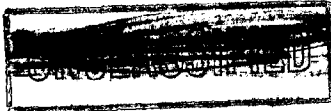


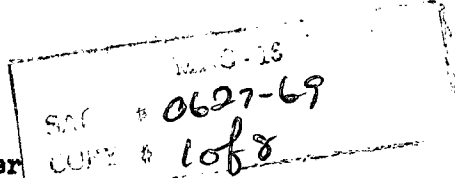
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MARINE MEDIUM HELICOPTER SQUADRON 165
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco 96602

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03A18269
1 July 1969



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From: Commanding Officer
To: Commandant of the Marine Corps (Code A03D)
Via: (1) Commanding Officer, Marine Aircraft Group 16
(2) Commanding General, 1st Marine Aircraft Wing
(3) Commanding General, Fleet Marine Force, Pacific

Subj: Command Chronology for period 1 - 30 June 1969

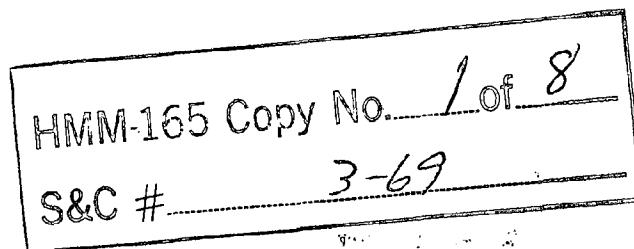
Ref: (a) MCO 5750.2
(b) WGO 5750.4

Encl: (1) HMM-165 Command Chronology

1. In accordance with the provisions of reference (a) and (b), enclosure (1) is submitted.
2. Downgraded at three year intervals; declassified after 12 years DOD directive 5200.10.

T. E. Raines
T. E. RAINES

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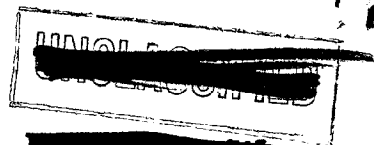
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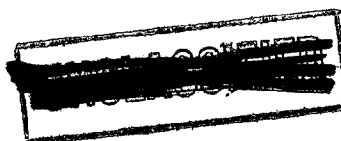
MARINE MEDIUM HELICOPTER SQUADRON 165
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco 96602

COMMAND CHRONOLOGY
1 June 1969 to 30 June 1969

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ENCLOSURE (1)

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PART 1ORGANIZATIONAL DATA1. DESIGNATION

Marine Medium Helicopter Squadron 165

COMMANDER

T. E. RAINES
1 June - 30 June

SUBORDINATE UNITS

None.

ATTACHED UNITS

None.

2. LOCATION

1 June through 30 June 1969: Marble Mountain Air Facility,
Da Nang, RVN.

3. STAFF OFFICERS

A. Commanding Officer	T. E. RAINES, LtCol.	1-30 June 69
B. Executive Officer	A. M. ECHOLS III, Maj.	1-30 June 69
C. Operations Officer	V. S. REED, Maj.	1-30 June 69
D. Administrative Officer	A. C. MACAULAY, Maj.	1-30 June 69
E. Maintenance Officer	R. G. MITCHELL, Maj.	1-30 June 69
F. Logistics/Supply Officer	F. F. STANSFIELD, Capt.	1-30 June 69
G. NATOPS Officer	C. H. RYAN, 1stLt.	1-30 June 69
H. Aviation Safety Officer	W. L. PETERS, 1stLt.	1-21 June 69
	C. H. RYAN, 1stLt.	22-30 June 69

4. AVERAGE MONTHLY STRENGTH

<u>Naval Aviators</u>	<u>AGO</u>	<u>Flight Surgeon</u>	<u>Enlisted</u>
34	5	1	154
<u>Boeing Rep</u>	<u>G. E. Rep</u>		
1	1		

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PART II

NARRATIVE SUMMARY

1 June 69. The onset of June found the contest renewed between VIP/Admin missions and more fruitful work. Today's was a toss-up with 5 of each type being flown. The day's slim 33 hours of flight time were produced by 50 Admin and 81 working sorties. The totals showed 30,810 lbs. of cargo and 216 passengers carried.

2 June 69. Today the "Pipestone Canyon" Medevac, an additional package supporting the new operation, accounted for 10.8 of the day's 30 hours of flight time with 21 casualties being lifted in 43 sorties. In other tasks, 167 passengers were ferried about in 69 sorties.

3 June 69. The resupply scene today found LtCol RAINES section lifting over 16 tons of cargo and 185 troops out of An Hoa to field positions in 8.5 flight hours. Meanwhile, Maj. MITCHELL'S Recon birds effected 2 extracts and 1 flip flop without incident.

4 June 69. Today's 52.8 hours found the "White Knights" involved in something new as Maj. REED led a flight of four to Quang Tri to assist the Northern squadrons. Marginal weather, unfamiliar terrain, and enemy activity proved to be small problems as 43,800 lbs. of cargo and 245 troops were lifted. Maj. MACAULAY'S section reported two fire incidents taking moderate small arms fire. No hits were received as "Lady Ace" gunners returned 150 rounds of .50 cal. fire.

5 June 69. Today, one Medevac, one Resupply, and four VIP missions accounted for the day's 42 flight hours. 58,500 lbs. of cargo and 66 troops were carried into "Pipestone Canyon" while 4 combat casualties were flown out during the day's quiet activity. Mean while, 46 taxi sorties were flown carrying 31 passengers.

6 June 69. Once again, Maj. REED led a flight of four to the north. Medevac was the mission assigned and 85 casualties were lifted. However, one such sortie found Maj. MITCHELL'S aircraft, during an attempted hoist job, being the target for intense small arms and .50 cal fire. All systems were lost but Maj. MITCHELL, although slightly wounded, guided the crippled aircraft across hostile territory to Vandergrift Combat Base from which it would fly no more.

7 June 69. Today's only Non-Admin mission was the Medevac package. LtCol. RAINES' morning section flew 22 sorties to the assistance of 34 casualties without incident. In the afternoon, only 9 casualties were evacuated but Lt. PETERS' aircraft took light small arms fire during one such sortie. 50 rounds of .50 cal. and 100 rounds of M-60 fire were promptly returned and no aircraft hits were suffered. On the night scene, Maj. PLASTERER'S section launched several times with 7 casualties be assisted.

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8 June 69. Today's active mission was Recon. A team's call for extraction was answered by Lt. PEASLEY with Lt. PETERS on his wing. Lt. PEASLEY'S attempt at a ladder extract was met with intense small arms fire with systems failures and an engine fire, necessitating aborting the attempt. The crippled aircraft was flown to An Hoa. It was now Lt. PETERS' turn to try. Despite air strikes and 3 armed escort aircraft "in hot", the aircraft still took fire. Lt. PETERS persisted and the extract was effected. L/Cpl. J. W. GILLIAM, a gunner was seriously wounded in the leg and was subsequently evacuated out of the country.

9 June 69. Lt. HARTMAN started the day with "Marble chase, Lady Ace tower," and moments later came back with, "2 miles south for a straight into 17." It was an indicator of what was to be. The Lady Ace's were not only short suited on frags, but, of those received, half were of the VIP and Admin type. This slowed the Knights to 29.0 flight hours, 37,000 lbs. of cargo, 94 sorties, and 179 paxs. It was one of those days.

10 June 69. LtCol RAINES led the squadron in a Troop Insert into Pipestone Canyon with no aircraft taking fire. The two Divisions that followed the Skipper, helping make the day successful, were led by Maj. REED and Maj. MITCHELL. This type of favorable scheduling allowed the Lady Ace's to fly a mammoth 64.5 hours and insert and ferry 1060 troops.

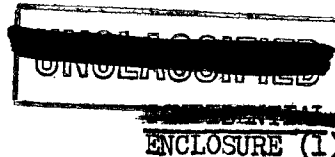
11 June 69. Although HMM-165 flew another 60 plus hour day, tragedy struck. Lt. Skip CURTIS had his CH-46 shot out from under him north of Hue costing a first mission gunner and a Tech Rep their lives.

12 June 69. Maj. MACAULAY and Maj. MITCHELL accounted for 101 sorties and 92,650 lbs. of cargo as the Lady Ace's weighted in with an average day. Flight time slipped below the 60 hour mark, 55.1, and HMM-165 stood tall and readied itself for the next day.

13 June 69. The White Knight's maintenance department led by Maj. MITCHELL, again proved itself so proficient at its task that idle pilots had to be drawn from other MAG 16 CH-46 squadrons to utilize our "UP" aircraft. Flight time for the day was identical to that of yesterday, 55.1.

14 June 69. Quang Tri's needs were satisfied by Lady Aces who went North to lend a hand. Wrong coordinates, windy conditions, and the returning of loads because of lack of coordination made the day more difficult than necessary. YW-5, manned by Lt. KOZAI, lost an engine near the infamous "Rock Pile." All involved were unharmed and the situation was brought under control immediately. Totalsorties were 221, and flight time exceeded 50 hours.

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15 June 69. The section of CH-46A's consisting of Maj. REED and wingman, Lt. TREMBLAY, carried 79,707 of HMM-165's 134,607 lbs. lifted, and were credited with 118 sorties. Maj. MACAULAY drew mission 16/3. While coming to a hover over a zone along the western edges of Viet Nam, he took intense .30 caliber, small arms fire. There were no injuries. Flight time for the squadron remained on the high side, 59.8.

16 June 69. After having flown five consecutive 50 plus flight hour days, the flight time for the Lady Ace's dipped to 37.8. Lt's. PETERS and TREMBLAY carried the heavy loads, and, also, led in sorties, 66.

17 June 69. The Lady Ace's XO, Maj. ECHOLS was fired at by automatic weapons as he led the night Medevac mission. Tragic news came when Flight Surgeon HARTER informed the squadron that Crew Chief L/Cpl R. S. CAMPBELL 234 16 44, succumbed to injuries and complications sustained in the 11 June crash in the Hue area.

18 June 69. Maj. PLASTERER broke the CH-46 Quang Tri LSA record with a single lift of 4502 lbs. He and wingman, Lt. KOZAI were the workhorses lifting 46,100 lbs. and totaling 111 sorties.

19 June 69. The morning portion of Mission 5 gratefully did not launch, but Maj. PLASTERER'S afternoon section had 11 "pick-ups". Maj. REED'S section topped the sortie and load carrying column. Flight time leveled off at 41.5.

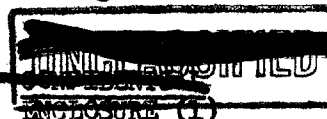
20 June 69. Despite the seeping 26.8 flight hours the Lady Ace's flew, they ferried 637 passengers. Maj. PLASTERER, in support of 1st Mar Div, took fire at AT 965553, but did not take a hit. A light schedule slowed the Knights to a somewhat uneventful day.

21 June 69. Lt. W. L. PETERS 010 22 08, and L/Cpl P. E. PETROLINE 228 87 42, during a Reconnaissance Insert paid the supreme price for their nation. The scene, as described by a viewer, went, "They were taking fire on the way out, rolled in the air, caught fire, and exploded on impact." Flight time was the highest in six days, 44.6 hours.

22 June 69. Although the Lady Ace's were only assigned 5 missions, they flew a total of 102 sorties, lifted 65,350 lbs., and carried 96 passengers. LtCol. RAINES' section was credited with 33 sorties and 22,500 lbs. lifted. Flight time dipped to a meager 25.0 hours.

23 June 69. The Lady Ace's were faced with an uneventful day. There were no Reconnaissance missions and no heavy loads to carry. Maj. REED'S and Maj. PLASTERER'S sections were the high point of the day. They topped the sortie list with 62. Flight time was a mere 31.8, and the cargo hauled was negligible.

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24 June 69. Three of HMM-165 six "Heavies," Major's MITCHELL, REED, and PLASTERER either flew Medevac or Reconnaissance missions. Maj. REED'S section was the leader in sorties, 59. Again, flight time was low--a mere 32.6 hours. Only 1000 lbs. of cargo was requested to be hauled by the Lady Ace's.

25 June 69. Maj. PLASTERER started the day with mission 31, a range sweeping mission north and east of Hai Van Pass. The Lady Ace's were only scheduled for six single aircraft launches. Four were VIP missions, one a Chu Lai run, and the other a range sweep. So light was the day that the White Knights flew but 26.7 hours and carried 100 lbs. of cargo.

26 June 69. In a day that only 26.5 flight hours were flown, Maj. MITCHELL'S section, with our most senior Capt., Capt. STANSFIELD, on his wing, saved the day by hauling 49,000 lbs. of cargo, carrying 254 passengers, and landing a total of 70 times.

27 June 69. Of the five missions HMM-165 was fragged for, three were VIP'S. The flight time was in the twenty hour category and the most one aircraft landed was 17 times. A whopping 1,615 lbs. were carried.

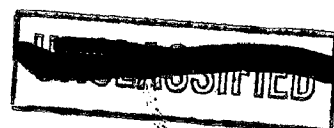
28 June 69. Thinking in terms of how low "low" is, the Lady Ace's flew less flight hours today than it did the previous twenty-seven days this month--19.9 hours. So slow was the day that the squadron only had 89 sorties and carried 146 passengers. The total 4200 lbs lifted has been known to have been carried by one Lady Ace CH-46 on previous occasions.

29 June 69. The section led by Maj. REED out-worked the rest of the squadron single handedly. They lifted 40,350 lbs. Also, they had 62 sorties and carried 281 passengers. Flight was 47.2 hours. That's the highest it has been in thirteen days.

30 June 69. The month closed with Skipper RAINES leading the way. His section did twice the work any other section did. Maj. REED was the high man of the month in flight hours with 98.0. Lt. RYAN was second and the only other pilot to break 90 hours. Major's MITCHELL, MACAULAY, and PLASTERER all broke the 80's.

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1 July 69

PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Operations Participated In:

- a. VICTORY DRAGON XII
- b. PIPESTONE CANYON
- c. CAMERON FALLS

2. Personnel:

a. Transfers To HMM-165

Officers 4

Enlisted 9

b. Transfers From HMM-165

Officers 6

Enlisted 16

c. Promotions

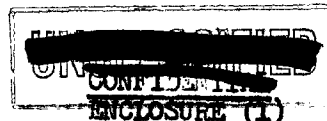
Capt. T. M. CURTIS was promoted from 1stLt.
Capt. H. P. GIEDZINSKI was promoted from 1stLt.
SSgt. J. R. FRICK was promoted from Sgt.
Sgt. M. J. HOEFS was promoted from Cpl.
Sgt. J. L. TALLAFERRO was promoted from Cpl.
Cpl. G. D. BRESSETTE was promoted from L/Cpl.
Cpl. M. L. HAULAJARVI was promoted from L/Cpl.
Cpl. R. G. MANSON was promoted from L/Cpl.
Cpl. K. A. PIZAREK was promoted from L/Cpl.
Cpl. D. W. WICKLINE was promoted from L/Cpl.
L/Cpl. L. B. BUCK was promoted from PFC.

d. Casualties Sustained

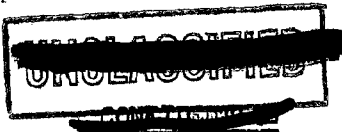
Maj. R. G. MITCHELL 070988/7562 was wounded in action on 6 June 1969 when he was struck by enemy mortar fire.

SSgt. M. L. BROWNING JR. 1872610/6242, Cpl. W. R. GOZA 2353071/2111, Cpl. T. C. WIBBERLEY 2312523/7041, L/Cpl. T. L. BASHAM 2377344/6371, and L/Cpl. R. J. COTE 2348439/6242 were wounded in action on 7 June 1969 when they were struck by enemy mortar fire.

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L/Cpl. J. W. GILLIAM 2387973/6320 was wounded in action on 8 June 1969 when he was struck by enemy fire.

Capt. T. M. CURTIS 094122/7562 and L/Cpl. R. S. CAMBELL 2341644/6320 were wounded in action and PFC. T. J. RILEY 2282269/6320 was killed in action on 11 June 1969 when their aircraft was shot down by enemy fire.

L/Cpl. R. S. CAMBELL 2341644/6320 died on 17 June 1969 from wounds received when his aircraft was shot down on 11 June 1969.

1stLt. W. L. PETERS 0102208/7562 and L/Cpl. P. E. PETROLINE 2288742/6320 were killed in action and 1stLt. S. W. JORGENSEN 0104240/7562, Cpl. J. E. GAUVIN 2289440/6320 and L/Cpl. W. T. GIBSON 2335840/6320 were wounded in action on 21 June 1969 when their aircraft was shot down by enemy fire.

3. Logistics:

a. During this reporting period HMM-165 flew 4,660 sorties, carrying 611.7 tons of cargo, 8,207 troops/passengers, and 662 med-evacs for a total of 1193.8 flight hours.

b. Average availability for the period 1 June through 30 June 1969 was 85.4%

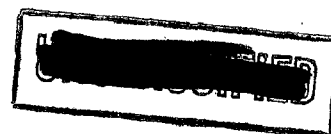
PART IV

SUPPORTING DOCUMENTS

1. None.

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