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MARINE MEDIUM HELICOPTER SQUADRON 165

UNCLASSIFIED

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

3:RMR:gay
03A33671
5750
2 December 1971

CONFIDENTIAL - Unclassified upon removal of Enclosure (1)

From: Commanding Officer
To: Commandant of the Marine Corps
Via: Commanding Officer, 31st Marine Amphibious Unit
Subj: Command Chronology for the period 1 through 30 November 1971
Ref: (a) NCO 5750.2

Enclos: (1) Command Chronology for the period 1 through 30 November 1971

1. In accordance with reference (a), the subject Command Chronology is submitted as Enclosure (1).
2. This is downgraded to Unclassified upon removal of Enclosure (1).

T. A. COLLINSBROUGH
By direction

HMH-165 S&C Files
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COMMAND CHRONOLOGY

1 through 30 November 1971

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PART IORGANIZATIONAL DATA1. Staff Officers

	<u>Period</u>	<u>Name</u>
Commanding Officer	1 - 30 November 1971	LTCOL P. L. MOREAU
Executive Officer	1 - 30 November 1971	MAJ D. M. GRIFFAY
Operations Officer	1 - 30 November 1971	MAJ T. A. GOLDSBOROUGH
Administrative Officer	1 - 30 November 1971	MAJ C. R. UFSHAW
Maintenance Officer	1 - 30 November 1971	MAJ W. A. JULAIN
Logistics Officer	1 - 30 November 1971	MAJ F. W. LANGE
Intelligence Officer	1 - 30 November 1971	1/LT S. B. HURLEY
NATOPS Officer	1 - 30 November 1971	CAPT R. W. CORNER
Safety Officer	1 - 30 November 1971	MAJ T. P. MCBRIEN

2. Subordinate Units

NONE

3. Location

1 through 30 November 1971: USS TRIPOLI

4. Average Monthly Strength

	<u>USMC</u>	<u>USN</u>	<u>OTHER</u>	<u>TOTAL</u>
	<u>OFF/ENL</u>	<u>OFF/ENL</u>	<u>OFF/ENL</u>	<u>OFF/ENL</u>
1-30 November 1971	58/251	1/2	NONE	59/253

5. Important Visitors

NONE

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ENCLOSURE (1)

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PART II

NARRATIVE SUMMARY

Operations were limited in the month of November for HMM-165, with 16 flying days lost due to inclement weather and non-flying commitments. In spite of this, the squadron logged 386.1 hours while conducting training and providing support for elements of Amphibious Ready Group Alpha.

The squadron departed Subic Bay, Republic of the Philippines, aboard the USS TRIPOLI on 6 November, after conducting a heavy training schedule and providing extensive support for HLT 2/4. The 6th and 7th were devoted to a safety stand-down while enroute to Taiwan. The squadron arrived in the port of Keelung on 8 November and celebrated the Marine Corps' 196th birthday in Taipei, Taiwan. All personnel responded to a recall when inclement weather prompted the TRIPOLI to depart ahead of schedule on 11 November.

While enroute to the Philippines, HMM-165 conducted flight training. The U.S. TRIPOLI encountered a Panamanian merchant vessel flying the distress signal off the coast of the Philippines on 13 November, and the squadron was tasked with investigating the peril of the "Empire Pacific". HMM-165's commanding officer personally flew a CH-46 Sea Knight to communicate with the stricken ship by written messages and provided requested emergency food and water by means of an external delivery.

The following day, HMM-165 supported HLT 2/4 in an off-load to Subic Bay from the coastal waters of the Philippines. Heavy winds and high seas precluded further flight operations for the next four and a half days.

HMM-165 returned to Subic Bay aboard the TRIPOLI on 20 November and began flight operations from NAS Cubi Point. During this in-port period, the squadron conducted two days of swimming and pistol qualifications and participated in a parade, sponsored by the 31st Marine Amphibious Unit, in behalf of Lt. Gen. Donn J. Robertson, Commanding General of III Marine Amphibious Force. HMM-165 also provided the General with VIP service, including a flight to the American Embassy in Manila to meet with the US Ambassador. On the return flight, the squadron conducted an aerial tour of Corregidor and Bataan for the General and Rear Admiral G. R. Muse, COMNAVFORHIL.

HMM-165 departed Subic aboard the TRIPOLI on 26 November. Flight operations for the next three days were devoted to administrative missions between ships of the Amphibious Ready Group and routine training, including two evenings of night carrier qualifications.

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NARRATIVE SUMMARY CONTINUED

Although 29 November was devoted to steaming for Sasebo, Japan, HMM-165 launched one emergency medevac to Okinawa, recovering the aircraft upon completion of the mission.

HMM-165 arrived in Sasebo on 30 November. Prior to arriving, a flight of two aircraft was launched to MCAS Iwakuni, to return with COL. W. C. Kelley, the next Commanding Officer of the 31st MAU.

While in International waters during the month of November, most flight operations were conducted under "ENCON" conditions.

PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS1. Commitments

- 1-5 Nov - HMM-165 conducted flight operations from NAS Cubi Point.
- 6-7 Nov - HMM-165 held a safety stand-down enroute to Taiwan aboard the USS TRIPOLI.
- 8-11 Nov - HMM-165 was in the port of Keelung, Taiwan.
- 10 Nov - HMM-165 celebrated the 196th Marine Corps birthday in Taipei.
- 13 Nov - HMM-165 participated in the rescue of the Panamanian Merchant vessel, the "Empire Pacific".
- 14 Nov - HMM-165 flew BLT 2/4 ashore to Subic Bay from the coastal waters of the Philippines.
- 15-19 Nov - HMM-165's flight operations were curtailed due to high winds and heavy seas.
- 20-25 Nov - HMM-165 conducted flight operations from NAS Cubi Point, Republic of the Philippines.
- 22 Nov - HMM-165 provided VIP transportation for LtGen D. J. Robertson, Rear Admiral G. R. Muse, and Col E. F. Roth, to and from the United States Embassy in Manila.
- 23 Nov - HMM-165 participated in a parade conducted by the 31st Marine Amphibious Unit for LtGen D. J. Robertson.
- 24-25 Nov - HMM-165 conducted pistol and swimming qualifications.
- 26 Nov - HMM-165 departed Subic Bay aboard the USS TRIPOLI.
- 27-28 Nov - HMM-165 conducted night carrier qualifications.
- 29 Nov - HMM-165 launched an emergency medevac to Okinawa and recovered the aircraft at the completion of the mission.
- 30 Nov - HMM-165 arrived in the port of Sasebo, Japan. Col. W. C. Kelley was flown from MCAS Iwakuni to Sasebo, to join the 31st Marine Amphibious Unit.

ENCLOSURE (1)
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~~CONFIDENTIAL~~ UNCLASSIFIED**2. Flight Statistics**

	CH-46	CH-53	UH-1E
Cargo tons -	312.0	94.1	217.9
Passengers -	1872	1230	604
Sorties -	580	426	121
Flight hrs -	386.1	280.3	60.8
			45.0

3. Average Aircraft Availability

CH-46	- 68%
CH-53	- 43.9%
UH-1E	- 56.7%
TOTAL	- 60.4%

4. Operations Participated In

NONE

5. PersonnelNew Aviators Assigned:

NONE

New Ground Officers Assigned:

NONE

New Crewmembers Assigned:

Cpl M. J. Benoit

Cpl J. B. Gwen

Cpl C. L. Brown

Cpl C. W. Jones

6. Promotions

a. The following personnel were promoted to their present rank:

Cpl H. W. Beaver, Jr.
 Cpl W. L. Bryles
 Cpl E. L. Hefner
 Cpl R. L. McClehanan
 Cpl D. D. McGuire

Cpl K. R. Miller
 Cpl M. R. Willard
 LCpl C. D. Baynes
 LCpl M. S. Smith
 LCpl S. B. Randolph

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7. Re-Enlistments

S/Sgt J. E. Ernst
Sgt F. E. DiMartino

8. Awards
NONE

PART IV

SUPPORTING DOCUMENTS

TAE "A" - Results of Safety Stand-down.

~~ENCLOSURE (1)~~

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

25:TPM:rln
3750
23 Nov 1971

From: Commanding Officer
To: Commanding General, First Marine Aircraft Wing
Via: Commanding Officer, Marine Aircraft Group 36

Subj: Safety Stand-Down, results of

Ref: (a) CG 1st MAW msg 150839Z July 1971

Encl: (1) HMM-165 Squadron Bulletin 3750 of 3 Nov. 1971
(2) U.R. concerning flight boots

1. In accordance with reference (a), HMM-165 conducted a quarterly safety stand-down on 6 and 7 November 1971 while aboard the USS Tripoli (LPH-10) at sea. Due to the squadrons large aviator and aircrew population, our composite inventory of aircraft, and the restricted space available for the conduct of classes there were at times as many as four separate groups conducting seminars, inspections, and attending training lectures simultaneously. The fragmentary nature of the presentations enabled key instructors to present their material to small groups of twelve to thirty marine at a time so that all hands had opportunity to attend each lecture. "Huey", '46 and '53 pilots were in mixed attendance at certain lectures, and inspections, and this mix provided everyone with a degree of insight into some of the considerations of their own squadron mates who fly a very different mission in one of the other types of aircraft. The interchange of ideas, techniques and procedures concerning standard problems such as engine failure, fuel management and ditching procedures, was educational and enlightening, particularly for our junior aviators.

2. Enclosure (1) contains the schedules of events as they were conducted during the stand-down. Inclement weather on 7 November interfered somewhat with the enlisted schedule of events as heavy seas and high winds required the constant attendance of maintenance personnel on deck to insure security of aircraft and integrity of all shops and spaces. Reinstruction and reinspection activities have been programmed.

3. The following are some of the lessons learned during the Safety Stand Down:

a. The Flight Equipment Inspection revealed that several pilots, particularly those who have spent time in Vietnam during this tour, are still using helmets with a flat green finish. The speed with which white helmets can be painted with low visibility colors in the event of commitment to a combat zone does not justify procrastination in reconverting to high visibility colors. The value of a highly visible helmet was under-

3750

23 Nov 1971

scored during the squadrons accident of 27 October. The first "signal" observers aboard Tripoli saw that there were survivors was the white helmets of the crewmembers.

b. A second significant survival item which was found to have repeat discrepancies were flight boots. Although the soles, heels, leather and laces were in good to excellent condition on every pair of boots inspected several pairs of boots were found to be failing or deteriorating from the inside out. The most common discrepancy was failure of the interior lining leather at the heel, or failure of the sewn seam of the interior lining at the heel. A UR (Enclosure (2) has been submitted concerning this discrepancy.

c. Ignorance in identifying the night end of a day night signal flare, or the value of a whistle, or the oral inflation procedure for the "Mae West" was not an uncommon discrepancy among Army trained pilots. Corrective individual instruction was held on the spot, and will be included in water survival/swimming training which is scheduled for our next import period at Subic.

d. The FOD lecture resulted in the suggestion that FOD BAGS be manufactured and issued to all maintenance personnel to carry on the job as receptacles for safety wire, replaced parts, or any other FOD items which could create future hazards. A bag constructed of high visibility nylon with a velcrow tape or draw string top approximately ten inches square has been considered. The squadron Maintenance Officer has taken this project for action, and will report his findings and results during the next quarterly stand-down.

4. The Aviation Safety Stand-Down has proven to be an enlightening and educational experience for all participants. The integration of industrial safety considerations, is considered to be a compatible and necessary part of a stand-down, and is recommended for adoption by other squadrons.

P. L. MOREAU

Copy to:
CO USS TRIPOLI
CO 31st MAU

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

Squadron 3750
25 Nov 1971
3 Nov 1971

SCDR DULLIN 3750

From: Commanding Officer
To: Distribution List

Subject: Safety Stand-Down

Date: (a) MAG-36 Reg 060641Z Oct 71
(b) Sodra Reg 280640Z Oct 71

Recd.: (1) Officer Schedule of Events For Safety Stand-Down
(2) Enlisted Schedule of Events For Safety Stand-Down

1. Purpose. To promulgate schedule of events relative to the Safety-
Stand-Down to be conducted 6 and 7 November 1971.

2. General. On 6 and 7 November 1971, flight operations will be curtailed
and all personnel will participate in a Safety Stand-Down in accordance
with reference (a) and (b).

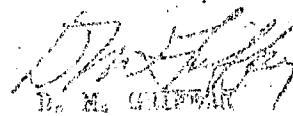
3. Action

(a) The Operations Officer, Safety Officer, and Maintenance Officer
will monitor enclures (1) and (2) to ensure maximum participation by
all squadron personnel.

(b) All scheduled instructors will prepare lesson plans and hand-
outs deemed appropriate to conduct the maximum safety training not
otherwise possible for squadron personnel during the Stand-Down. In
addition, Instructors will submit class rosters to the Aviation Safety
Officer so the conclusion of the Stand-Down

(c) The Aviation Safety Officer will submit a review of the ob-
ligations of the Stand-Down to the Commanding Officer.

4. Self Cancellation. 30 November 1971.


D. M. DULLIN
By designee

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each destroy
1 copy
and 10 copies

EdBuL 3750
Nov 1971

OFFICERS SCHEDULES OF EXPENSES FOR SERVICE IN SUPPORT OF THE AIR FORCE

SCHEDULE 5. SCHEDULED 2071

Line	Broads	1000-0900	1000-0900	Instructions
150-0900	Prepare Aircraft, Equipment and Spares For Operations & 2nd	2nd	2nd	All Funds
1500-0950	Flight Crew Inspection	Flight	Flight	Flight
1600-1020	Water Survival Training	Water	Water	Water
045-1115	Water Survival Training (2nd)	Water	Water	Water
1000-1030	Action of Strategic Air Systems	Strategic	Strategic	Strategic
245-1115	Action of Strategic Air Systems	Strategic	Strategic	Strategic
110-1250	1000 Personnel	1000	1000	Flight
120-1450	1000 Personnel	1000	1000	Flight
130-1520	Single Survival Training (2nd)	Single	Single	Flight
140-1450	Single Survival Training (2nd)	Single	Single	Flight
140-1550	Flight Pathology	Flight	Flight	Flight
150-1650	Flight Physiology	Flight	Flight	Flight

Tab A

Squadron 2750
2 MAY 1971

Sunday 7 November 1971

T-45
200-0950NATO'S Flight Manual Training
Procedures RevisesT-45
200-1350

Pilot Qualification Test List

Review

Pilot Log Book Review
Aircraft Power Plans1 TIE PILOTS
Ready Room One
2 CB-55 Pilots
Ready Room Two
3 CB-55 Pilots
Wardroom2 TIE PILOTS
Ready Room Two
Ready Room One
3 CB-55 Pilots
Ready Room One
4 CB-55 Pilots
Wardroom3 CB-55 PILOTS
Ready Room One
CB-55 Pilots
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3 CB-55 Pilots
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Wardroom5 CB-55 PILOTS
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Wardroom

In Weather Safety

Safety Standard

EXPOSURE (1)

2

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ESTABLISHED 1872 BY THE STATE OF TEXAS

120-0300	Prepares and Maintains Requirements and Speces for Operations at Sea	120-0300	Prepares and Maintains Requirements and Speces for Operations at Sea
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1960-1965	Western Structural Engineering (1960) (All Units)
1960-1965	Western Steel (All Units)
1960-1965	Single Survival (Construction Only)
1960-1965	Industrial Society, Western (All Units)

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ENCLOSURE (2)

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