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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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03A15567
4 June 1967

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

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 May 1967

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

J. A. Reames
J. A. REAMES

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HM-165

CMD CHRON

MAY 1967

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

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|--------------------------|-------------------------|--------------|
| 1. Commanding Officer | LtCol J. A. REAMES | Total Period |
| Executive Officer | Major R. E. ROMINE | Total Period |
| Operations Officer | Major D. C. HEIM | Total Period |
| Administrative Officer | Major J. J. THARP | Total Period |
| Maintenance Officer | Major D. N. ANDERSON | Total Period |
| Logistics/Supply Officer | Major C. R. PERRY | Total Period |
| NATOPS Officer | Major L. L. PAYTON, JR. | Total Period |
| Safety Officer | Captain B. R. MASSEY | 1-24 May 67 |
| | Major W. T. READ | 25-31 May 67 |
2. MCAF KY HA, RVN 96602
1-31 May 1967
3. Average Strength: OFF 50 ENL 225
4. Important Visitors: NONE

Part II

a. During the month of May, HMM-165 supported five operations. These operations covered a large portion of the I Corps area and the squadron maintained aircraft at various locations between the DMZ and KY HA.

During the month of May the squadron maintenance department again managed to keep a constant availability of 12 aircraft a day. This allowed the squadron to fly 1465.9 hours for the month. This was accomplished even though all aircraft were grounded for a period of three days due to suspected material failures and the continued lack of spare parts. Since arriving in 1st MAF in September, HMM-165 has accumulated 10,515.8 flight hours.

In support of Operation UNION in the QUE SON area, BUFFALO CITY logged 268.8 flight hours, lifted 253.0 tons of cargo and 1416 troops. A total of 689 sorties were flown in support of this operation.

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In support of Operation SHAWNEE west of HUE, BUFFALO CITY logged 33.0 flight hours and lifted 384 troops for a total of 89 sorties.

In support of Operation HICKORY which was conducted in and near the DMZ, BUFFALO CITY logged 82.8 flight hours, lifted 21.0 tons of cargo and 613 troops. A total of 198 sorties were flown in support of this operation.

While attached to the SLF, BUFFALO CITY logged 53.3 flight hours, lifted 49.5 tons of cargo and 364 troops. A total of 131 sorties were flown in support of the SLF which was conducting Operation BEAU CHARGER.

In support of Operation UNION II, BUFFALO CITY aircraft logged 85.4 flight hours, lifted 5.0 tons of cargo and 1057 troops. A total of 258 sorties were flown in support of this operation.

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1 May 1967. Captain J. Q. NESMITH, Jr. departed the First Hospital Company with two BUFFALO CITY aircraft for a night Emergency Med-Evac to the hospital ship SANCTUARY. While on his approach to the SANCTUARY, Captain J. C. TATUM, Captain NESMITH's wingman, lost both engines and auto-rotated into the water alongside the ship. Captain TATUM successfully landed in the water and the crew chief, PFC T. S. BLOSSER, began assisting the Med-Evacs in their exit from the aircraft. The swells turned the aircraft over and in a few seconds it sank. Captain TATUM was believed to be the last man to exit the aircraft, which he did with difficulty while the aircraft was approximately 20 feet underwater and sinking fast. Meanwhile, Captain NESMITH had dropped his passengers aboard the SANCTUARY and was attempting to hoist one of the survivors out of the water, while also guiding the SANCTUARY's life boats to the scene with his searchlight. Captain NESMITH managed to get one man into the sling but the hoist jammed and would not come up. Therefore Captain NESMITH lifted the survivor out of the water and onto the ship's deck; and after safely depositing the man aboard the SANCTUARY, he returned to the scene to assist the rescue boats by guiding them with his searchlight. Captain NESMITH then, due to a low fuel state, had to return to KY HA. Meanwhile, BUFFALO CITY began launching SAR flights to search for survivors, and Naval ships rushed to the scene to render assistance. Out of the seventeen men aboard the aircraft, including three of the crew, only nine survivors were rescued from this tragic accident. Seven of the Med-Evacs plus the BUFFALO CITY gunner, Sergeant S. L. CORFIELD, were lost at sea. BUFFALO CITY continued search operations throughout the night and the next day, but to no avail. The search was discontinued but renewed again during the night of the 2nd of May. The eight missing Marines are presumed to have been lost at sea.

1 May 1967. Major T. P. LOUGHEED and Captain J. R. CAMPBELL, while on a troop lift from TAM KY to BT028212, received enemy fire from the vicinity of BT025205. Both aircraft were on their approach to the landing zone when the enemy fire was received. Almost immediately, KLONDIKE 4-5 and 4-6 rolled in on the suspected enemy positions and suppressed the enemy fire. The BUFFALO CITY aircraft then successfully completed their mission.

2 May 1967. While on mission number 67, Captain W. D. KALAS was called upon to retract CANAL ZONE, a Marine recon team located at BT296 026. As Captain KALAS began his approach to the landing zone, enemy fire was received. His gunners immediately countered with .50 caliber machine gun fire and Captain KALAS called in his fixed wing support. After the enemy positions were thoroughly prepped, Captain KALAS was

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able to retract CANAL ZONE without further incident.

2 May 1967. While working in support of Operation UNION, Captain S. L. HENNING received intense enemy small arms fire while climbing out of a Marine position located at BT023213. The aircraft was hit and the crew chief reported that fuel was spraying all over the left inside part of the aircraft. The crew chief also reported that smoke was coming from the number one engine. After reaching approximately 700 feet of altitude and about 100 knots, Captain HENNING secured the number one engine to prevent the possibility of fire. His co-pilot, Captain S. P. HANSON, began to jettison fuel and the crew chief began to further lighten the aircraft by throwing out the cargo which was composed of C-Rations. All of this however, was not enough to maintain single engine airspeed. With his wingman, Captain H. E. CRAIG, giving directions, Captain HENNING flew his aircraft towards the Special Forces Camp at THLEN PHOUC. After flying about 5 miles, the rotor rpm had deteriorated to almost 80% and a forced landing was made. Captain CRAIG picked up the downed crew and a security force was placed around the aircraft. The next morning the aircraft was repaired and flown back to KY HA.

4 May 1967. While on a resupply from AN HOA to positions located at AT909399, AT887382, AT905400 and AT888393, Major C. R. PERRY and his wingman, Major D. C. HEIM, received fire from AT912398, AT890389. Both of Major PERRY's gunners returned the fire with unknown results.

4 May 1967. On this date two BUFFALO CITY aircraft led by Major D. M. ANDERSON departed KY HA on a mission to insert and retract various recon teams. The flight picked up the first team DUCKBILL, and proceeded to the insertion area. As the BUFFALO CITY transport approached the KLONDIKE gunships were looking over the proposed hilltop landing zone. They discovered that the zone was covered with punji stakes which would make a landing impossible. Two JERSEY DAY F-4's then bombed and strafed the zone in an effort to clear the enemy obstacles, but their work was fruitless. It was then decided to land the team farther down the slope where no obstacles appeared to be present. Major ANDERSON's aircraft was first into the zone and disembarked its eleven troops. As Major ANDERSON lifted from the zone Captain J. F. PLEVA in the second aircraft was coming in on final. He landed, but as the troops were leaving the aircraft the enemy opened fire. Captain PLEVA's aircraft was hit in the right fuel tank and it ignited. As the flames spread over the aircraft, Captain PLEVA lifted and headed towards a near by river, which offered hope of extinguishing the flames and saving crew and aircraft. Captain PLEVA guided his plane into the water

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just as the heat was becoming most intense and an explosion was becoming imminent. Now the danger of fire and explosion were overcome but other problems faced the flight. Major ANDERSON quickly landed on a sand bar near the downed aircraft with the intention of quickly retrieving the crew and departing the insecure area. But to depart the plane the downed crew was faced with crossing the swift river current. Finally they leaped into the rapids and all were able to struggle ashore. Major ANDERSON then lifted them to safety and circled the downed aircraft until recovery operations were under way. The Major ANDERSON and his slightly dampened passengers returned safely to KY HA.

5 May 1967. By this date several attempts to recover Captain PLEVA's downed aircraft, YW-18, had met with failure. Attempts to restart the engines had been frustrated by a now contaminated fuel supply. The possibility of externalling the aircraft out was becoming more remote as the plane, filled now with water and silt, slowly settled into the river bed. A section of aircraft led by Major D. C. HEIM, arrived on the scene carrying a BUFFALO CITY maintenance crew determined to do all it could to remove the aircraft. The maintenance personnel braved the rushing river current and the ever present enemy forces to remove blades and other parts. Finally the forward and aft rotor heads were externalled from the scene. Now removal of the entire aircraft was a possibility, and a tired but satisfied maintenance team returned to KY HA, a job well done.

6 May 1967. On this date YW-18 was successfully removed after hours of effort by BUFFALO CITY pilots and men. A BUFFALO CITY aircraft led an ARMY CH-54 to the site to attempt recovery. The now stripped aircraft was lifted from its resting place by the "Flying Crane", and deposited, worn but safe on the mat at KY HA.

7 May 1967. On this date two BUFFALO CITY aircraft led by First Lieutenant R. M. DALBEY were assigned the task of retracting recon team DUCKBILL. The crew knew they were not faced with a peaceful retraction. Already one BUFFALO CITY aircraft had been shot down inserting the team in its position, and resupply aircraft had been subjected to intense enemy fire. After inserting BASKETBALL at BS410948, the flight proceeded to pickup DUCKBILL. KLONDIKE gunships and SWISS F-4's were hitting suspected enemy positions around the zone. Lt DALBEY's was the first aircraft in the zone. Without incident he landed and picked up the first portion of the team. He lifted and reported that all was seemingly quiet in the zone. His wingman, Major R. E. ROMINE, commenced landing in his spot, and as the aircraft was about to set down the enemy opened fire. Suddenly flame and smoke engulfed the cockpit, momentarily blinding both pilots. With deadly accuracy the enemy had fired a

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.50 caliber armor piercing incendiary round through the co-pilot's windshield. The round barely missed the co-pilot's head, and pierced the back of his armored seat. During the confusion Major ROMINE had waved off. As the smoke cleared the crew took stock of the situation. The aircraft had received no damage to vital systems, and the crew had escaped any serious injury although the co-pilot, Captain J. H. HARTMAN, had received slight shrapnel wounds in the arm and minor burns on the neck. Again Major ROMINE began his approach and again the enemy opened fire, but this time with less effect. Landing his aircraft in defiled, although the terrain did not allow the aircraft to touch down on all gear, Major ROMINE boarded the remaining team members and heavily loaded, departed. The flight returned to CHU LAI without further incident and safely deposited a grateful recon team.

8 May 1967. Major W. T. READ departed KY HA with a flight of two BUFFALO CITY aircraft for the emergency recon retraction of CANAL ZONE, a five man Marine recon team, from BT220142. Major READ's section was escorted by KLONDIKE 4-1 and 4-2, two VMO-6 gunships, throughout the extraction. Once arriving in the area the KLONDIKER's prepped the enemy positions with three flights of OXWOOD A-4's while Major READ orbited clear of the area. Major READ's flight received tracer fire while orbiting and after Major READ landed at CANAL ZONE's position, he also received sniper fire while loading the recon team aboard his aircraft. With CANAL ZONE aboard his aircraft, Major READ lifted out of the zone and returned the recon team safely to landing zone QUAIL.

10 May 1967. Captain J. Q. NESMITH, JR. departed KY HA with a flight of two BUFFALO CITY aircraft for the emergency retraction of BENNINGTON, a Marine recon team, from BT221144. After arriving in the area, it was discovered that the recon team was located on top of a low hill and had to be hoisted out through the trees. They could not move to a landing zone because one of the recon team members was wounded and could not be moved. KLONDIKE 4-5 and 4-6, two VMO-6 gunships, prepped the enemy positions with two flights of fixed wing and Captain NESMITH began his approach to hoist out the recon team. When on final, Captain NESMITH received intense small arms fire and after being hit once, he was forced to wave off. The KLONDIKER's prepped the area with another flight of fixed wing and Captain NESMITH attempted the pickup once more and was again hit once by enemy fire. Captain NESMITH elected to try another immediate approach with the MISS MUFFET A-4's delivering their ordnance within 100 meters of the recon team, and the KLONDIKER's providing suppressive fire on all sides, Captain NESMITH managed to hover above the recon team and was again taken under intense fire, but remained in his hover because he knew the recon team could not move until the med-evac was hoisted out of

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the zone. Captain NESMITH's gunner put out a continuous stream of deadly .50 caliber fire, but still the VIET CONG fired at the BUFFALO CITY aircraft. Captain NESMITH had a second recon member coming up the hoist when he was hit again in a transmission oil line and lost all the oil in his aft transmission. Captain NESMITH immediately departed for TAM KY, the nearest secure area, and made a forced landing in the Marine LSA at TAM KY. Meanwhile, BENNINGTON was able to move to a landing zone and Captain B. R. MASSEY, with another flight of two BUFFALO CITY aircraft, successfully retracted the remaining members of the recon team.

11 May 1967. 1stLt R. M. DALBEY was leading a flight of two BUFFALO CITY aircraft on recon inserts and retractions. Lt DALBEY had already extracted two Marine recon teams and inserted another when his flight was enroute to BS278968 to insert OVERPAY. Capt J. B. SRAMEK, Lt DALBEY's wingman, had OVERPAY aboard his aircraft and would handle the insertion. The section was escorted by KLONDIKE 4-1 and 4-2, two VMO-6 gunships, and a flight of two CONDOLE F-8's throughout the attempted insertion of OVERPAY. Once arriving over the objective area, Capt SRAMEK observed that there were two or three acceptable landing zones and commenced his approach to the highest of the three zones. When on final Capt SRAMEK noticed stumps in the landing zone and waved off his approach to that zone and immediately set himself up for a landing in one of the alternate landing zones. Just as Capt SRAMEK was on final he encountered small arms fire from the landing zone and he immediately waved off and began evasive action. Capt SRAMEK's aircraft was hit once during the initial firing and Cpl C. R. RUSE, Capt SRAMEK's crew chief, was hit in the leg by the round. Capt SRAMEK immediately headed for the First Hospital Company while his gunner rendered first aid to the seriously wounded Cpl RUSE. Capt SRAMEK delivered Cpl RUSE at the 1st Hospital Company and returned to KY HA.

12 May 1967. Capt J. F. PLEVA led a flight of four BUFFALO CITY aircraft to BT060385 where approximately 450 Marines were to be picked up and taken back to the SLF. KLONDIKE aircraft advised the BUFFALO CITY aircraft of an area to avoid while approaching the zone and an uneventful approach was made. The aircraft were loaded and began to depart the landing zone. As Capt S. L. HENNING began his climb out, he received small arms fire which wounded his gunner, SSgt P. L. GRIFFIN in the back. Capt HENNING escorted by 1stLt D. L. STEWART immediately proceeded to the Medical Facilities a short distance away at TAM KY. There SSgt GRIFFIN was given medical attention and then med-evaced to the 1st Hospital Company at KY HA.

13-15 May 1967. During this three day period CH-46A operations were

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limited to emergency missions only due to an accident incurred by HMM-262. No BUFFALO CITY aircraft were launched during this period.

17 May 1967. Major D. C. HEIM departed KY HA with his wingman, Lieutenant D. A. LINDQUIST, on a series of recon insertions and retractions. After successfully inserting DONAHUE at BT229005, Major HEIM then proceeded to AT990250 where BASKETBALL was to be retracted. The team had reported enemy contact but were now ready for their retraction. As Major HEIM began his final approach to the landing zone, heavy automatic weapons fire was received and he was forced to wave off. Several rounds were taken in the cockpit area and several others were received throughout the fuselage. After the KLONDIKE UH-1E's and the fixed wing prepped the area around the landing zone, Major HEIM again commenced his approach. This time under the cover of the UH-1E's and with his .50 caliber machine guns blazing, the team was retracted. After switching aircraft at KY HA because of battle damage, Major HEIM successfully completed the mission.

18 May 1967. Major D. C. HEIM departed DONG HA with six BUFFALO CITY aircraft as part of a 12 aircraft U. S. Marine strike into YD095754, just 50 yards from the border separating North and South Vietnam in support of Operation HICKORY. The objective landing zone was prepped by Marine artillery and fixed wing aircraft. Two hundred sorties of fixed wing aircraft prepped enemy positions in the area and the landing zone. The BUFFALO CITY flight lifted 424 Marines from DONG HA into the landing zone. Enemy fire was received in the landing zone and was quickly suppressed by the ever present four UH-1E gunships. At the beginning of the lift, Captain J. Q. NESMITH JR., the leader of Major HEIM's second division, experienced control difficulties and executed precautionary landing at CON THIEN, YD115701. After inspecting his aircraft and determining the exact trouble, Captain NESMITH decided to rejoin the lift even though the control difficulty was still present in his aircraft. After the third trip into the landing zone, Captain NESMITH was forced to retire from the lift due to increasing difficulties with his aircraft and Captain C. H. MANNING assumed the lead of the second division. With the lift finally complete, Major HEIM returned his flight to DONG HA.

19 May 1967. Major D. C. HEIM departed DONG HA with a flight of two BUFFALO CITY aircraft for the Emergency resupply of PILSNER at YD134723 in support of Operation HICKORY. Major HEIM's flight lifted 2.0 tons of cargo into the marines of PILSNER and picked up 12 U. S. med-evacs to return to DONG HA. On climbout from the landing zone both aircraft received small arms fire and Major HEIM's aircraft was hit by one enemy round and Major J. J. THARP's aircraft was hit by three enemy rounds. None of the personnel aboard the aircraft were injured, and the fire was returned. Both aircraft returned to DONG HA, dropped off the med-evacs and shut

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down to determine the extent of battle damage to the two BUFFALO CITY aircraft.

20 May 1967. Major D. C. HEIM departed PHU BAI with a flight of four BUFFALO CITY aircraft for a U. S. Marine strike off of the LPH-5 in support of Operation HICKORY. Eight SKY SHADOW aircraft were also involved in the Marine lift. Both of the objective landing zones at YD135772 and YD137771 were prepped by artillery and air strikes prior to the first landing zone and two trips into the second zone even though mortar fire and small arms were encountered in both landing zones. The entire flight was escorted by two VMO-2 gunships throughout the mission and several flights of fixed wing. BUFFALO CITY lifted 307 U. S. Marines into the objective areas before returning to PHU BAI.

21 May 1967. Captain R. W. BYRD launched from KY HA minutes prior to sunset with two BUFFALO CITY aircraft on a Emergency resupply of ammunition. After having the two aircraft loaded with the emergency resupplies at TAM KY, the flight proceeded to the drop zone at BT003352. Both helicopters received fire going into and coming out of the zone, but Captain BYRD's gunners returned the fire and the aircraft departed unscratched. Prior to returning to KY HA, 2 U. S. WIA Emergency med-evacs picked up by the lead aircraft in the drop zone were taken to the First Hospital Battalion.

22 May 1967. Major D. C. HEIM departed PHU BAI with a flight of four BUFFALO CITY aircraft for a troop insertion at YC475855 in support of Project DELTA. Two BONNIE SUE aircraft and two MOHAIR aircraft were also involved in the lift of 65 ARVN and 5 U. S. Advisors into the notoriously hostile enemy terrain. Captain L. R. MEDLIN, the leader of Major HEIM's second section, received intense automatic weapons fire which resulted in one engine shot out and catching on fire. It is also suspected that his remaining engine was damaged since he could not maintain level flight and was forced to land near the landing zone. The bad engine could not be relighted, therefore Captain J. S. ROEDERER in the SAR aircraft commenced an immediate approach to pick up the downed crew members. Heavy enemy fire was encountered during Captain ROEDERER's approach and his crew chief and gunner reported Viet Cong moving towards the downed aircraft. With both his gunners putting out a withering blast of .50 caliber fire, Captain ROEDERER landed next to Captain MEDLIN's aircraft and loaded the four members aboard his aircraft. Captain MEDLIN's crew brought the guns and survival packet out of their aircraft and once safely aboard the aircraft, Captain ROEDERER began his climb back to altitude. Captain P. L. HARRINGTON, the co-pilot of the downed aircraft, suffered pinched nerves in his left shoulder and the loss of feeling in both his left arm and leg due to

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the forced landing. The entire flight returned to PHU BAI where it was learned that Captain J. R. CAMPBELL's aircraft had also received one hit causing limited damage. Captain HARRINGTON was dropped off at Delta Med at PHU BAI and the remaining three BUFFALO CITY aircraft remained at PHU BAI on a standby for Project DELTA.

23 May 1967. Major D. C. HEIM departed PHU BAI with a flight of four BUFFALO CITY aircraft for the retraction of the Project DELTA force inserted on the 22nd of May at YC475855. Eight BONNIE SUE aircraft and four MOHAIR aircraft were also involved in the lift. The entire flight was escorted by six Army UH-1E gunships and two VMO-3 gunships throughout the mission. The enemy positions around the landing zone were thoroughly prepped by several flights of fixed wing and the eight gunships provided constant suppressive fire throughout the extraction. After BONNIE SUE and MOHAIR had picked up their troops, while encountering intense enemy fire, it was discovered that only six troops of the Project DELTA force remained on the ground. Major HEIM elected to go into the landing zone by himself and leave his remaining three aircraft in a safe area to the east. Fighting the oncoming darkness and intense enemy fire, Major HEIM successfully retracted the remaining six troops and began his climb back to altitude. Both Major HEIM's gunners and the UH-1E gunships provided a constant stream of fire on the enemy positions. Major HEIM returned his flight to PHU BAI after another successful mission for BUFFALO CITY.

24 May 1967. First Lieutenant R. M. DALBEY led two BUFFALO CITY aircraft from KY HA to insert APRIL DATE, an eleven man Marine reconnaissance team, at BT245135. The insertion was uneventful, but less than two hours after the flight returned to KY HA, Lieutenant DALBEY was notified that an Emergency retraction of the same team was necessary. The Sparrow Hawk aircraft launched for a second time, and with the aid of their own .50 caliber machine guns plus support of MISS MUFFET and KLONDIKE aircraft, Lieutenant DALBEY was able to extract the recon team. Enemy fire was received but no aircraft were hit. After depositing the team at landing zone QUAIL, the flight returned to KY HA.

25 May 1967. Major L. L. PAYTON, JR. departed KY HA with eight BUFFALO CITY aircraft for a troop lift into BS733840 in support of the Korean Marine Corps. The 242 Korean Marines were picked up at BS628892 and BS677860 and shuttled to the landing zone in three waves. The first two lifts out of BS628892 were 80 troops per wave. The flight was escorted by two KLONDIKE gunships, 4-1 and 4-2. Enemy fire was encountered on the first two lifts into the zone and the lead aircraft suffered one hit which resulted in limited damage to the aircraft. The KLONDIKER's began extensive fire suppression, and as a result, no enemy

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fire was encountered on the third and last wave of 82 troops from BS677-860 into the landing zone. Major PAYTON returned to KY HA with his flight of BUFFALO CITY aircraft after the completion of another mission for HMM-165.

26 May 1967. Major W. T. READ departed KY HA, leading a flight of eight BUFFALO CITY aircraft, six HMM-362 aircraft and six HMM-361 aircraft on a U.S. Marine strike into BT073296 in support of Operation UNION II. The landing zone was neutralized by several flights of fixed wing aircraft controlled by two VMO-6 gunships. Two other VMO-6 gunships combined with this flight of UH-1E's and another section of fixed wing aircraft to provide fire suppression during the vertical assault landings. CONNIVE's, the U.S. Marine battalion, troops were picked up at TAM KY. The first wave of 150 Marines would be inserted simultaneously and the remaining Marines shuttled to the landing zone by aircraft divisions until the lift was completed. On the initial assault into the landing zone, automatic weapons fire was encountered and as the lift continued, the enemy fire increased at a feverish pitch. Major L. L. PAYTON, JR. was forced to return to KY HA due to battle damage, and with the third lift complete, Captain C. H. MANNING was also forced to retire to KY HA because of battle damage. The fourth lift was completed and another BUFFALO CITY aircraft, in the capable hands of Captain J. B. SRAMEK, was forced to retire from the lift due to battle damage and return to KY HA. On the fifth wave into the zone, First Lieutenant R. M. DALBEY suffered numerous hits to his aircraft and had to make an emergency landing in the zone and evacuate his aircraft with the crew and several med-evacs that were placed aboard his aircraft. (Lieutenant DALBEY was slightly wounded by shrapnel in his arm). Major W. T. READ picked up Lieutenant DALBEY and all personnel aboard his aircraft and returned to KY HA with his wingman, Captain J. R. CAMPBELL. Both of their aircraft suffered maintenance difficulties and they also retired from the lift. Only two BUFFALO CITY aircraft remained on the lift. Major D. C. HEIM and Major R. E. ROMINE continued until the lift was complete and pulled many med-evacs from the battle area. Major ROMINE's aircraft suffered only one hit and Major HEIM's aircraft emerged from the intense fire fight unscratched. Throughout this mission, BUFFALO CITY encountered heavy enemy resistance which resulted in five aircraft hit and one pilot slightly wounded. Later in the afternoon, Major W. T. READ inserted Major D. N. ANDERSON and a courageous maintenance crew at the downed aircraft's position to repair the damaged aircraft and return it to KY HA. They were constantly harassed by enemy sniper fire and seven mortar barrages, while they successfully repaired the aircraft. Just as another mortar attack began, Major ANDERSON started the aircraft, and with the enemy walking their mortars toward his position, he lifted off and

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successfully returned the aircraft to KY HA.

29 May 1967. Captain R. W. BYRD departed KY HA with a flight of two BUFFALO CITY aircraft for a recon insertion at BT122277. KLONDIKE 4-1 and 4-2, two VMO-6 gunships, provided escort for BUFFALO CITY throughout the mission. Once in the objective area, Captain BYRD commenced his approach to the hilltop landing zone. As Captain BYRD was setting down he encountered intense automatic weapons fire and his aircraft was struck by one enemy round causing limited damage to the aircraft. Realizing the severity of the situation, Captain BYRD immediately waved off and reported the enemy fire to KLONDIKE. The KLONDIKE gunships immediately attacked the enemy positions to suppress the enemy fire. Captain BYRD returned to KY HA with the recon team aboard, while KLONDIKE continued their attack on the enemy positions and utilized two flights of fixed wing to strike back at the insurgent Viet Cong forces.

30 May 1967. Lieutenant Colonel J. A. REAMES led ten BUFFALO CITY aircraft and six MOHAIR aircraft on a U.S. Marine strike into BT100210 in support of Operation UNION II. Six KLONDIKE gunships, led by 4-1, provided the escort for the assault deep into Viet Cong infested territory. KLONDIKE 4-1 neutralized the landing zone and surrounding area with many flights of fixed wing prior to the initial sixteen plane landing and continued controlling fixed wing on enemy positions throughout the troop lift. Two Marine battalions, from the 5th Marines, CONNIVE and COTTAGE, were lifted from BT025345 into the objective area. Although enemy sniper fire and mortar fire was encountered in and around the landing zone, the BUFFALO CITY and MOHAIR flight continued inserting troops until the lift was completed. The coordination between Lieutenant Colonel REAMES, the KLONDIKE gunship leader and the fixed wing aircraft airborne enabled the troop lift to be completed without a single aircraft encountering battle damage. Once again BUFFALO CITY's flight leaders distinguished themselves in the vanguard of another Marine strike into notoriously hostile enemy territory.

31 May 1967. Major T. P. LOUGHEED departed KY HA with two BUFFALO CITY aircraft for the recon extraction of HONG KONG from BT343018. KLONDIKE 4-8 and 4-9, two VMO-6 gunships, provided the escort for BUFFALO CITY throughout this mission. MISS MUFFET 125, two OXWOOD A-4's, were Major LOUGHEED's fixed wing escort and would be controlled by KLONDIKE in the event their ordnance was required for the extraction. Once in the objective area, Major LOUGHEED landed in the zone and the six Marines of HONG KONG boarded the aircraft. Due to the 100 foot obstructions surrounding the zone and mechanical difficulty with the aircraft, Major LOUGHEED had to dump fuel while in the landing zone in order to attempt

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a take-off. Enemy fire was encountered on lift-off but, undaunted, Major LOUGHEED continued and managed to clear the high trees surrounding the zone. Once safely airborne, Major LOUGHEED returned his flight to KY HA after another professional extraction by BUFFALO CITY.

Part III

1. Personnel. During this reporting period, BUFFALO CITY joined six new officers and transferred nine officers which brought the squadron to 48 officers and 191 enlisted personnel. Lieutenant Colonel J. A. REAMES and Major R. E. ROMINE joined the squadron from H&MS-36. Captain N. H. BOMKAMP, Captain D. B. MC DYRE and First Lieutenant R. L. SHREVES joined the squadron from the 2nd MAW, while First Lieutenant J. G. GARDNER joined the squadron from the 3rd MAW. Captain D. P. KLINGLER was transferred to MWHG-1, Second Lieutenant J. R. HUDSON was transferred to the 1st MARDIV, while CWO J. B. COX joined H&MS-36. Captain R. T. SHEA, Captain S. D. CLAYMAN, Captain K. H. JOHNSON, Captain G. H. DIACONT, Captain L. M. LAPOINTE and First Lieutenant R. T. HARRY returned to CONUS.

2. Casualties. During this reporting period Captain J. H. HARTMAN, First Lieutenant R. M. DALBEY and Corporal C. R. RUSE were slightly wounded and returned to action. On 12 May, Staff Sergeant P. L. GRIFFIN was wounded and was subsequently evacuated to the PHILIPPINES. Captain P. L. HARRINGTON was wounded on 21 May and has not yet been returned to duty. On 1 May, Sergeant S. L. CORFIELD was lost at sea when the helicopter on which he was a gunner was forced to land after suffering a dual engine failure.

3. Awards. During this reporting period BUFFALO CITY was awarded 100 Air Medals and 5 Purple Hearts. Staff Sergeant B. E. DUKE received a Navy Commendation Medal for his actions during November of 1967 when he was instrumental in freeing the co-pilot of a BUFFALO CITY aircraft which had crashed in a landing zone.

The following personnel received the Purple Heart:

Captain J. H. HARTMAN	Captain P. L. HARRINGTON
1stLt R. M. DALBEY	
SSgt P. L. GRIFFIN	
Cpl R. E. LOOMIS	
Cpl C. R. RUSE, JR.	

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.

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5. Squadron Totals.

Flight Hours	1465.9
Sorties	354.7
Cargo (Tons)	525.4
Troops/Passengers	8857

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