

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

3:RMO:med
5750
03A30670
2 November 1970

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16
Subj: Command Chronology for period 1 October 1970 to 31 October 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.
D. A. MCCAUGHEY JR.

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MARINE LIGHT HELICOPTER SQUADRON 167
Marine Aircraft Group 16
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COMMAND CHRONOLOGY

1 October - 31 October 1970

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ENCLOSURE (1)

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Marine Light Helicopter Squadron 167 LtCol D. A. MCCAUGHEY JR. (1-31Oct70)

2. LOCATION

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

3. STAFF OFFICERS

Executive Officer	Major C. W. DEPIETRO (1-31Oct70)
Operations Officer	Major R. M. ONDRICK (1-31Oct70)
Logistics Officer	Major J. D. HAYNES (1-31Oct70)
Administrative Officer	Capt L. E. BOWYER (1-31Oct70)
A/C Maintenance Officer	Major J. E. HAYES (1-31Oct70)
Intelligence Officer	1stLt P. A. LAHLUM (1-31Oct70)

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>
52	252	0	0	0	0

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The month of October saw the "Comprise Checkmates" facing an adversary that hampered operations to a degree never achieved by the Viet Cong. Adverse weather was a factor affecting flight operations from the first day of the month to the last. The month opened with seasonal monsoon rains, low ceilings and restricted visibility. After a brief respite, Typhoon Joan appeared, followed closely by Kate. Both storms, although not living up to their advance warnings, caused all but emergency flight operations to be curtailed. On the 24th, all aircraft were grounded when cracks were discovered in the tail rotor blade grips on several aircraft. This necessitated the disassembly and inspection of the tail rotor assembly on all aircraft. Before the aircraft could be test flown, a surprise tropical storm moved in, accompanied by continuous winds of 35 to 55 knots. This storm, with its accompanying high winds, lasted through the end of the month, severely restricting the testing of the downed aircraft and the resumption of normal flight operations. Although October was not a lucrative month in regard to flight time, the "Checkmates" did gain invaluable experience in flying in adverse conditions. Throughout the periods of severe weather, the "Comprise Guns" maintained the watch on the medevac pad, and when the rains from the tropical storm flooded large areas of the TAOR, the "Comprise Slicks" were instrumental in coordinating the rescue and evacuation of over 9,000 Vietnamese civilians from the flooded areas.

With all the hindrances of unfavorable weather and mechanical difficulties, the "Checkmates" still showed their "can do" spirit by flying a very respectable 1732.1 hours. The slicks accounted for 941.0 hours, while the gunships flew a total of 791.1 hours. HML-167 carried 2,470 passengers, 10 VIP's, completed 688 tasks and flew 4,566 sorties during the month.

October saw two "Comprise" aircraft lost due to enemy action. In both cases, however, all crew members escaped with only minor injuries. Lieutenant SCOTT, in TV-2, successfully flew his badly damaged aircraft to 1st MED after it had sustained over two hundred holes when a 500 pound line charge exploded directly beneath it when the aircraft passed over it at low altitude. Lieutenant CONNER and his crew were rescued from the Que Son Mountains after they had crashed while conducting the extraction of a Recon team in foul weather.

Our Intelligence Office reports that the "Comprise Checkmates" were involved in 31 fire incidents during October. The result of which was 3 confirmed KBA's. Also, 3 hootches were destroyed and 2 secondary explosions reported.

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Four pilots rotated to CONUS this month, however, the aviator assets were increased as we joined nine new pilots. The in-country training program continued to be emphasized, with many of the recent arrivals gaining first-hand experience with foul weather operations.

Having once again proven their ability to operate successfully under any and all conditions, the "Comprise Checkmates" approach November with renewed confidence that their title of "MAG-16's Finest" is well secured.

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2 November 1970PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

10 October 1970 Aircraft TV-2, BuNo 155341, sustained Delta damage.

MILLER, T. H.	BGen	020948	Pilot	Minor Injury
SCOTT, W. F.	1stLt	0105645	Co-Pilot	No Injury
MCGAHA, T. L.	LCpl	2526130	Crew Chief	Minor Injury

11 October 1970 Loss of aircraft TV-15, BuNo 152421, DEA, Alpha Damage.

CONNER, W. F.	1stLt	0105892	Pilot	Minor Injury
PETERSON, G. C.	2ndLt	0111682	Co-Pilot	No Injury
WILLIAMS, D. R.	Sgt	2407467	Crew Chief	Minor Injury
QUICK, R. G.	LCpl	2458305	Gunner	Bravo Injury

Ordnance Expended (October)

7.62 - 107,800

2.75 Folding Fin Aircraft Rockets - 883

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PART IV

SUPPORTING DOCUMENTS

No supporting documents for October 1970

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