

UNCLASSIFIED

MARINE MEDIUM HELICOPTER SQUADRON 165
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) MCO 5750.2

Encl: (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. GOLLESEBOROUGH
By direction

MMH-165 S&C Files	
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COMMAND CHRONOLOGY

1 through 30 November 1971

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ENCLOSURE (1)

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PART IORGANIZATIONAL DATA

<u>1. Staff Officers</u>	<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. UPSHAW
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

	USMC	USN	OTHER	TOTAL
	<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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PART IINARRATIVE 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 BLT 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 USS 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 BLT 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, COMNAVPAC HIL.

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. G. Kelley, the next Commanding Officer of the 31st MAU.

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

~~CONFIDENTIAL~~ UNCLASSIFIED**2. Flight Statistics**

	<u>CH-46</u>	<u>CH-53</u>	<u>UH-1E</u>
Cargo tons - 312.0	94.1	217.9	0
Passengers - 1872	1230	604	38
Sorties - 580	426	121	33
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. Personnel**

New Aviators Assigned:
 NONE

New Ground Officers Assigned:
 NONE

New Crewmembers Assigned:

Cpl H. J. Benoit
 Cpl C. L. Brown

Cpl J. B. Gwen
 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 B. L. Hefner
 Cpl R. L. McClanahan
 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

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

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ENCLOSURE (1)

MARINE MEDIUM HELICOPTER SQUADRON 165

Marine Aircraft Group 36

1st Marine Aircraft Wing

FPO, San Francisco 96602

25:TPM:rlm

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-

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23 Nov 19.

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 inport 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

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

Squadron 3750
25th Marine
3 Nov 1971

SQUADRON BULLETIN 3750

From: Commanding Officer
To: Distribution List

Subject: Safety Stand-Down

Ref: (a) MAG-36 Msg 060641200471
(b) Sqdn Msg 28064020471

Encl: (1) Officers 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 ceased
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 enclosures (1) and (2) to ensure maximum participation by
all squadron personnel.

(b) All scheduled instructors will prepare lesson plans and hand-
outs as deemed appropriate to achieve the maximum safety training and
education possible for squadron personnel during the Stand-Down. In
addition, instructors will submit class rosters to the Aviation Safety
Officer at the conclusion of the Stand-Down.

(c) The Aviation Safety Officer will submit a review of the ac-
complishments of the Stand-Down, to the Commanding Officer.

4. Self Cancellation. 30 November 1971.

[Signature]
D. M. GIBSON
By direction

DISTRIBUTION: 4 plus
each lesson
1 copy
and 10 copies

Serial 3750
Nov 1971

OFFICERS SCHEDULE OF EVENTS FOR SAFETY MEASURES 10-20-71

Saturday 5 November 1971

Time	Event	Location	Instruction
1730-0900	Prepaid Aircraft, Equipment and Spares For Operations at Sea	All Spaces	All Hands
1900-0930	Flight Gear Inspection	Ready Room 1 and 2	MAJ GOLDENROUSE MAJ MURPHY
000-1030 045-1115	Water Survival Training (Film) Water Survival Training (Film)	Ready Room Two	Capt BOMMER (Show Film Twice) Two Groups of 30 Each)
100-1030 145-1135	Avionics Systems Operations Avionics Systems Operations	Ready Room One	W-2 JUMPER (Present lectures Twice) Two Groups of 30 Each)
00-1350 06-1450 200-1350 400-1450 140-1550 600-1650	POB Presentation POB Presentation Single Survival Training (Film) Single Survival Training (Film) Flight Physiology Flight Physiology	Ready Room One Ready Room Two Ready Room One	MAJ JULLIAN MAJ JULLIAN Capt BOMMER Capt BOMMER 1st Lt GAZON 1st Lt GAZON

Serial 3750

Tab A

Squadral 3750
3 Nov 1971

Sunday 7 November 1971

Time	Event	Location	Participants
0800-0950	NATO's Flight Manual Emergency Procedures Review	1 VEEB Pilots 2 OH-46 Pilots 3 OH-53 Pilots Washington	Capt ROHRER Maj COMBESBROUGH Capt CORNER Capt CORNER 1stLt CALFOUN Capt DUNHAM Capt KALATA 1stLt NELSON 1stLt COOPER 1stLt DEAN 1stLt ASBY 1stLt ALDRICH 1stLt ALDRICH 1stLt GUERINON 1stLt GUERINON All Participants Turn In Written Critique of Safety Stand-Down
1000-1045	Pilot Qualification Yeast Review	Ready Room Two	
1045-1130	Pilot Log Book Review	Ready Room Two	
1130-1350	Airport Power Plants	1 VEEB Pilots 2 OH-46 Pilots 3 OH-53 Pilots Washington	
1400-1450	Aircraft Hydraulic Systems	1 VEEB Pilots 2 OH-46 Pilots 3 OH-53 Pilots Washington	
1500-1530	Airport Ordnance Systems	Ready Room One	
1530-1600	Aircraft Ordnance Systems	2 OH-46 Pilots 3 OH-53 Pilots Washington	
1600-1630	Ordnance Loading Safety	Ready Room Two	
1630-1700	Ordnance Loading Safety Critique	Ready Room Two	

ENCLOSURE (1)

2

Tab A

Squad 3750
5 Nov 1971

EXHIBIT SCHEDULE OF EVENTS FOR SAFETY SHUT-DOWN ON 6-7 NOVEMBER 1971

Saturday 6 November 1971

Time	Event	Location	Instruction
0730-0900	Response Aircraft Equipment and Spaces for Operations at Sea	All Spaces	All Shop Heads
0900-0930	FOB Prevention	Hangar Deck	MAJ JULIAN
1000-1100	Flight Deck Inspection (Crew Members Only)	Hangar Deck	CAPT KALATA 1st Lt STANTON SGT TEAS
1300-1400	Aircraft Ordnance Systems and Safety (All Hands)	Hangar Deck	1st Lt MURKINOT
1400-Complete	NAUTICS Jacket Review (Crew Members Only)	3-5 Office	CAPT CORSEY SGT TEAS

Sunday 7 November 1971

0800-0900	Water Survival Training (All Hands)	Hangar Deck	1st Lt CERRONIA
0900-1000	First Aid (All Hands)	Hangar Deck	1st Lt CERRONIA
1000-1100	Jungle Survival (Crew Members Only)	Hangar Deck	1st Lt CERRONIA
1300-Complete	Industrial Safety Inspection (All Hands)	All Shops and Spaces	1st Lt MAYFIELD 1st Lt MORRIS

ENCLOSURE (2)