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MARINE MEDIUM HELICOPTER SQUADRON 262

Marine Aircraft Group 15

9th Marine Amphibous Brigade
c/o FPO San Francisco, Calif 96602

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



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: v(1) Command Chronology

(2) Post Operation Reports, Operation Forthess Lentry

1. In accordance with reference (a) enclosure (1) is hereby submitted.

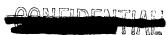
2. This letter becomes unclassified upon removal of enclosure (1).

G. A. CORLISS

SLF TaskGroup 79.5 SuC Control No. 0506

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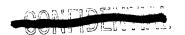
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COMMAND CHRONOLOGY



PART I

1. Organization Data

a.	Commanding Officer	G.	A.	CORLISS, MAJ	6	Sep	67	223	30	Sep	67
b.	Executive Officer	J.	W.	ALBER, MAJ	6	Sep	67	a	30	Sep	67
c.	Operations Officer	D.	L.	ALTHOFF, MAJ	6	Sep	67	9	30	Sep	67
d.	Aviation Safety Officer	G.	L.	LARKIN, MAJ	6	Sep	67	-	30	Sep	67
е,	Logistics Officer	R.	В.	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.	Η.	KELLER, CAPT	6	Sep	67	35 0	30	Sep	67
i.	"B" Flight Commander	н.	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

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

4. Important Visitors to Squadron

a. BCEN J. E. GLICK, Commanding General Ninth Marine Amphibous 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.

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Enclosure (1)





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

18 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

Enclosure (1)

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- (3) Twenty one combat Air Crew Wings
- (4) Three Good Conduct Medals

f. <u>Informational Service</u>

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

Enclosure (1)

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 medevac missions.

3. Problems Encountered

- a. ITEM. Monitoring both UHF and FM frequencies while attempting radio contact with the battalion units.
- (1) <u>Discussion</u>. 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 interfer 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

FIN 262 Sec. 00177

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SLF TaskGroup. 79.5 S&C Control No. 065/0

