

MARINE LIGHT HELICOPTER SQUADRON 167
Marine Aircraft Group 16
3d Marine Amphibious Brigade, FMFPac
FPO, San Francisco 96602

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5750
03A12571
5 May 1971

CONFIDENTIAL

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16
Subj: Command Chronology for the period 15 April 1971 to 30 April 1971
Ref: (a) Gru0 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.

J. E. Hayes
J. E. HAYES
Acting

HMK-167
096-71
Copy # 1 of 5

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15-30 Apr 71

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COMMAND CHRONOLOGY

15 April 1971 - 30 April 1971

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PART I

ORGANIZATIONAL DATA

1. DESIGNATION COMMANDER
Marine Light Helicopter Squadron 167 LtCol R. J. BLANC (15-30 April 1971)

2. LOCATION
15-30 April 1971: Marble Mountain Air Facility, Republic of Vietnam

3. STAFF OFFICERS

Executive Officer	Major J. E. HAYES (15-30Apr71)
Operations Officer	Major R. M. ONDRICK (15-30Apr71)
Logistics Officer	Captain O. S. DOUGHERTY (15-30Apr71)
Administrative Officer	Major J. D. MOODY (15-30Apr71)
A/C Maintenance Officer	Major O. E. JAMES (15-30Apr71)
Intelligence Officer	1stLt A. L. RALSTON (15-30Apr71)

4. AVERAGE MONTHLY STRENGTHS

<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>
48	139	0	0	0	0

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During the month of April, Marine units in RVN continued with the programmed phase-out as additional units stood down and departed. However, the total of 1320.9 flight hours for the month of April indicated that "Comprise" continued to maintain a level of operations only slightly below that of previous months. Our commitments have remained high with a shift in emphasis from the "gun" to the "slick" missions. As "slick" commitments remained at the same high level, commitments for "guns" have been reduced to med-evac and reconnaissance missions, including both the rocket belt VR and the night "Black Hammer" missions. Squadron pilots have gained valuable experience with the CBU-55 bomb, with 8 CBU's being dropped during the last half of April. Four CBU's were dropped in support of Golden Dragon 14-2, a ROK Marine operation involving over 1000 personnel, and the last major operation involving U. S. Marine helicopters in RVN.

Total flight time this month suffered a setback on April 28, when all squadron aircraft were held down due to two engine failures occurring within three days. A check of both engines showed a failure of the fourth stage compressor. All Squadron aircraft were held down while a check was run for a developing trend of such failures. However, within two days, "Comprise" was once again meeting the high demand for "slicks" after having thoroughly checked out four aircraft. The "guns" remained grounded, pending receipt of new engines.

During the last half of April, the Squadron transferred four pilots. Three pilots were assigned to Group Headquarters, and our Executive Officer, Major WEINERTH, returned to CONUS. Major HAYES moved from the Maintenance Office to take over as X. O., as Major JAMES assumed the duties of the Maintenance Officer. Captain DOUGHERTY replaced Major JAMES as Logistics Officer.

During the last sixteen days of April, "Comprise" aircraft flew a total of 635.7 hours. The "slicks" claimed 448.6 hours, leaving 187.1 hours for the "guns". 829 passengers were carried, 301 tasks were flown, and 1563 sorties were completed.

Squadron S-2 files continue to reflect the Marine phase-down with 8 probable KIA's, 8 hootches destroyed, and 6 secondary explosions reported. Eight Squadron aircraft were involved in fire incidents with only one taking hits. Also reported were 9 unknown BDA's which helped account for 84,900 rounds of 7.62, 565 2.75 FFAR rockets, and 1149 rounds of 40 mm expended.

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Although combat experience is becoming more difficult to gain with the decrease in combat operations, "Comprise" pilots have a large bank of combat experience from which to draw.

With many newly designated aviators having recently joined the Squadron, a major objective of the last few months will be to ensure that these aviators are given the maximum of training while still in a combat environment.

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- 15 April 1971 Major J. E. HAYES assumed duties as Executive Officer, replacing Major S. L. WEINERTH.
- 15 April 1971 Major O. E. JAMES assumed duties as Aircraft Maintenance Officer, replacing Major J. E. HAYES.
- 15 April 1971 Captain O. S. DOUGHERTY assumed duties as Logistics Officer, replacing Major O. E. JAMES.
- 25 April 1971 Aircraft TV-18 BuNo 151292, experienced an engine failure resulting in Echo damage and no injuries.
- 26 April 1971 Aircraft TV-12 BuNo 155341 sustained 1 hit, resulting in Echo damage and no injuries.
- 28 April 1971 Aircraft TV-5 BuNo 154775, experienced an engine failure resulting in Echo damage and no injuries.
- 28 April 1971 All Squadron aircraft were grounded due to two engine failures within three days. All aircraft were grounded while a check on the cause of the engine failures was run.

Pilots Leaving HML-167

Major S. L. WEINERTH
Major L. A. ROLSTAD
1stLt P. S. GLEEM
1stLt S. J. VAUGHAN

Ordnance Expended (15-30 April 1971)

7.62 - 84,900
2.75 FFAR - 565
40 mm - 1149
CBU - 8

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PART IV

SUPPORTING DOCUMENTS

No supporting documents for the period 15-30 April 1971.

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