

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

3:RMO:med
5750
03A27970
6 October 1970

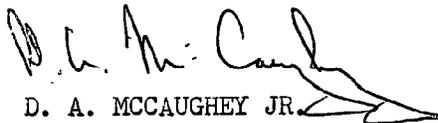
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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16
Subj: Command Chronology for period 1 September 1970 to 30 September 1970
Ref: (a) GruO 5750.1D

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.


D. A. MCCAUGHEY JR.

HML-167

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MARINE LIGHT HELICOPTER SQUADRON 167
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
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COMMAND CHRONOLOGY

1 September - 30 September 1970

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ENCLOSURE (1)

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1. DESIGNATION COMMANDER
 Marine Light Helicopter Squadron 167 LtCol D. A. MCCAUGHEY JR. (1-30Sep70)
2. LOCATION
 1-30 September 1970: Marble Mountain Air Facility; Republic of Vietnam
3. STAFF OFFICERS
- | | |
|-------------------------|--|
| Executive Officer | Major J. L. THIESSE (1-4Sep70)
Major C. W. DEPIETRO (7-30Sep70) |
| Operations Officer | Major R. M. ONDRICK (1-30Sep70) |
| Logistics Officer | Capt R. T. ADAMS (1-21Sep70)
Major J. D. HAYNES (25-30Sep70) |
| Administrative Officer | Capt L. E. BOWYER (1-30Sep70) |
| A/C Maintenance Officer | Major L. A. ROLSTAD (1-13Sep70)
Major J. E. HAYES (14-30Sep70) |
| Intelligence Officer | Capt J. B. BARR (1-30Sep70) |
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>
47	201	0	0	0	0

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PART II

NARRATIVE SUMMARY

September saw a marked reduction in operational commitments for the "Comprise Checkmates" as a general lull in enemy activity coupled with the stand-down and withdrawal of the 7th Marines caused a noticeable decrease in daily "fraggged" sorties. For the first time this year HML-167's monthly flight time fell below the 2000 hour mark, but a still respectable total of 1947.4 hours were flown. After flying a total of 9780 hours for the previous four months, the Maintenance Department found this an opportune time to take care of some heavy maintenance, including the replacement of many high-time parts.

The advent of the monsoon season at the end of the month also contributed greatly to the reduction of flight time as the last week was marked by heavy rains and low ceilings, curtailing for the most part, all but emergency missions. The emphasis placed on instrument practice during the last two months paid off during this first period of bad weather. The "Checkmates" were able to complete all assigned emergency missions in a professional manner, without incident.

The gunships accounted for 931.7 hours this month, as the slicks flew 1015.7 hours. HML-167 carried 3,176 passengers, 32 VIP's, completed 765 tasks and flew 5,486 sorties.

Our Intelligence Office reports that the "Comprise" aircraft were involved in 43 fire incidents in September. The result of which was 11 confirmed KBA's and 5 probable KBA's. Also, 5 hootches were destroyed, 2 secondary explosions reported and 1 confirmed buffalo KBA. During these actions the aircraft involved sustained only one hit, resulting in only minor damage.

Training of new pilots continued to receive high priority due to the continuing rotation of experienced personnel. Five aviators returned to the States, among which were 3 of our most experienced flight leaders. Four replacement pilots joined the squadron and quickly adopted the "Comprise" can-do spirit.

The M-79 grenade launcher was found to be an excellent means of providing illumination for night med-evacs in the absence of a flare-ship or source of ground illumination. Fired by a crew member from the rear door, each flare round provides approximately 20 seconds of illumination, and when fired at appropriate intervals, very satisfactory illumination is provided for the transport helicopter approaching and departing the zone.

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The outlook for October remains excellent. After a first taste of the monsoon rains, the new "Checkmates" are confident in their ability to handle any and all missions assigned under all weather conditions, thus justifying the retention of their title of "MAG-16's finest".

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 2 September 1970 Aircraft TV-12, BuNo 152421, sustained 1 hit, resulting in Delta damage, no injuries.
- 7 September 1970 Major C. W. DEPIETRO assumed duties as Executive Officer, replacing Major J. L. THIESSE.
- 14 September 1970 Major J. E. HAYES assumed duties as A/C Maintenance Officer, replacing Major L. A. ROLSTAD.
- 25 September 1970 Major J. D. HAYNES assumed duties as Logistics Officer, replacing Captain R. T. ADAMS.

Ordnance Expended (September)

7.62 - 180,600

2.75 Folding Fin Aircraft Rockets - 2,329

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PART IV

SUPPORTING DOCUMENTS

No. supporting documents for September 1970

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