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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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 03A24767
 4 September 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 5750.1B

Encl: ✓(1) Command Chronology for the period 1-31 August 1967

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

J. A. Reames
 J. A. REAMES

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AUG 1967

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03A24767MARINE MEDIUM HELICOPTER SQUADRON 165
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, 96602Part I

- | | | |
|--------------------------|-------------------------|--------------|
| 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 | Major W. T. READ | Total Period |
2. MCAF KY HA, RVN 96602
1-31 August 1967
3. Average Strength: OFF 52 ENL 223
4. Important Visitors: NONE

Part II

a. During the month of August, HMM-165 supported 6 operations against the insurgent Viet Cong forces. In the support of these operations the BUFFALO CITY flight leaders continually distinguished themselves while providing the vanguard for all the major strikes in their objective areas. The pilots and crewmembers of HMM-165 constantly provided the infantry commanders with the intense professional support that has distinguished HMM-165 during their operations in Vietnam.

During the month of August the squadron maintenance department strived constantly to maintain the BUFFALO CITY aircraft at the peak of their performance to enable the squadron to successfully support all its operational commitments. This was accomplished only through their devotion to duty which required long hours to maintain the aircraft. Their self-sacrificing manner and dedication to duty enabled the squadron to maintain an average availability of 10.4 aircraft per day and to log 1371.0 flight hours for the month of August. Since arriving in 1st MAW in September, HMM-165 has accumulated 14,076.8 flight hours.

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In support of Operation COB, BUFFALO CITY lifted 164 troops and passengers. A total of 42 sorties in 18.6 hours were flown in support of this operation.

In support of Operation COCHISE, BUFFALO CITY lifted 3732 troops and passengers and 50.8 tons of cargo. A total of 899 sorties in 330.3 hours were flown in support of this operation.

In support of Project DELTA, BUFFALO CITY lifted 106 troops and passengers and .3 tons of cargo. A total of 31 sorties in 16.2 hours were flown in support of this operation.

In support of Operation HOOD RIVER, BUFFALO CITY lifted 13 troops and passengers and 6.1 tons of cargo. A total of 16 sorties in 4.6 hours were flown in support of this operation.

In support of Operation LAM SON 108, BUFFALO CITY lifted 303 troops and passengers and no cargo. A total of 28 sorties in 20.1 hours were flown in support of this operation.

In support of Operation YAZOO, BUFFALO CITY lifted 22 troops and passengers and 4.1 tons of cargo. A total of 32 sorties in 13.4 hours were flown in support of this operation.

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1 August 1967. A flight of 5 BUFFALO CITY aircraft, led by Major J. J. THARP, departed KY HA for an ARVN strike out of the TRA BONG Special Forces outpost. The zone was prepped by DETAIN and CASTOR OIL F-4's, and 105 ARVN's were heli-lifted into the Viet Cong infested area. Major THARP then returned his flight to KY HA without incident.

2 August 1967. A section of 2 BUFFALO CITY aircraft, led by Major E. L. OSMONDSON, was deployed for the day with the U.S. Army Special Forces at AN HOA on Project DELTA. The section launched to insert a reaction force of 55 ARVN and 3 U.S. Advisors. On approach to the drop LZ, Major OSMONDSON took small arms fire, but boldly continued, and inserted the force, further adding to the history of mutual respect fostered between ourselves and our Army comrades-in-arms.

3 August 1967. A section of 2 BUFFALO CITY aircraft, led by Major E. L. OSMONDSON, departed KY HA for the ROKMC LSA, for a resupply mission in support of Operation HOOD RIVER. The section completed the much needed resupply to 3 zones without incident, but on the approach to the 4th zone, Major OSMONDSON took enemy fire. Electing to continue, he completed the mission with the usual BUFFALO CITY thoroughness, and then returned to KY HA.

4 August 1967. A section of 2 BUFFALO CITY aircraft, led by squadron Commanding Officer, Lieutenant Colonel J. A. REAMES, launched from KY HA on a resupply mission in support of the ROKMC. Launching in mid-afternoon, the section proceeded to resupply Korean companies still on the move in the field. A little over 4 hours later the section returned to KY HA, after hauling 21,000 pounds of cargo, 26 troops, and 25 Viet Cong POW's, further testament of BUFFALO CITY's ability to "haul the most in the least".

5 August 1967. A section of 2 BUFFALO CITY aircraft, led by squadron Executive Officer, Major R. E. ROMINE, launched from KY HA on a resupply mission in support of the ROKMC. Resupplying companies in 7 different locations, the 2 aircraft carried 30,000 pounds of supplies and 54 passengers in a little over 5 hours, completing another productive day of BUFFALO CITY resupply.

6 August 1967. A section of 2 BUFFALO CITY aircraft, led by Captain C. H. MANNING, departed KY HA for AN HOA, in support of the U.S. Army's Project "D". Departing AN HOA, the section proceeded to insert a complement of 27 ARVN. Returning to AN HOA for fuel, the section again launched, in a SAR capacity for the Army UH-1E's, and took fire at YC635515. Re-

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turning to AN HOA, for fuel, the section then proceeded to the hospital pad with KIA's, and returned home, further cementing the relationship the Marines have had with our Army comrades-in-arms.

7 August 1967. A section of 2 BUFFALO CITY aircraft, led by Major D. C. HEIM, launched from KY HA on a resupply mission in support of the ROKMC. Resupplying 9 companies spread throughout the ROKMC TAOR, the section had a productive afternoon, hauling 25,000 pounds of cargo, 46 passengers, and 22 Viet Cong POW's before returning to KY HA.

8 August 1967. A section of 2 BUFFALO CITY aircraft, led by Captain R. W. BYRD, launched from KY HA on a resupply mission in support of the ROKMC. The resupply appeared to be routine, until, approaching BS577765, enemy automatic weapons and small arms fire was encountered, and YW-16 was hit. Aircraft commander BYRD, assessing the damage as limited, elected to carry on with the much needed resupply, which was duly completed before the section returned to KY HA.

9 August 1967. A section of 2 BUFFALO CITY aircraft, led by squadron Executive Officer, Major R. E. ROMINE, launched from KY HA on a resupply mission out of AN HOA. 4 trips were made between AN HOA and AT827372, and on the third trip, Major ROMINE received enemy fire from the above coordinates, sustaining a hit on a forward blade. Major ROMINE, however, continued and the resupply was completed without further incident before the section returned to KY HA.

10 August 1967. A flight of 5 BUFFALO CITY aircraft, led by Captain L. R. MEDLIN, departed KY HA on a resupply mission out of Hill 63. Resupplying two zones, the flight lifted 22,600 pounds in a shade over 4 hours.

11 August 1967. A flight of 10 BUFFALO CITY aircraft, led by the squadron Commanding Officer, Lieutenant Colonel J. A. REAMES, departed KY HA on a strike in support of the ARVN forces. 567 ARVN and 6 U.S. advisors were helo-lifted into the landing zone, and though fire was received in the landing zone, it was effectively suppressed by the KLONDIKE UH-1E's and 3 flights of fixed wing. Once on the ground, the ARVN troops set out on their search-and-destroy mission against the Viet Cong, and BUFFALO CITY returned home.

12 August 1967. A section of 2 BUFFALO CITY aircraft, led by Captain J. H. MCCracken, departed KY HA and were launched on an emergency resupply of ammo and blood to ARVN forces who had been helo-lifted into the

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zone the previous day. On the first approach into the landing zone, Captain MCCracken landed and deposited the much needed ammo and blood. Upon lifting out of the zone, he came under intense enemy fire, and sustained multiple hits, losing his number 2 control boost and utility hydraulic system. Realizing he could not return to KY HA with his aircraft this badly crippled, Captain MCCracken flew to the nearest secure zone, THIEN PHOU, where the aircraft was left overnight. After further assessing the damage, which included a crease in the synchronization shaft and a hole in a control rod due to the intense enemy fire, Captain MCCracken and his crew returned to KY HA on his wingman's aircraft.

13 August 1967. A section of 2 BUFFALO CITY aircraft, led by Major E. L. OSMONDSON, departed KY HA on a troop/cargo lift out of THIEN PHOU. While taking-off from one of the resupply zones, Major OSMONDSON's aircraft came under intense enemy small arms/automatic weapons fire from 360 degrees. The aircraft sustained two hits, and the crew chief, Corporal W. A. REPKO, was slightly wounded. The aircraft set down at Hill 63 for battle damage inspection, and treatment of Corporal REPKO. After ascertaining the damage the section returned to KY HA.

14 August 1967. A flight of 3 BUFFALO CITY aircraft, led by Major D. C. HEIM, departed KY HA on a series of recon insertions. On the attempted insert of ANTIFREEZE, the flight took enemy small arms fire on approach to the primary landing zone. Major HEIM waved-off and proceeded to the alternate landing zone but again fire was received. On wave-off from the alternate landing zone, due to enemy small arms fire, Major HEIM's aircraft sustained two hits, and the ANTIFREEZE insert was aborted. The team was returned to QUAIL, and BENNINGTON was picked up and successfully inserted before the flight returned to KY HA.

15 August 1967. A flight of 3 BUFFALO CITY aircraft, led by Major T. P. LOUGHEED, departed KY HA on a series of recon inserts. The first team was successfully inserted, and the flight went on to Hill 707 to drop medicine and pick up one U.S. passenger, who was brought to TAM KY. At this time, LANDSHARK "A" contacted the flight and informed them that the team just inserted had taken casualties from a land mine. The BUFFALO CITY aircraft rushed to the scene, and despite small arms fire encountered on the approach, Major LOUGHEED brought out one KIA and four WIA, and carried them to the First Hospital Co. before returning home.

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16 August 1967. A flight of 3 BUFFALO CITY aircraft, led by Major L. L. PAYTON, JR., departed KY HA for PHU BAI on MAG-16 augmentation. From PHU BAI, the flight launched on an ARVN troop lift, and in spite of enemy fire in both drop zones, Major PAYTON continued the mission, lifting 300 ARVN's before returning to KY HA.

17 August 1967. A flight of 5 BUFFALO CITY aircraft, led by Major C. R. PERRY, departed KY HA on an ARVN strike from the TRA BONG Special Forces outpost. 141 ARVN's were heli-lifted in 4 trips, and no fire was received. The flight then returned to KY HA.

18 August 1967. A section of 2 BUFFALO CITY aircraft, led by Captain R. W. BYRD, departed KY HA on an emergency extraction of the recon team ANTIFREEZE. The section proceeded to the pickup zone, where suppressive fire was being provided by KLONDIKE UH-1E's and OXWOOD A-4's. Captain BYRD fearlessly led his section into the pickup zone and with suppressive fire laid down by BUFFALO CITY gunners and crew chief's the team was successfully retracted.

19 August 1967. A section of 2 BUFFALO CITY aircraft, led by Captain L. R. MEDLIN, launched on an emergency sparrow hawk mission into impending bad weather. The section proceeded to Hill 63, where a Howtar and ammunition were loaded aboard. The section then proceeded to NUI LOC SON, dropped the cargo, and started toward Hill 63 to avoid heavy thunder showers. Two kilometers out of Hill 63, the section came under intense automatic weapons fire at 1500 feet due to the low ceiling. The section dropped to low level-high speed flight, until cloud cover allowed the return to altitude. Captain MEDLIN returned to KY HA, whereupon the aircraft and found to have incurred no hits.

20 August 1967. A flight of 9 BUFFALO CITY aircraft, led by squadron Commanding Officer, Lieutenant Colonel J. A. REAMES, departed KY HA on an ARVN strike into the Operation COCHISE area with MOHAIR and CLIP CLOP augmenting. Outstanding zone prep by 18 fixed wing aircraft deemed instrumental in eliminating all possible enemy fire. 308 ARVN's were lifted into the zone in 5 trips by BUFFALO CITY, with no fire received.

21 August 1967. A flight of 3 BUFFALO CITY aircraft, led by Major D. C. HEIM, departed KY HA on a passenger/cargo shuttle between Hill 63 and zones in the Operation COCHISE area. On approach to one of the zones, Major HEIM received enemy fire, which was effectively suppressed by KLONDIKE gunbirds. The lift was completed, and the flight returned to KY HA.

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22 August 1967. A section of 2 BUFFALO CITY aircraft, led by Major W. T. READ, departed KY HA for MAG-16 augmentation at DONG HA. While there, the section proceeded on an emergency extraction of the recon team LISTEN II, which had come into heavy contact with the enemy. As Major READ approached the pickup zone, his section came under enemy fire, which continued while in the landing zone and during take-off. The entire team was extracted with no hits received, and the section returned to DONG HA.

23 August 1967. A section of 2 BUFFALO CITY aircraft, led by Captain R. W. BYRD, departed KY HA for MAF on a series of recon inserts and extracts. The section inserted CONSOLATE, CIRCUMSTANCE, and KILLER KANE and CRABTREE and extracted COMMANCHE without incident before returning to KY HA.

24 August 1967. A flight of 3 BUFFALO CITY aircraft, led by Captain L. R. MEDLIN, departed KY HA on a series of recon inserts and extracts. CRANKCASE was inserted without incident, but after 5 minutes in the zone, the team came into heavy contact with an estimated 2 squads of enemy. After 8 fixed wing had "softened up" the area around the zone, under control of 16 KLONDIKE UH-1E's, Captain MEDLIN and Captain D. L. STEWART, pilot of the second aircraft, returned to the zone and successfully extracted the team despite critical fuel and enemy fire encountered in the zone. Corporal W. J. SIMMONS, gunner aboard Captain MEDLIN's aircraft, was credited with a confirmed enemy KIA by the team leader. Accurate .50 caliber suppressive fire by gunners and crew chief's of both aircraft was instrumental in making the extraction successful. The flight then proceeded to insert BENNINGTON and DIAGNOSIS and retract BASKETBALL without further incident before returning to KY HA.

25 August 1967. A section of 2 BUFFALO CITY aircraft, led by Major E. L. OSMONDSON, departed KY HA on an ARVN troop lift accompanied by 4 Army UH-1E's. Major OSMONDSON's section lifted 60 ARVN's into the Operation COCHISE area, but was hampered in his efforts by weather which finally caused the mission to be aborted.

26 August 1967. A flight of 6 BUFFALO CITY aircraft, led by squadron Executive Officer, Major R. E. ROMINE, departed KY HA for MARBLE MOUNTAIN AIR FACILITY for a U.S. Marine troop lift. Upon landing in the drop zone, the flight came under fire, but BUFFALO CITY gunners and crew chief's, with the aid of fixed wing cover, effectively suppressed the fire. Two trips were made into the zone, with 164 U.S. Marines lifted before the flight returned to KY HA.

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27 August 1967. A flight of 3 BUFFALO CITY aircraft, led by squadron Executive Officer, Major R. E. ROMINE, departed KY HA on the insertion of 2 Marine reconnaissance teams. An attempt was made to insert CRANKCASE, but due to enemy fire in the vicinity, Major ROMINE wisely aborted the insert. Proceeding to the drop zone for DONAHUE, the insertion was completed successfully, and the flight returned to KY HA.

28 August 1967. A flight of 3 BUFFALO CITY aircraft, led by Major J. J. THARP, departed KY HA on a series of recon insertions/extractions. The insertion/extraction of 2 radio relay teams on Hill 707 was routine and the flight proceeded to the drop zone for the insertion of CRANKCASE. The insertion was routine, but after 5 minutes in the zone, the team had come into heavy contact with an estimated platoon of possible NVA. After 4 hours of air prep, the flight returned and successfully extricated the team, taking intense fire all the while. Major THARP's superior airmanship and selfless courage eliminated a possible overrunning of the recon team.

30 August 1967. Captain J. Q. NESMITH, JR., departed KY HA with a flight of 3 BUFFALO CITY aircraft for the recon insertion of DUCKBILL at AT990250, the insertion of BENNINGTON at AT906294 and the retraction of DONAHUE from the same location. The division was escorted by KLONDIKE 4-5 and 4-6, 2 UH-1E gunships, throughout the mission. The landing zone at AT990250 was thoroughly prepped by BLACKACE 183, a flight of 2 F-4's, and the insertion was made without incident. With darkness and rain showers closing in on DONAHUE's position, Captain NESMITH's flight successfully inserted BENNINGTON and retracted DONAHUE while OXWOOD 07, a flight of 2 A-4's, provided fixed wing escort. With their mission completed, Captain NESMITH returned his flight to KY HA.

Part III

1. Personnel. During this reporting period, BUFFALO CITY joined four new officers which brought the squadron to 52 officers and 226 enlisted men. First Lieutenant E. W. CONNELLY joined the squadron from the 2dMAW and First Lieutenant D. A. DOBERSTEIN, Second Lieutenant's M. F. BAILEY and V. L. GENNARO joined the squadron from the 3dMAW.

2. Casualties. During this reporting period, Sergeant J. KUTNEY was wounded for the second time during his tour in Vietnam. He was slightly wounded by shrapnel during a Viet Cong rocket attack on MARBLE MOUNTAIN AIR FACILITY on 28 August 1967.

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3. Awards. During this reporting period, BUFFALO CITY was awarded 108 Air Medals for operations against the insurgent Viet Cong forces. No purple hearts were received.

4. Civic Action. Lieutenant J. M. PAGE, USN (MC), the squadron Flight Surgeon continued to devote his spare time to the MEDCAP teams in their program at the village of SAM HAI.

5. <u>Squadron Totals.</u>	Flight Hours	1371.0
	Sorties	3397
	Cargo (Tons)	353.8
	Troops/Passengers	8781

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