

MARINE LIGHT HELICOPTER SQUADRON 167
Marine Aircraft Group 16
1st Marine Aircraft Wing, IMAFAC
APO, San Francisco, 96602

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03A21770
5 August 1970

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16

Subj: Command Chronology for period 1 July 1970 to 31 July 1970

Ref: (a) GruD 5750.1D

Encl: ✓ (1) Marine Light Helicopter Squadron 167 Command Chronology

1. In accordance with the provisions set forth in reference (a), enclosure (1) is hereby submitted.

2. Upon removal of enclosure (1), this letter is downgraded to unclassified.

E. A. MCCOUGHEY

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HML-167

HML-167

JULY 1970

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COMMAND CHRONOLOGY

1 July - 31 July 1970

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ENCLOSURE (1)

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PART I

ORGANIZATIONAL DATA

1. DESIGNATION COMMANDER
Marine Light Helicopter Squadron 167 LtCol D. A. MCCAUGHEY (1-31Jul70)

2. LOCATION

1-31 July 1970: Marble Mountain Air Facility, Republic of Vietnam

3. STAFF OFFICERS

Executive Officer	Major J. L. THIESSE (1-31Jul70)
Operations Officer	Major E. S. ONDICK (1-31Jul70)
Logistics Officer	Capt R. T. ADAMS (1-31Jul70)
Administrative Officer	Capt L. E. BOWEN (1-31Jul70)
A/C Maintenance Officer	Major J. S. MARTIN (1-31Jul70)
Intelligence Officer	Capt J. D. HARR (1-31Jul70)

4. Average Monthly Strength

<u>USMC</u>		<u>USN</u>		<u>OTHER</u>	
<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>
53	187	0	0	0	0

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PART II

NARRATIVE SUMMARY

The month of July found HML-167 beginning the new fiscal year by continuing to sustain its high tempo of operations with a total of 2454.1 hours flown. The "Checkmates" were able to maintain this increased level of operations even with the loss of 14 of our most experienced pilots during the month. This greatly increased the load per man bringing our average flight time per pilot to 91.4 hours. Despite the reduction in number of flight crews, the time flown this month was only 28.2 less than June. Credit in part can be attributed to the outstanding work done by the Maintenance Department. Although short-handed in critical skills, this department was able to raise the squadron aircraft operational status from 71.5% in June to 77.9% in July, and maintain an average daily availability of 24 aircraft.

The "gunship" time showed a slight increase over the last two months with a total of 1256.9 hours. The "slicks" continue to show a slight decrease in flight time with 1197.2 hours. This can be attributed in part, to the temporary cancellation of missions which require the "slick". During this month's operations, HML-167 accounted for 6,822 sorties, 869 tasks, and carried 3,783 passengers and 187 VIP's.

Three aircraft were forced down this month, resulting in "Alpha" damage to one, "Delta" damage to the second, with the third being classified as an "incident". Limited damage was sustained by TV-25 when, on a VIP mission, the tail rotor and 90° gear box separated from the aircraft. The pilot successfully autorotated and landed the aircraft with no injury to the crew. The second aircraft, TV-6, a gunship on a resupply, sustained "Delta" damage when the aircraft experienced engine failure due to fuel control failure. Again, the pilot landed the aircraft with no injury to the crew. The third aircraft, TV-21, also a gunship, was lost to direct enemy action while covering the low bird on the BCP mission (Detection of Concealed Personnel). The aircraft sustained "Alpha" damage when it caught fire, lost its tail boom and crashed. All 4 crew members perished.

Our Intelligence Section confirms 33 KPA's and 7 probable KPA's during July. Also 4 WIA's, 1 captured POW, 5 hootches destroyed and 1 damaged, 1 bunker destroyed and 2 secondary explosions accounted for. During July the "Checkmates" were involved in 55 fire incidents while sustaining 4 hits to one aircraft, and the loss of TV-21.

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July brought only one Department Head change. Major ONDRICK replaced Major SWANE as Operations Officer. On 18 July the Commandant of the Marine Corps visited MAC-16. Captain J. L. KING served as his personal pilot during this visit.

This month saw the "Night-Hawk" mission concept evolve with concrete results. Utilizing the Xenon Searchlight and Night Vision Sight, experimental flights were flown to develop tactics and operational procedures. In the four nights it was used, the mission accounted for 22 confirmed AAA's. This mission shows promise of contributing greatly to the effort of denying the enemy the sanctuary of the night.

Also, during July, the "Comprise Checkmates" continued to test the use and effectiveness of the RTW (helicopter Trap Weapon).

Despite the continuing loss of experienced personnel, the outlook for August remains excellent. With 8 new aviators already aboard, and a prospect of 5 more in the near future, along with an influx of enlisted replacements, the "Comprise Checkmates" will prove, once again, their right to the title of "MAC-16's Finest".

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 11 July 1970 Aircraft TV-35, BuNo 153754, sustained 4 hits, resulting in Delta damage, no injuries.
- 16 July 1970 Loss of aircraft TV-25, BuNo 151290. Loss of tail rotor and 90° gear box. Charlie damage, no injuries.
- 18 July 1970 Commandant of the Marine Corps visited HML-167.
- 19 July 1970 Loss of aircraft TV-21, BuNo 154773. Fire in flight. Alpha damage. (Accident 271 Alpha)
- | | | | | |
|------------------|-------|---------|------------|--------------|
| DODD, Richard W. | 1stLt | 0104570 | Pilot | Alpha Injury |
| CASNER, Lewis E. | 1stLt | 0106233 | Co-Pilot | Alpha Injury |
| RODGERS, John M. | Cpl | 2383108 | Crew Chief | Alpha Injury |
| BARNETT, John F. | LCpl | 2413629 | Gunner | Alpha Injury |
- 31 July 1970 Loss of aircraft TV-6, BuNo 155346. Fuel control failure resulting in engine failure. Charlie damage, no injuries.

Ordnance Expended (July)

7.62 - 216,300 rounds

2.75 Folding Fin Aircraft Rocket - 2,471

M16 - 32

Heat Rockets - 7

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SUPPORTING DOCUMENTS

No supporting documents for July 1970

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