the LSA were accomplished. With a total flight time of over 10 hours, the flight returned to KY HA.

10 April 1967. Captain L. L. PAYTON departed PHU BAI on recon inserts and extractions in support of III MAF. The section was escorted by two VM-3 gunships, OAKGATE 4-1 and 4-2 throughout the mission. After one insertion was completed successfully the flight returned to PHU BAI and picked up PRIMNESS I, a Marine recon team. Captain PAYTON's wingman, 1stLt S. S. MORRIS, was going to handle the insertion and put the Marines deep into VIET CONG infested territory at YD735087. The insertion was completed without incident but on takeoff, the unexpected happened. Lt MORRIS's number two engine quit, just as he was clearing a ridgeline which led to the river valley below. Taking immediate action, Lt MORRIS attained his single engine airspeed and began jettisoning fuel. The aircraft still could not maintain altitude and Lt MORRIS maneuvered his aircraft into the river valley where he was able to maintain his altitude. Barely skimming the trees, Lt MORRIS began a

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7

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30:SLH:rps  
5 May 1967

gentle 180 degree turn in order to head back out of the valley towards PHU BAI and safety. After executing a perfectly level turn while at a critical flight condition. Lt MORRIS headed for HUE flying about 10-15 feet over the river. The OAKGATE gunships swept both sides of Lt MORRIS in order to protect his aircraft. Captain PAYTON immediately analysed the situation and realized that Lt MORRIS would have a difficult time navigating while coping with his single engine so he ranged back and forth about a mile ahead of Lt MORRIS picking out the best route and giving Lt MORRIS directions back to PHU BAI. Fuel was at a critical state for Lt MORRIS as he broke out of the foothills and spotted HUE Citadel airport, a little asphalt runway on the outskirts of the city of HUE. A single engine landing was accomplished without incident and the aircraft was shut down. Once on the ground Lt MORRIS was advised by Army personnel that the area was completely unsecure and that the aircraft would have to be removed before nightfall. With no chance of replacing the engine before nightfall Lt MORRIS decided to strip his aircraft completely down to a minimum and attempt to fly the aircraft out on one engine and back to the military installation at PHU BAI. Captain PAYTON returned to PHU BAI for fuel while Lt MORRIS and his crew completely stripped the aircraft of all non essential equipment. Captain PAYTON returned with the needed fuel and they filled the aircraft with just a little more fuel than the trip to PHU BAI would require. Lt MORRIS and his crew chief were the only people aboard the aircraft as they taxied to the end of the runway for takeoff. Lt MORRIS added power and began rolling down the runway trying to gain enough speed to attempt a takeoff. With only a few feet left to the end of the runway, Lt MORRIS successfully lifted off and barely cleared the trees at the field boundary. Once airborne Captain PAYTON again flew ahead of Lt MORRIS and picked out the best routes and direction to fly. Lt MORRIS was able to obtain about 100 feet of altitude and the flight proceeded down Highway 1 to PHU BAI where Lt MORRIS executed another perfect single engine landing. Lt MORRIS's professional ability and calm courage throughout this mission enabled the aircraft to be returned safely to PHU BAI from an unsecure area where the aircraft was subject to VIET CONG sabotage and possible destruction.

12 April 1967. Captain J. F. PLEVA departed KY HA with two BUFFALO CITY aircraft for a retraction of BEDPOST, a Marine recon team, and the retraction of two emergency medevacs from DUCKBILL, another Marine recon team. The section was escorted by two VM-6 gunships, KLONDIKE 4-10 and 4-11, throughout the mission. Two A-4's from MAG-12, PENGUIN 4-1 and 4-2, joined the flight while enroute to the objective area. Once in the area, Captain PLEVA successfully retracted the 12 Marines at BEDPOST from BS460914 without incident. With BEDPOST secure aboard his aircraft,

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5 May 1967

Captain PLEVA led the flight to BT286042 where the two medevacs from DUCKBILL awaited rescue. Captain PLEVA still had BEDPOST aboard his aircraft so his wingman, 1st Lt. S. S. MORRIS was going to attempt the difficult hoist rescue over a thick jungle canopy. While the KLONDIKE gunships provided air cover, Lt MORRIS made his approach and came to a hover just above the tree tops. The hoist was lowered while DUCKBILL prepared the two sick Marines for their pickup. Lt MORRIS hovered over the notoriously hostile enemy terrain for over five minutes while hoisting the two Marines through the thick jungle canopy into the safety of his aircraft. The KLONDIKERS continually covered the area during the rescue. Finally Lt MORRIS, with the two medevacs aboard, lifted out of the zone and the flight returned to KY HA without further incident.

16 April 1967. Captain S. D. CLAYMAN launched with a flight of three BUFFALO CITY aircraft in response to a call for an emergency SPARROW HAWK insertion. The ten man reconnaissance team NIGHT STICKER 1 had come into contact with an enemy force, and sustaining casualties, had to be reinforced. Captain CLAYMAN loaded a reaction force of forty-six men aboard his three aircraft, and escorted by VMO-3 gunships OAKGATE 2-1 and 2-2, proceeded to the location of the endangered recon team. After contacting NIGHT STICKER 1 for an appraisal of the immediate enemy situation, Captain CLAYMAN commenced his approach to the only suitable, though hardly ideal, landing zone in the area. The zone was, in fact, a narrow sand bar along a river with overhanging limbs and branches treacherously near. The BUFFALO CITY flight executed three faultless approaches enabling the quick reaction force to rapidly debark and safely disperse. Upon being assured that the two Marine units could merge forces without further assistance, Captain CLAYMAN led his flight back to PHU BAI.

As the afternoon shadows lengthened, the tactical situation became critical. The SPARROW HAWK force had linked with NIGHT STICKER 1, but being in continuous contact with the enemy and impaired with the casualties still among them, the small unit realized the dangers they would face over night so near to the suspected VIET CONG concentration. With still no definite need to launch, the BUFFALO CITY flight manned their aircraft at dusk in order to be immediately available should the need arise. The call for an emergency retraction was soon in coming, and was quickly answered by the launch of Captain CLAYMAN's flight. In order to accomplish the lift of the recon team in addition to the SPARROW HAWK force, four SUPERCHIEF aircraft took off from PHU BAI shortly after BUFFALO CITY had launched. The OAKGATE gunships were in the area of the ground units, attempting to move them to a possible landing zone. Three of the SUPERCHIEF aircraft accomplished a pickup of the ten man NIGHT STICKER 1 team with their casualties as the SPARROW HAWK force tightened its diminishing defensive perimeter. By this time the weather had deter-

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5 May 1967

iorated to 1400 feet overcast, completely closing off the top of the mountainous valley, and no longer did any shreds of light remain. Had Captain CLAYMAN not realized the desparate tactical situation, nor been sure of the determination of his flight, he would not have allowed the retraction of the SPARROW HAWK force to begin. The point designated as the landing zone was a bomb crater deep within the thick jungle foilage, and combined with blackness of night, hazardous weather and imminent enemy fire, demanded the highest caliber of airmanship from the determined pilots of the large H-46 transport helicopters. Since the zone was scarcely large enough for one BUFFALO CITY aircraft, Captain CLAYMAN started his helicopter down alone. His approach down the mountainside and around trees was successful due to his efforts combined with the admirable job of the SPARROW HAWK force leader of "talking him in". Captain CLAYMAN lifted out of the zone with 15 troops aboard and was almost immediately taken under fire by an enemy position. Captain CLAYMAN made evasive manuevers as best he could with his heavily loaded helicopter as his starboard gunner pounded out suppressive .50 caliber fire. Undetered, Major J. J. THARP, piloting the second BUFFALO CITY aircraft, commenced his approach concurrent with Captain CLAYMAN's lift out. Major THARP called for a marking of the undistinguishable zone, and the SPARROW HAWK force answered with an illumination grenade. The light flickered out as Major THARP was on final approach, and he was forced to continue relying strictly on his air sense. Major THARP unavoidably missed the confining zone by only a few feet, but that slight margin was enough to allow the dense surrounding growth to do damage to all three of the helicopter's forward rotor blades. Bound by his determination, Major THARP lifted off for a second approach, this time guided by a weak flashlight next to the bomb crater. After a precise approach to the exact spot, Major THARP was ready to leave with 15 more of the SPARROW HAWK force. The third BUFFALO CITY aircraft, in the hands of Captain J. B. SRAMEK, was in a position to start its approach simultaneously with the takeoff of Major THARP's. The second aircraft also drew fire while flying down the shrouded valley, and its starboard gunner returned several accurate machine gun bursts. Undaunted, Captain SRAMEK continued his tight spiral down to the shrinking defensive position. The third aircraft was also guided to the small zone by glow of a flashlight. All of the remaining 16 troops gratefully withdrew into the last H-46, which was soon launched back into the air. The persistant enemy position again spoke out with automatic fire, but was soon silent after Captain SRAMEK ordered his starboard gunner to lash back with his machine gun. Captain CLAYMAN reorganized his flight, and skirting low clouds, he led it safely back to PHU BAI.

17 April 1967. At 1730H on this date BUFFALO CITY received an urgent call to launch the SPARROW HAWK for the emergency retraction at BENNINGTON, a 23 man Marine recon team at BT272114. Within fifteen minutes of

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30:SLH:rps  
5 May 1967

receiving the call Captain J. F. PLEVA was airborne with his flight of two CH-46A's and enroute to the objective area for the rescue of the besieged Marines. Two VMO-6 gunships, KLONDIKE 4-3 and 4-4, joined Captain PLEVA while enroute to BENNINGTON'S position. Picking their way through the heavy cloud cover and fighting the on coming darkness, the flight arrived over BENNINGTON'S position. A hole was found in the clouds; and with the two KLONDIKE'S on his wing, Captain PLEVA descended through the clouds on his approach while his wingman, Captain S. D. CLAYMAN orbited in a small clear area. Enemy fire was received as the flight broke out underneath the low hanging clouds and the KLONDIKE'S immediately lashed back with suppressive fire. Captain PLEVA landed in the rough terrain and picked up the first half of the recon team. While the KLONDIKE'S continually hammering the enemy positions, Captain PLEVA continued his climb to altitude as Captain CLAYMAN began his approach. By this time the insurgent VIET CONG had lost their taste for battle and Captain CLAYMAN picked up the remaining troops without incident. The flight proceeded to landing zone QUAIL in the gathering darkness and dropped off the grateful Marines of BENNINGTON. Captain PLEVA led his section back to KY HA after the professional completion of another mission for BUFFALO CITY.

18 April 1967. While deployed to HUE/PHU BAI in support of MAG-16, Major C. R. PERRY launched with two BUFFALO CITY aircraft to insert a recon team. With two OAKGATE UM-1E's and a section of WAGE CUT and BLACK ACE F-4's in support, Major PERRY proceeded to YD515220 where AMBRIDGE was to be inserted. The landing zone which was selected was at the top of a 2000 foot mountain and was covered with small trees, tall grass, and many rocks and stumps. The OAKGATE TACAs called in the fixed wing which were armed with DAISY CUTTERS and they blasted an acceptable landing zone. Major PERRY then made a precision approach to the top of the hill and successfully inserted AMBRIDGE. After determining that the team was secure, Major PERRY and his wingman returned to HUE/PHU BAI.

19 April 1967. At 1700H, Major C. R. PERRY and his wingman Captain S. L. HENNING departed from PHU BAI to MMAF to join BONNIE SUE and MOHAIR on an emergency extraction of an ARVN company and their American advisors. A total of 12 CH-46's, six UH-1E's and four fixed wing were scrambled to rescue this company which had been in heavy contact with the VIET CONG all day.

As the weather deteriorated, the flight proceeded to ZC028688 where the Company had set up a defense around a small single plane zone. An O-1C which was in contact with the ARVN Company took over control of the aircraft and began to direct the CH-46's into the landing zone. The landing zone was on the side of a mountain in a narrow valley and since the ceiling had now dropped to 500 feet above the ground, the helos

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30:SLH:rps  
5 May 1967

were forced to orbit in a small confined area while waiting to be called into the landing zone. Enemy fire was taken while in the orbit and the helo gunners returned it but with unknown results. By the time Major PERRY and Captain HENNING who were the last two aircraft to land in the zone were called into the landing zone their fuel states had become critical. Major PERRY received fire and was hit both entering and leaving the small landing zone. With Captain HENNING's pickup, the extraction was complete and the flight made its way back to the MMAF. After landing, Major PERRY discovered that one of his control cables had been almost completely shot away. The aircraft was no longer flyable and Major PERRY's section spent the night at the MMAF. A total of 170 ARVNS and their American Advisors were rescued under hazardous flying conditions in the face of strong enemy resistance.

21 April 1967. At 2325H Major D. N. ANDERSON and Captain C. H. MANNING were called to retract CRANKCASE. A recon team located at BT132058. Major ANDERSON was escorted to the pickup zone by KLONDIKE 4-12 and 4-13. Also on the scene was SPOOKY, a flare ship. After contact was made with CRANKCASE, it was determined that the team would have to be picked up with the hoist since they had one KIA and could not move to a better zone because of the enemy situation. As clouds began to form over the pickup zone, Major ANDERSON began to hoist the team out. After picking up seven people Major ANDERSON departed for landing zone QUAIL since he was low on fuel. Captain MANNING then hoisted the last three men out of the zone. By this time the cloud deck had lowered but the pickup was successful. With the KLONDIKE aircraft escorting Captain MANNING, an uneventful flight was made to landing zone QUAIL and then to KY HA.

21 April 1967. Major D. C. HEIM departed KY HA with four BUFFALO CITY aircraft for an emergency troop insertion at BT1030. The 301 Marines that BUFFALO CITY lifted into the zone were picked up from landing zone COBRA and CARDINAL in the CHU LAI area. Seven CLIP CLOP H-34's from HMM-1362 were also engaged in the lift and four VMO-6 gunships were flying cover over the landing zone and directing air strikes on the enemy positions. On the second trip into the landing zone, Major HEIM's flight received enemy fire from BT097307 and the KLONDIKES rolled in on the enemy position to suppress the fire. While enroute to the landing zone on the 5th and last trip, Lt R. M. DALBEY, flying another aircraft in the flight, lost one of his engines about 3 miles west of TAM KY. While dumping fuel he proceeded directly to TAM KY with Lt D. A. LINDQUIST flying on his wing in case he encountered any difficulty. Major HEIM orbited clear with the remaining BUFFALO CITY aircraft as Lt DALBEY made a sucessful landing outside of the Provincial Headquarters at TAM KY. Insuring that he was no longer needed, Lt LINDQUIST rejoined Major HEIM and the three remaining BUFFALO CITY aircraft proceeded to the landing

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30:SLH:rps  
5 May 1967

zone. Enemy fire was received again while on approach and take-off. This resulted in Lt LINDQUIST's aircraft being struck by one enemy round causing limited damage to the fuselage. Major HEIM led the flight back to TAM KY where he picked up the troops from Lt DALBEY's aircraft. While Major HEIM and his wingman proceeded back to the landing zone, Lt DALBEY had his aircraft stripped of all the weight possible and had it loaded aboard Lt LINDQUIST's aircraft. Major HEIM completed his last lift into the zone in complete darkness and was then diverted on an emergency retraction by LANDSHARK "A" and proceeded directly to the area. Meanwhile Lt DALBEY had completed the transfer of all unnecessary weight to Lt LINDQUIST aircraft and was ready to attempt a single engine take-off in complete darkness. Lt DALBEY had to abort his first attempt because he couldn't obtain enough altitude to clear to obstructions in his path. On Lt DALBEY's second attempt he cleared the obstruction and successfully lifted out of the zone. With Lt LINDQUIST on his wing, Lt DALBEY nursed the aircraft back to KY HA and a successful landing. Lt DALBEY's actions this night enabled the aircraft to be returned from an unsecure area and the danger of enemy sabotage to the security of his home field. This also precluded the problems envolved with lifting a maintenance crew into the area and repairing the aircraft in the field.

At 1820H on this date three BUFFALO CITY aircraft led by Major W. T. READ, were recalled from a mission in support of the MACV Special Operations Group at PHU BAI to MARBLE MOUNTAIN to participate in an emergency troop lift as a part of Operation UNION. The mission was to pick up troops at landing zone 411, BT104584, and transport them to a zone at BT034297. The flight was able to make only two trips between these positions prior to 2330H due to enemy fire, adverse weather, and difficulty locating the landing zone. Bad weather plus fogging windshields made further trips seem unacceptably hazardous, so the flight leader decided to return to MARBLE MOUNTAIN. At 0030H the mission was declared mandatory and the flight again launched into the darkness. This time troops were to be picked up at landing zone 412. As the flight approached the pickup zone the enemy directed .50 caliber fire at our aircraft, but despite the enemy's efforts, the pickup was accomplished. Enroute the flight was again taken under fire. The BUFFALO CITY gunners returned this fire and the aircraft escaped being hit. After another round trip, the mission was completed. The flight then performed an emergency medevac from a nearby landing zone prior to returning to MARBLE MOUNTAIN.

22 April 1967. While on the above emergency troop movement, three BUFFALO CITY aircraft were diverted to conduct an emergency medevac mission. Eleven wounded Marines needed to be evacuated immediately. The flight under the leadership of Major W. T. READ rushed to the landing zone where the pickup was to be made. Initially only the lead aircraft

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5 May 1967

was thought to be required so the other two orbited. Approaching the zone, the aircraft were brought under fire from positions north, south and west of the zone. Once on the ground some of the wounded were loaded aboard, but there was not room for all on board. The second H-46 flown by 1st Lt R. E. PEARCE braved the fire and came into the landing zone for the remainder. Once all wounded were aboard, the aircraft lifted again into the hail of enemy fire. The enemy was taken under fire by the ground troops along with the BUFFALO CITY gunners and the escorting UH-1E's, DEALOCK 5-3 and 5-4. The flight escaped without taking a hit. The wounded were taken to the Chief Ford Hospital where they received much needed medical attention.

23 April 1967. Major C. R. PERRY with three BUFFALO CITY aircraft joined BONNIE SUE, NORTHEROCKE, and MOHAIR on a troop lift on Operation SHAWNEE. Three Battalions of Marines and ARVNS supported by Engineers were lifted from several landing zones northwest of the city of HUE. The Engineers with a security force were debarked at YD495155 and YD445133. While the Engineers improved the landing zones, the helos continued to build up the troop concentrations in each zone. By nitefall after six hours of flying, all but one company had been lifted to landing zone CROW (YD445153). The lift to landing zone BUZZARD (YD445155) had progressed about as far. The flight then returned to HUE/PHU BAI. The lift was completed the next morning.

24 April 1967. At 0145H Major T. P. LOUGHEED launched with two BUFFALO CITY aircraft on an emergency ammo resupply from landing zone 22 outside of DA NANG to BT023345. This was in support of Operation UNION. A total of 15,600 pounds of ammo were hauled.

25 April 1967. While working in support of Operation SHAWNEE, Captain W. D. KALAS was called upon by an OAKGATE UH-1E to provide machine gun cover around a downed helicopter located at YD559263. While making gun runs, Captain KALAS encountered intense enemy fire with the result that Corporal M. A. GARCIA was wounded in the left wrist and forearm. Captain KALAS immediately proceeded to PHU BAI where medical facilities were available. Later Captain G. H. DIACONT joined a BONNIE SUE flight and inserted troops around the downed helo.

26 April 1967. Major C. R. PERRY departed landing zone FICH at DA NANG with COUNTERSIGN, a 10 man Marine recon team, aboard his two BUFFALO CITY aircraft. The section was escorted on the mission by two VMO-2 gunships and two A-4's from MAG-13, and would insert COUNTERSIGN at YC942648. While enroute to the destination, the recon team leader advised Major PERRY that they were going farther west than any of the previous recon

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30:SLH:rps  
5 May 1967

teams had been and he didn't know what to expect. Once over the objective area, the landing zone was located and Major PERRY commenced his approach and landed without incident in the tall elephant grass. Major PERRY debarked the first half of COUNTERSIGN, the remainder being aboard his wingman's aircraft, and commenced his climb back to altitude. While climbing out Major PERRY thought he heard firing and this was immediately confirmed by the team leader. He reported heavy incoming enemy fire and requested an immediate emergency retraction. Major PERRY, realizing the seriousness of the situation, commenced another approach without the benefit of suppressive fire from the orbiting DEADLOCK UH-1E's. Enemy fire was now directed at Major PERRY's aircraft resulting in one hit in an aft rotor blade. Major PERRY's gunner and crewchief spoke back with their .50 caliber machine guns and continued their attack on the enemy positions throughout the approach and landing. The grateful recon members climbed aboard Major PERRY's aircraft, and with both .50 caliber blazing he lifted out of the zone. Once back at altitude Major PERRY led his flight back to landing zone FINCH and dropped off COUNTERSIGN.

27 April 1967. Major D. N. ANDERSON departed KY HA with two BUFFALO CITY aircraft to insert two recon teams. The first team, DUCKBILL, was to be inserted at BT133204. With KLONDIKE 4-6 and 4-7 controlling the fixed wing escort. Major ANDERSON landed at the selected point and debarked the recon team. Major ANDERSON then led his section back to landing zone QUAIL where BEDPOST was picked up. Enroute to BT357028 where the team was to be inserted, the fixed wing were relieved on station by another section. Once again, the recon team was successfully inserted and after conducting an aerial recon of BS4290, BT3300, and BT2701, the flight returned to KY HA.

28 April 1967. Major T. P. LOUGHEED led four BUFFALO CITY aircraft to PHU BAI to support Operation SHAWNEE. A total of 28 flight hours were flown while shuttling troops and cargo in the operation area.

29 April 1967. While on a resupply mission from TAM KY to BT080236, Captain C. H. MANNING and Captain R. T. SHEA received enemy small arms fire. Each aircraft was hit with one round and Sergeant W. C. DRAKE and Corporal M. L. THOMPSON received minor wounds when struck by shrapnel.

### Part III

1. Personnel. During this reporting period BUFFALO CITY joined five new officers and transferred three officers which brought the squadron to 53 officers and 194 enlisted personnel. Captain P. C. HARRINGTON, Captain C. H. BILITIMER, 2ndLt W. J. HODDE and CWO C. M. YARRINGTON joined the squadron from the 2ndMAW. 1stLt T. W. HUMMEL joined the

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15

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5 May 1967

squadron from the 3rdMAW. Major C. W. LEWIS was detached from the squadron to MAD Pensclcola on a Humanitarian Transfer. Major D. M. BABITZ departed the squadron to join MAG-36 and 2ndLt SUTTER departed the squadron to join HMM-362.

2. Casualties. During this reporting period Captain S. D. CLAYMAN, Captain K. H. JOHNSON, Sergeant R. G. VERDE, Sergeant D. L. WILSON and 1st Sergeant J. G. SILVA were slightly wounded on 3 April 1967 and all have been returned to duty. Sergeant J. KUTNEY was also wounded on 3 April 1967 but is still aboard the hospital ship REPOSE recovering from his wounds. Sergeant S. L. CORFIELD was slightly wounded by shrapnel on 4 April 1967. Corporal M. A. GARCIA was wounded on 25 April 1967 and is still in ALPHA Med at PHU BAI recovering from his wounds. Sergeant W. G. DRAKE and Corporal M. L. THOMPSON were slightly wounded by shrapnel on 29 April 1967 and both have returned to duty. This was the second time Sergeant DRAKE has been wounded during this tour of duty.

3. Awards. During this reporting period BUFFALO CITY was awarded 170 Air Medals and 10 Purple Hearts. Captain W. D. KAIS received the Distinguished Flying Cross for his actions during an emergency night medevac and Captain J. Q. NESMITH, Jr., received citation from the Korean forces for his actions during an emergency night troop insertion. Corporal R. A. DICK, Sergeant H. R. BURGESS and Corporal R. E. ROTH received the Navy Commendation Medal for their actions during an emergency night troop retraction.

The following personnel received the Purple Heart:

Captain S. D. CLAYMAN
Captain K. H. JOHNSON
1stSgt J. G. SILVA
Sgt R. G. VERDE
Sgt J. KUTNEY
Sgt D. L. WILSON
Sgt S. L. CORFIELD
Sgt W. G. DRAKE (2nd Award)
Cpl M. A. GARCIA
Cpl M. L. THOMPSON

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

30:SLH:rps  
5 May 1967

5. Squadron Totals.

Flight Hours	1358.6
Sorties	4604
Cargo (Tons)	994.8
Troops/Passengers	9051

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17