

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

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 4 February 1968

CONFIDENTIAL

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


Subj: Command Chronology, submission of (U)

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

Attn: HMM 305 S&C Files
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Encl: (1) Command Chronology for the period 1-9 January 1968

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


 R. E. ROMINE

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

HUE/PHU BAI, RVN

COMMAND CHRONOLOGY

for period

1 January 1968 through 9 January 1968

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MARINE MEDIUM HELICOPTER SQUADRON 165
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
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Part I

1. Organizational Data

a. Commanding Officer	R. E. ROMINE, LTCOL	1Jan - 9Jan68
b. Executive Officer	J. E. PRATHER, MAJ	1Jan - 9Jan68
c. Operations Officer	D. SAYES, MAJ	1Jan - 9Jan68
d. Administrative Officer	W. B. LONG, CWO-4	1Jan - 9Jan68
e. Maintenance Officer	J. J. THARP, MAJ	1Jan - 9Jan68
f. Logistics /Supply Officer	N. H. BOMKAMP, CAPT	1Jan - 9Jan68
g. NATOPS Officer	R. E. PEARCE, CAPT	1Jan - 9Jan68
h. Safety Officer	D. B. MCDYRE, CAPT	1Jan - 9Jan68

2. Task Organization and Unit Location

a. HMM-165, Marine Aircraft Group 36, 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco, California, 96602.

b. 1 January 1968 - 9 January 1968.

3. Average Strength of Squadron

<u>NAVAL AVIATORS</u>	<u>AGO</u>	<u>FLIGHT SURGEON</u>	<u>ENLISTED</u>	<u>BOEING REP</u>
42	4	1	188	2

4. Important Visitors to Squadron

a. NONE

Part II

1 January 1968. No significant flight operations.

2 January 1968. A flight of 2 CH-46's led by CAPT R. E. PEARCE launched on a combat cargo resupply mission. When the mission was complete, the SPACE crews had some impressive results, for they had logged a total of 16.9 flight hours and 53 sorties while lifting 59,000 pounds of cargo and 100 troops.

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ENCLOSURE (10)

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3 January 1968. A flight of 2 SPACE aircraft, led by MAJOR W. H. SEWARD launched from PHU BAI on an emergency extract of a threatened recon team. In less than an hour, the WHITE KNIGHTS had completed their task and retrieved the 10 man recon team despite the automatic weapons fire received in the zone.

4 January 1968. A section of CH-46's led by MAJOR J. J. THARP launched from QUANG TRI on an emergency insert of a Sparrow Hawk force around a downed UH-1E. The troops were picked up at Camp Carroll and successfully landed in the BALONG VALLEY in spite of one incident of sniper fire. Supporting UH-1E gunships quelled the fire, and, with the lift complete, the aircraft returned to QUANG TRI.

5 January 1968. A section of 2 CH-46's led by CAPT J. E. MORGAN departed PHU BAI on the "JOHN BROWN" resupply run. The two aircraft put in a long day, shuttling gear and passengers between outlying zones, and, at day's end had logged 16.3 hours, carrying 105 troops/passengers and 13,650 pounds of cargo, a tribute to SPACE'S perseverance.

6 January 1968. A section of 2 CH-46's led by CAPT D. B. MCDYRE departed PHU BAI on a logistics shuttle out of Camp Evans. Working with the usual SPACE efficiency, the section carried 20,000 pounds of cargo and 41 troops/passengers before returning to PHU BAI 3 hours later.

7 January 1968. A flight of CH-46's led by MAJOR W. H. SEWARD, departed PHU BAI on an emergency troop lift of ARVN soldiers from HUE CITADEL to the beleaguered village of PHU LOC, South of PHU BAI. Responding to the call in a matter of minutes, the first wave of ARVNS were helilifted into the zone. On the second wave, however, incoming mortars in the zone dictated that the transports hold high as the valiant Scarface and Army Alleycat gunships successfully took out the well-camouflaged position. This accomplished, the final wave of ARVN's was landed in the zone for a total of 200 troops lifted in under 2 hours.

8 January 1968. A banner day for the WHITE KNIGHTS of HMM-165 as a section of 2 aircraft launched a VIP run, led by MAJOR J. J. THARP. The squadron was honored with the assistance of MAJOR GENERAL K. B. MCCUTCHEON as co-pilot of the lead aircraft and MAJOR GENERAL N. ANDERSON as co-pilot in the second aircraft. The section stopped briefly at QUANG TRI and Camp Evans before returning to PHU BAI.

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9 January 1968. On this last day of work with MAG-36, HMM-165 was busy with med evac aircraft bringing wounded fighting men to waiting medical assistance at various hospitals in the PHU BAI area. As preparations were being made for deployment aboard the USS VALLEY FORGE on the following day, the WHITE KNIGHTS continued to fly regular missions, further attesting to HMM-165's ability to keep their operational readiness honed to a keen edge.

Part III

1. Listing of Significant Events

a. Personnel.

(1) Transfers to HMM-165

(a) Two Enlisted

(2) Transfers from HMM-165

(a) Five Enlisted

(3) Promotions:

(a) GYSGT N. TUCKER was promoted from SSGT

b. Operations. During this reporting period HMM-165 flew 489 sorties, carrying 1156 troops/passengers and 84.9 tons of cargo for a total of 240.6 flight hours.

c. Maintenance.

(1) Average availability for the period 1 January through 9 January was 64%.

Part IV

1. Supporting Documents.

a. NONE

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