

MARINE MEDIUM HELICOPTER SQUADRON 262
MARINE AIRCRAFT GROUP 36
1st Marine Aircraft Wing, FMFPac
FPO San Francisco, California 96602

S-3:WRB:wab
03A09568
4 April 1968

[REDACTED]

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (ATTN: S-3)

Subj: Command Chronology; period 1 March to 31 March 1968

Ref: (a) GruO 5750.1B

Encl: (1) Command Chronology

1. In accordance with reference (a), enclosure (1), is hereby submitted.
2. This letter becomes UNCLASSIFIED upon removal of enclosure (1).

M. J. Steinberg
M. J. STEINBERG

HMM-262

CMO CHRO

Enclosure (1)

MSR 1968

[REDACTED]

PART I1. Organizational Data

a. Commanding Officer	Melvin J. STEINBERG	LTCOL	1-31 MARCH 68
b. Executive Officer	David L. ALTHOFF	MAJOR	1-31 MARCH 68
c. Operations Officer	Anton E. TEBERRIAULT	MAJOR	1-31 MARCH 68
d. Logistics Officer	John D. ALEXANDER	CAPT.	1-31 MARCH 68
e. Personnel Officer	Robert J. RICHARDS	CAPT.	1-31 MARCH 68
f. Aviation Safety Officer	Francis B. JOLE	1STLT	1-31 MARCH 68
g. Intelligence Officer	Robert F. YEAGER	CAPT.	1-31 MARCH 68
h. Maintenance Officer	John D. ALEXANDER	CAPT.	1-31 MARCH 68
i. Sergeant Major	Shirely M. WEAVER	SGTMAJ	1-31 MARCH 68

2. Task Organization and Unit Location

MARINE MEDIUM HELICOPTER SQUADRON 262
 Marine Aircraft Group 36, 1st Marine Aircraft Wing,
 1MP, Pacific, FPO San Francisco, California, 96602
 Quang Tri Air Base, Republic of Vietnam, 1-31 March 1968

3. Average Monthly Strength of SquadronNAVAL AVIATORS

36

AIRGROUND OFFICERS

5

ENLISTED

162

NAVAL OFFICERS

1

4. Important Visitors to the Squadron

Major General Norman J. ANDERSON	USMC
Brigadier General Henry W. HISE	USMC
Brigadier General Robert R. KELLER	USMC

PART IINARRATIVE SUMMARY OF SIGNIFICANT EVENTS

During the month of March, HM-262 flew in support of Operation SCOTLAND, NAPOLEAN, KENTUCKY, and LANCASTER II with the majority of operations being in support of Operation SCOTLAND.

In resupplying the outposts around Khe Sanh, a strike system was developed. The area around the zones was prepared by extensive fixed wing bombardment with the last run laying smoke. Then with 4 UH-1E gun ships from 8 to 12 CH-46's proceeded to the zone, dropped their external load and retired from the area while the fixed wing and UH-1E's suppressed the enemy fire.

Although the strike system proved effective in resupplying the hills each operation required much skill and fortitude. Often the weather at Dong Ha was overcast, necessitating an IFR climb to VFR on top with an external load then proceed to join up and orbit between 6000 and 7000 feet. During the run into the hills our aircraft still received enemy fire resulting in numerous hits with two aircraft being shot down.

- 8 March 1968 - While on an emergency resupply mission at Khe Sanh, LtCol STEINBERG was notified of emergency med-evacs at "C" Med, Khe Sanh. He landed at "C" Med and picked up the 7 emergency med-evacs, while rockets and mortars were incoming. At lift off he received battle damage causing the loss of the number 1 Boost and the number 1 SAS. LtCol STEINBERG then determined it safer to fly to Dong Ha, than land again at "C" Med, which would endanger both the crew and med-evacs. In trying to fly low level back to Dong Ha, due to loss of number 1 Boost, he received fire from the base of hill 950 and promptly called FINGER PRINT for fixed wing support. With fixed wing support, LtCol STEINBERG proceeded low level to Dong Ha and successfully brought the med-evacs to "D" Med.
- 14 March 1968 - While resupplying hill 861 near Khe Sanh, Capt. RENGEL with Capt. STEGICH as co-pilot, took hits in the cockpit, cabin and engines resulting in the loss of both engines and both boost systems. Capt RENGEL made a successful "crash" landing and prevented the loss of any lives. Major ALTHOFF made an immediate landing nearby and recovered the pilots and crew. Both pilots were evacuated back to CONUS as a result of their injuries.
- 25 March 1968 - In efforts to recover the reconnaissance team "HARBOR QUEEN", LtCol STEINBERG took numerous hits and immediately

lifted out of the zone. He received battle damage causing the loss of forward transmission oil pressure. LtCol STEINBERG executed an emergency landing two miles west of Dong Ha. Major BOLEN successfully recovered the pilots and crew and returned them to Quang Tri. That night, at 2330, the team was extracted without further incident. The aircraft was repaired and flown back to Quang Tri the following day.

28 March 1968 - While resupplying hill 881, Capt. SNEAR with Capt. HAGER as co-pilot received battle damage which caused the loss of both engines and the number 1 Boost. Capt. SNEAR autorotated safely to the ground in enemy territory. The crew removed the machine guns and radios and were successfully recovered by an aircraft from HMM-364.

In addition to the resupplying of Khe Sanh and surrounding hills, HMM-262 flew numerous reconnaissance inserts and extracts. "Recon" inserts were accompanied by fixed wing preparing the zone, and UH-1E adding fire power to the zone as the CH-46 made its approach into the landing zone. Extracts were flown essentially the same with both fixed wing and UH-1E's preparing the zone and providing suppressive fire power.

Generally, three factors were involved in limiting total flight time. From approximately 1 Mar 68 to 15 Mar 68 numerous hits in support of operation SCOTLAND, created a shortage of aircraft. With the addition of eight CH-46D, this problem has been alleviated. A second factor in the early part of March was the weather which restricted early morning flights. A third factor in limiting total flight time was the shortage of Helicopter Aircraft Commanders. This shortage of HAC's is being solved as co-pilots meeting the qualifications are being designated HAC's. With the above three factors improving, the coming months should show an increase in total flight time. On 31 March eleven HAC's were on hand.

PART III

SIGNIFICANT EVENTS

1. Personnel

- a. Transfers to HMM-262 - 12 Officers - 16 Enlisted
- b. Transfers from HMM-262 - 7 Officers - 14 Enlisted
- c. Promotions to present rank:

MSGT B. W. DAVIDSON

SGT M. F. SINGH

2. Awards

a. None.

3. Casualties

Capt G. A. RENGEL	084533	WIA (EVACUATED)
Capt S. R. STEGICH	091513	WIA (EVACUATED)
Capt D. J. HAGER	091542	WIA
Sgt D. A. WALLACE	2145808	WIA
Cpl G. H. PARKER	2158985	WIA
Cpl L. W. ELLIOTT	2277528	WIA
Cpl L. W. NOELL	2291314	WIA
Cpl C. W. REESE	2130617	WIA
Cpl D. L. SNEDIGAR	2163281	WIA
Cpl J. H. KEEHN	2149902	WIA (EVACUATED)
L/Cpl D. L. JOHNSON	2318301	WIA
L/CPL T. H. PYLE	2223229	WIA
Pvt C. V. BALLADARES	2080537	WIA

4. Reenlistments. Sgt M. F. SINGH 2080537

5. Safety. With the exception of two aircraft, damages occurred in support of Marines at Kho Sanh in Operation SCOTLAND.

AIRCRAFT:

<u>INCIDENTS</u>	11	ECHO Damages
<u>ACCIDENTS</u>	2	ALPHA Damage
	2	CHARLIE Damage
<u>INCIDENTS</u>		
PERSONAL INJURY	3	BRAVO Injury
	10	FOXTROT Injury
	4	Enclosure (1)

6. Intelligence Officer. There was only one enemy incident, occurring on 15 March 1968. Quang Tri Air Base received 21, 122MM rockets resulting in no damage to HHM-262 equipment or injury to personnel.

There were 27 Fire Incidents, of the 27 Fire Incidents, 12 aircraft received hits resulting in 3 aircraft being shot down. Two aircraft were completely lost, one was retrieved. The majority of hits occurred between 0-700 feet by small arms and .30 caliber fire.

S-2 initiated a daily Intelligence report which covers pertinent Intelligence information concerning enemy activities around the Air Base. It is disseminated to Squadron Personnel each afternoon.

7. Morale and Welfare

a. The crew lounge was completed in March. On 31 March, a squadron party was held for all officers and enlisted personnel. Unit morale, and welfare go "hand in hand" in HHM-262, and is continuing at a high level.