

# ORIGINAL

MARINE MEDIUM HELICOPTER SQUADRON 262  
 Marine Aircraft Group 15  
 9th Marine Amphibious Brigade  
 c/o FPO San Francisco, Calif 96602

S-3/TF0/jmo  
 5750  
 03A27867  
 5 October 1967

**[REDACTED]**  
 From: Commanding Officer  
 To: Commander, Task Group 79.5

Subj: Command Chronology, Period 6 September 1967 to 30 September 1967

Ref: (a) CTG 79.5 Operation Plan 120A-67

Encl: ✓(1) Command Chronology

- ✓(2) *Post Operation Reports, Operation Fortress Monterey*
1. In accordance with reference (a) enclosure (1) is hereby submitted.
  2. This letter becomes unclassified upon removal of enclosure (1).

*G. A. Corliss*  
 G. A. CORLISS

SLF TaskGroup 79.5  
 SAC Control No. 0506



# ORIGINAL

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**CONFIDENTIAL**  
**[REDACTED]**

MMN-262  
 CMD CHRON

6-30 SEP 1967

COMMAND CHRONOLOGY~~CONFIDENTIAL~~

## PART I

1. Organization Data

a. Commanding Officer	G. A. CORLISS, MAJ	6 Sep 67 - 30 Sep 67
b. Executive Officer	J. W. ALBER, MAJ	6 Sep 67 - 30 Sep 67
c. Operations Officer	D. L. ALTHOFF, MAJ	6 Sep 67 - 30 Sep 67
d. Aviation Safety Officer	G. L. LARKIN, MAJ	6 Sep 67 - 30 Sep 67
e. Logistics Officer	R. B. OREY, MAJ	6 Sep 67 - 30 Sep 67
f. Maintenance Officer	R. G. RITCHIE, MAJ	6 Sep 67 - 30 Sep 67
g. Intelligence Officer	P. C. JAMES, 1/LT	6 Sep 67 - 30 Sep 67
h. "A" Flight Commander	F. H. KELLER, CAPT	6 Sep 67 - 30 Sep 67
i. "B" Flight Commander	H. L. KUNKEL, CAPT	6 Sep 67 - 30 Sep 67

2. Task Organization and Unit Location

a. HMM-262, Marine Aircraft Group 15, Ninth Marine Amphibious Brigade, FPO San Francisco, Calif 96601.

3. Average Strength of Squadron

<u>Naval Aviators</u>	<u>AGO</u>	<u>Enlisted</u>
37	4	187

4. Important Visitors to Squadron

a. BCEN J. E. GLICK, Commanding General Ninth Marine Amphibious Brigade

## PART II

6 September 1967: During this reporting period HMM-262 pilots flew as co-pilots for VMO-6 while CH-46A's were restricted to emergency operations only.

22 September 1967: HMM-262 launched two CH-46A's on emergency Med Evac missions and two aircraft on emergency resupply. Six tons of cargo, eight troops and five med evacs were carried in 17 sorties for a total of 4.4 flight hours.

23 September 1967: HMM-262 launched five CH-46A's on emergency resupply missions. Twelve tons of cargo and sixteen troops were carried in thirty sorties for a total of 10.3 flight hours.

24 September 1967: HMM-262 launched four CH-46A's on emergency resupply and two aircraft on emergency med evac to DaNang G-4. Ten tons of cargo, twenty one troops and seven med evacs were carried in twenty three sorties for a total of 10.1 flight hours.

### PART III

#### 1. Listing of Significant Events

##### a. Personnel

(1) Transfers to HMM-262. Two First Lieutenants.

(2) Transfers from HMM-262. None.

(3) Promotions

(a) One Corporal to Sergeant

(b) Two Lance Corporals to Corporals

(c) Three PFC's to Lance Corporals

##### b. Operations

(1) HMM-262 flew 52.2 flight hours, carried 70 troops and 47.5 tons of cargo in 118 sorties for the period 6 September 1967 to 30 September 1967.

##### c. Training

(1) Thirty four officers and one hundred and ten enlisted men fam fired the M-16 rifle.

##### d. Maintenance

(1) Average availability for the period 6 September 1967 through 30 September 1967 was 74.5%.

##### e. Awards

(1) One hundred and forty four Air Medals

(2) One Vietnamese Cross of Gallantry W/Bronze Star

[REDACTED]

(3) Twenty one combat Air Crew Wings

(4) Three Good Conduct Medals

f. Informational Service

(1) The tenth edition of "Tiger Tales", a monthly publication of HMM-262, was published.

MARINE MEDIUM HELICOPTER SQUADRON 262  
Marine Aircraft Group 15  
Ninth Marine Amphibous Brigade  
FPO San Francisco, 96601

S-3/HLK/jmo  
3480  
003A28267  
9 October 1967

From: Commanding Officer  
To: Commander, Task Group 79.5

Subj: Post Operation Report, Operation FORTRESS SENTRY; submission of

Ref: (a) CTG 76.5 OPERATION PLAN 120A(A)-67

1. In accordance with reference (a), the following is submitted.
2. General. The CH-46A aircraft were restricted to emergency use only. Therefore, flight operations were limited to emergency launches for resupply and med-evac missions.
3. Problems Encountered
  - a. ITEM. Monitoring both UHF and FM frequencies while attempting radio contact with the battalion units.
    - (1) Discussion. In AOA, transport helicopters and UH-1E gunships were still monitoring HD-1. HD-1 has considerable radio traffic not related to the situation and transmissions interfere with FM transmissions.
    - (2) Recommendation. That aircraft, working in the AOA, switch to a separate UHF frequency, i.e., AC-1 when crossing the beach.

G. A. CORLISS

MM 262 S&C 00197  
20F55

SLF Task Group 79.5  
S&C Control No. 00510