

MARINE MEDIUM HELICOPTER SQUADRON 262  
Provisional Marine Aircraft Group 39  
1st Marine Aircraft Wing, FMC Pacific  
{ FPO, San Francisco, California 96602

3:RGP:rlc  
5750  
SEP 06 1968

UNCLASSIFIED

~~CONFIDENTIAL~~

From: Commanding Officer  
To: Commanding Officer, Provisional Marine Aircraft Group 39  
(attn: S-3)

Subj: Command Chronology, Period 1 August 1968 to 31 August 1968

Ref: (a) GruO 5750.1B

Encl: ↓ (1) Command Chronology  
      - (2) Flight Schedules

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

*M. J. Steinberg*  
M. J. STEINBERG

HMN-262

CMD CHRON

HMN 262 SEC. 02-68  
copy 1

AUG 1968

~~CONFIDENTIAL~~

~~UNCLASSIFIED~~  
~~CONFIDENTIAL~~

MARINE MEDIUM HELICOPTER SQUADRON 262  
COMMAND CHRONOLOGY  
1 AUGUST 1968 TO 31 AUGUST 1968

- PART I ORGANIZATIONAL DATA
- PART II NARRATIVE SUMMARY AND OPERATIONAL HIGHLIGHTS
- PART III SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV SUPPORTING DOCUMENTS

ENCLOSURE (1)

~~CONFIDENTIAL~~

~~UNCLASSIFIED~~  
~~CONFIDENTIAL~~

PART I  
ORGANIZATION DATA

1. Organization Data

a. Commanding Officer	Melvin J. STEINBERG	LtCol	1-31 Aug
b. Executive Officer	Leo J. IHLI	Major	1-31 Aug
c. Operations Officer	Donald S. WAUNCH	Major	1-31 Aug
d. Logistics Officer	Herman C. BROWN	Major	1-31 Aug
e. Personnel Officer	Marvin R. NELSON	Major	1-31 Aug
f. Aviation Safety Officer	Herman R. BOLEN Harvey E. BRITT	Major Major	1-9 Aug 10-31 Aug
g. Intelligence Officer	Donald L. TEMPLETON	Capt.	1-31 Aug
h. Maintenance Officer	James A. WELLS	Major	1-31 Aug
i. Sergeant Major	Alexander J. SONCRANT	1stSgt	1-31 Aug

2. Task Organization and Unit Location

MARINE MEDIUM HELICOPTER SQUADRON 262  
Provisional Marine Aircraft Group 39, 1st Marine Aircraft Wing  
FMF Pacific, FPO, San Francisco, California 96602  
Quang Tri Air Base, Republic of Vietnam, 1-31 August 1968

3. Average Monthly Strength of Squadron

Naval Aviators

50

Air/Ground Officers

5

Enlisted

178

Naval Officers

1

4. Important Visitors to the Squadron

General Leonard F. CHAPMAN	Commandant of the Marine Corps	6Aug68
LtGen Robert E. CUSHMAN, Jr.	Commanding General, III MAF	6Aug68
MajGen Paul J. FONTANA	Deputy Commanding General, FMFPac	22Aug68

ENCLOSURE (1)  
~~CONFIDENTIAL~~

UNCLASSIFIED  
~~CONFIDENTIAL~~

PART IINARRATIVE SUMMARY OF SIGNIFICANT EVENTS

During the month of August, HMM-262 supported three (3) operations: Lancaster II, Scotland II, and Kentucky.

Lancaster II was the main operation supported by HMM-262. This operation accounted for 603.0 flight hours. While flying Lancaster II, HMM-262 lifted 7317 troops and 550.2 tons of cargo for a total of 3025 sorties. In further support of this operation, HMM-262 successfully completed numerous med-evac missions.

Although Operation Scotland II had been temporarily terminated on 6 July 1968, it was again opened on 26 July 1968 with the main operating force being TASK FORCE H. During August, HMM-262 flew 168.4 flight hours in support of this operation carrying 1328 troops and 260.0 tons of cargo for a total of 900 sorties.

Operation Kentucky accounted for 87.6 flight hours for the month. A total of 714 troops and 47.7 tons of cargo were carried for 357 sorties during this period.

Operations this month were not noticeably hampered by bad weather, however one enemy rocket attack against Quang Tri Air Field accounted for seven aircraft damaged by shrapnel on 29 August.

HMM-262 flew a total of 1411.8 flight hours during the month, with an average of 50.6 flight hours per aircraft commander.

OPERATIONAL HIGHLIGHTS

6 August 1968 - HMM-262 events 6-5 and 6-6, led by Captain R. HERBERG, Jr., had been working the afternoon on 3rd MARDIV recon team insertion and extraction missions. At 1615H, 6-6, flown by 1stLt M. R. MULLEN, was in his landing approach to insert the last of the teams (four men) into YD015355 when the crew chief, Cpl B. J. HANCHETT, reported taking automatic weapons fire. Lt MULLEN executed an immediate wave off at which time his number one engine was knocked out by the enemy fire. Due to the load, Lt MULLEN was unable to remain airborne and was forced to land in densely forested enemy territory. After stripping the aircraft of guns and destroying the radios, they radioed 6-5, utilizing the recon team's radio, to meet them at a river approximately 100 meters to the west for a rescue attempt.

ENCLOSURE (1)

~~CONFIDENTIAL~~

UNCLASSIFIED  
~~CONFIDENTIAL~~

With the enemy in pursuit, the crew and team were forced to leave the heavy weapons and radios behind or chance capture. Capt. HERBERG in 6-5 skillfully plucked the crew and team from mid-stream of the shallow but swift river while under enemy fire. Although 6-5 received several hits a successful rescue was accomplished.

Even though 6-6 received Alpha damage, its crew and the recon team escaped with minor injuries. ET-3 (6-6) was destroyed by fixed-wing later in the afternoon.

- 8 August 1968 - At 1100H event 6-7, flown by Captain S. C. SNEAR, received enemy small arms fire from the vicinity of XD877616 while executing a priority extract of a recon team. The extract was completed however, without battle damage to the aircraft.
- 9 August 1968 - 1700H event 6-1 and 6-2, piloted by 1stLt B. B. COLE and 1stLt K. F. VAN WINCKEL, were flying recon team insertion and extraction missions. After having completed three team insertions, the flight was diverted to execute an emergency extract of a team which had been inserted earlier at XD898314. It was determined that the team was surrounded by the enemy but radio contact could not be established for approximately one half hour. After establishing contact the team was successfully extracted without injury to personnel or damage to the aircraft.
- 10 August 1968 - At 1945H event 6-10, piloted by 1stLt J. B. DUCKETT, while executing an emergency extract of a recon team, received small arms fire in the vicinity of YD134747. The extraction was successful however, without injury or battle damage.
- 14 August 1968 - At 1100H, HMM-262 events 6-1 and 6-2, flown by 1stLt J. B. DUCKETT and 1stLt J. C. O'CONNOR, were launched to execute an emergency extract of 3rd MARDIV recon team FAIRLANE which had made contact with the enemy and had received one WIA. 6-1 entered the pick-up zone northwest of Vandergrift Combat Base (XD893587) escorted by two VMO-6 UH-1E gunships and with fixed-wing support on station should they be required.

The LZ had been booby trapped with command detonated CLAYMORE mines but which were disarmed by the recon

ENCLOSURE (1)

~~CONFIDENTIAL~~

UNCLASSIFIED  
~~CONFIDENTIAL~~

team prior to 6-1's entry into the zone. 6-1 received sporadic small arms fire in the zone but the extract was completed without further injury to personnel or damage to aircraft.

16 August 1968 - At 1130H event 6-1 through 6-4, flown by Major H. E. BRITT, 1stLt B. B. COLE, 1stLt W. J. BYRNE, and 1stLt J. B. DUCKETT respectively, were ordered to conduct an emergency troop lift of L-3/4 from 3/4 base position at XD937410 to reinforce I-3/4 at XD896376 which was surrounded by NVA. 6-1 received intense small arms and automatic weapons fire from the southwest and west of India's position at a range of about 250 meters while in his approach to the LZ. 6-1 received several hits while debarking troops in the zone. The remainder of the flight returned their troops to 3/4 base position (XD937410) to await artillery and fixed wing prep of the approach route and area surrounding I Company's LZ. At 1530H a second attempt was made to reinforce I Company, but the zone was still receiving intense small arms, automatic weapons, and mortar fire. The mission was again postponed until a further prep by artillery and fixed-wing could be accomplished. At 1630H a third attempt at reinforcement failed due to continued intense enemy small arms and mortar fire in the zone.

Between the first and second attempts to reinforce I Company, 6-1 conducted an emergency insert of a squad to provide security for a UH-1E gunship which had been downed by enemy fire at XD925534.

At 1700H 6-3 and 6-4 (a different 6-3 and 6-4 than those listed above; these events flown by Captain A. F. DAVIS and 1stLt P. G. KNESE), were ordered on an emergency resupply and med-evac mission for I Company. 6-3 received small arms and automatic weapons fire while entering the zone with food and water resupply, and while in the zone awaiting the loading of six emergency med-evacs. The emergency resupply to I Company was supposed to have been ammo but it appears that the Vandergrift ISA inadvertently loaded the aircraft with food and water. The pilots were not aware of this fact since the loads were carried externally. 6-3 received numerous hits, one of which inflicted minor wounds on co-pilot, 1stLt C. E. MARTIN. The weather at the time of this mission was approximately 200 feet ceiling and one-half mile

ENCLOSURE (1)

~~CONFIDENTIAL~~

UNCLASSIFIED  
~~CONFIDENTIAL~~

visibility in rain. 6-3 was escorted by three WMO-6 UH-1E gunships (events 4-1, 4-2, and Med-Evac Chase), without whose fire support the emergency mission could not have been accomplished.

At 1730H, 6-1 (Major H. E. BRITT) coordinated and directed artillery and fixed-wing support fires around I Company's position in order to facilitate his entry into the zone for the purpose of picking up emergency med-evacs. 6-1 entered the zone and picked up five med-evacs. While departing, the aircraft received numerous small arms hits in the aft pylon section and consequently, loss of transmission oil and hydraulic fluid resulted in a forced landing at 3/4's base position. 6-2 subsequently lifted the med-evacs to Vandergrigt Combat Base.

At 1900H, 6-2, now leading a flight of three CH-46's subsequent to 6-1's forced landing, was ordered to an emergency resupply of ammo to I Company's position. With darkness fast approaching, 6-2 (1stLt B. B. COLE) briefed his two escorting UH-1E gunships as to zone location, enemy situation, and best approach route. When an artillery "Check-Fire" was received at approximately 1930H, 6-2 made a dash for the zone to drop his external load of ammo. Intense small arms and automatic weapons fire was received during the approach, while hovering in, and departing from the zone. 6-3 and 6-4 made single plane approaches and cargo drops in turn and both received heavy fire. Each aircraft returned .50 caliber machine gun fire while the WMO-6 gunships supported them with their 2.75-inch rockets and 7.62 machine guns. With limited battle damage to the aircraft, the emergency resupply was successful.

HMM-262 flight crews performed exceptionally well in spite of poor weather conditions, the enemy situation, and long hours. Most crews were airborne an average of seven hours during a period which commenced with a 0530H wake up and ended with a 2030H shutdown upon return to Quang Tri Air Field.

- 17 August 1968 - At approximately 1300H events 6-3, 6-4, and 6-5 flown by Major D. S. WAUNCH, Captain J. V. BREWSTER, and 1stLt J. B. DUCKETT respectively, completed without incident, a lift of 165 troops of M-3/4 into XD884382 for the purpose of reinforcing I-3/4 positioned at XD896376. Refer to the highlight of 16 August 1968 above. Four WMO-6 UH-1E gunships were utilized in support of this mission.
- 18 August 1968 - At approximately 1330H event 6-3 flown by 1stLt J. C.

ENCLOSURE (1)  
~~CONFIDENTIAL~~

UNCLASSIFIED  
~~CONFIDENTIAL~~

O'CONNOR, and working on a recon team insert/extract mission, received intense small arms fire while attempting to insert a team at XD945476. The aircraft took two hits, one of which disabled the aircraft. Only by displaying skill and calmness was Lt O'CONNOR able to return the aircraft to Vandergrift Combat Base where emergency repairs were made enabling the aircraft to be flown to Quang Tri Air Field.

19 August 1968 - At 0900H in support of Operation Kentucky II, a division included in a joint PMAG-39/MAG-36 flight, and flown by Major H. C. BROWN, 1stLt R. W. EAKIN, Captain W. R. BRYAN, and Major D. S. WAUNCH respectively, lifted elements of 1/2 from pickup points YD283665 and YD325646 to drop zones YDL10746, YDL06757, and YDL07737. The zones had been preped by B-52 bombers and artillery prior to insertion. All aircraft in the flight received small arms and automatic weapons fire during the lift-in of 242 troops. None of HMM-262 aircraft received hits.

At approximately 1100H, immediately following completion of the troop lift, event 6-3 (event 5-5 as designated by PMAG-39 while participating in the lift) was diverted for the purpose of picking up emergency med-evacs from the position of Prospective 14B at YDL30727, northeast of Con Thien. The pilot, Major H. C. BROWN, supported by two UH-1E gunships of VMO-6 made three approaches to the zone, the first two requiring wave-off due to enemy fire and loss of contact with the unit on the ground. On the third attempt, Major BROWN was successful at getting into the zone and picking up three emergency and three priority med-evacs. While on the deck enemy mortars and small arms fire was received in the zone but the mission was completed with only minor battle damage.

During the afternoon at approximately 1430H events 6-3 through 6-6, this time piloted by Major H. E. BRITT, Captain R. E. DARGER, 1stLt B. B. COLE, and 1stLt M. R. MULLEN respectively, lifted elements of 2/9 from Vandergrift Combat Base to YDL07707 in conjunction with the above described operation.

ENCLOSURE (1)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

At 1530H, 6-3 through 6-6 working in a joint flight with HMM-161 commenced a retrograde lift of 1/2 from LZ's at YDL27772, YDL37758, and YDL77607. At YDL77607, 6-3 received battle damage from incoming enemy artillery. The blast concussion tipped the aircraft sideways causing the rotor blades to strike the ground. Suspecting severe damage, Major BLITT shut the aircraft down. Event 6-1 which had joined the flight, and flown by Captain R. E. DARGEN was approaching to land when an immense explosion occurred directly beneath the aircraft. The aircraft buckled, plummeted to the ground, and burst into flames. The pilot and co-pilot were med-evaced to Quang Tri, the pilot seriously injured and the co-pilot 1st Lt K. L. BRADLEY critical. The status of the crew chief and two aerial gunners, Cpl T. A. HOFFMAN, Cpl J. W. HUTCHINSON, and Cpl P. C. MILES, could not be determined at the time and not until the following day were they determined definitely KIA.

During the attack, 6-3 was inspected by the pilot and crew chief who determined that it was flyable. The aircraft was flown to Quang Tri Air Field without further incident. A load of troops was flown out of the zone under artillery fire in 6-3 on departure.

One other aircraft had been damaged during the artillery attack bringing the HMM-262 damage total to two aircraft reparably damaged and one destroyed.

- 20 August 1968 - Four HMM-262 aircraft, in flight with four HMM-161, two HMM-364, and three VMO-6 aircraft, took part in moving elements of 1/2 and 2/9 from YDL28750 to YDL28672. This lift was hampered somewhat by incoming enemy artillery in the vicinity, but the lift of 210 troops was completed without casualties or damage to aircraft.
- 22 August 1968 - HMM-262 aircraft received enemy fire on three separate resupply missions. Events 6-5 flown by Major M. R. NELSON, and 6-6 piloted by Captain K. F. VAN WINCKEL, received mortar and small arms fire while executing resupply drops at XDB85362 and YDD25645 at 1530H and 1915H respectively.

Major V. E. HOBBS and Captain J. V. BREWSTER, flying 6-3 and 6-4 respectively, received small arms fire while delivering an emergency resupply of ammo to A-1/9 at YDD26646 at approximately 2000H. No injury or damage was received.

ENCLOSURE (1)

~~CONFIDENTIAL~~

~~UNCLASSIFIED~~  
~~CONFIDENTIAL~~

24 August 1968 - At 1830H, HMM-262 events 6-1 and 6-2, flown by Major H. E. BRITT and 1stLt W. C. GOBLE, were launched with the mission of executing an emergency extract of 3RD MARDIV recon team "Tonder Rancho" which was under heavy attack at YD181682 (6 miles N.W. of Dong Ha). Shortly after assignment, the mission was changed to an emergency insertion of First Platoon, D-1/1. The platoon was to be lifted from C-2 (YDL29672) into the position of the recon team under attack. At 1930H on their first attempt to enter the drop zone, 6-1 and 6-2 were taken under fire by four 12.7-mm/.50 caliber automatic weapons. 6-1 and 6-2 aborted their approaches until fixed wing and UH-1E gunships could cover the insertion. At this time, the ground unit was taking enemy mortars and intensive small arms fire in the zone.

At 2000H, 6-1 and 6-2 executed their second approach and landing. The VMO-6 UH-1E gunships were unable to cover all the enemy fires which were coming from three sides of the zone, and fixed wing support was not available. 6-1 and 6-2 took mortars and intense small arms fire while in the zone. 1stLt GOBLE sustained three WIA among his crew and there were two WIA among the troops while still aboard the aircraft during debarkation. The intense fire also resulted in the loss of one engine on Lt GOBLE's aircraft. 6-1 and 6-2 made a successful trip to C-1 at which time, approximately 2020H, all persons aboard 6-2 except Lt GOBLE and his crew chief, LCpl M. C. KEELING, were transferred to 6-1. Lt GOBLE then executed a vertical take-off on single engine and returned to Quang Tri Air Field with 6-1. Lt GOBLE was the first known pilot to accomplish such a feat in the CH-46 under combat conditions.

At 2040H, after volunteering to continue on the mission, Lt GOBLE obtained a different aircraft and crew and returned with 6-1 to resume the lift.

At 2055H, Lt GOBLE's aircraft crashed (believed to be the result of enemy fire) while in an approach to C-2. Operating under the light of artillery illumination missions from C-2 and A-4, Med-Evac aircraft of HMM-161 evacuated all crewmen aboard.

At 2130H all helicopters were ordered out of the area in order that UFO's which were coming south from the DMZ east of A-4 could be taken under fire.

At 2230H, three HMM-262 aircraft, flown by Major H. E.

ENCLOSURE (1)  
~~CONFIDENTIAL~~  
~~CONFIDENTIAL~~

~~UNCLASSIFIED~~  
~~CONFIDENTIAL~~

BRI TT, Major D. S. WAUNCH, and Captain W. R. BRYAN, resumed the lift from C-2 to YD181682. Intense enemy mortar and small arms fire was still being received in the zone and at 2330H, Major BRI TT in 6-1 executed the evacuation of 12 emergency MIA's from the zone. Also, at approximately this same time, Major WAUNCH had received serious battle damage and was returning to base for another aircraft.

At 2350H, due to continuing intense enemy fire in the LZ, HMM-262 pilots involved were ordered to attempt no further troop lifts into the zone and to return to Quang Tri Air Field to stand-by.

The results of this mission in terms of injury and damage to HMM-262 personnel and aircraft are as follows:

2 IDW  
 6 WIA  
 1 Aircraft destroyed  
 3 Aircraft battle damaged

HMM-262 aircraft had inserted 95 troops and med-evacuated 12 prior to termination of the lift.

25 August 1968 - At approximately 0745H, events 6-5 and 6-6, flown by 1st Lt R. W. EAKIN and Captain W. S. ENGLEHART, were successful in executing an emergency extract of recon team "Tender Rancho" from YD181682. The mission was accomplished with the support of three UH-1E gunships of WMO-6. Enemy small arms fire was received in the zone but no injury or damage was sustained. Refer to highlight of 24 August 1968.

26 August 1968 - At 0950H, HMM-262 events 6-1 through 6-4, flown by Major V. E. HOBBS, Captain R. G. CANADA, Captain B. B. COLE, and Major M. R. NELSON respectively, were executing a tactical lift of I-3/4 and K-3/4 from 3/4 base position east of Khe Sanh (XD937410) to a position southeast of Khe Sanh (XD984395). All aircraft had received fire on their approaches into the drop zone but only minor damage had been sustained until 0950H when Captain COLE in 6-3 received intense fire during his approach. The aircraft was severely damaged but through skill, Captain COLE was able to return to Vandergrift Combat Base and shut down.

The aircraft had received hits in one blade spar, the sync-shaft, fore and aft flight control cable, and the controls closet where one hydraulic flight boost system

ENCLOSURE (1)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

was shot away. Ten to fifteen rounds entered the cabin section and one round entered the cockpit. During shut down at Vandergrift, the control cable which had been hit, gave way completely. Had this happened in flight, the helicopter would have been uncontrollable.

There were no injuries to personnel aboard the aircraft.

29 August 1968 - At 1915H, while attempting a priority extract of a 3rd MARDIV recon team from a position north of Vandergrift Combat Base (XD961582), event 6-1, flown by Major J. A. WELLS, received sporadic small arms fire. Several rounds hit the aircraft at which time Major WELLS experienced power fluctuation on one engine and an apparent loss of engine oil pressure. 6-1 was forced to land in a secure area south of the LZ at XD983547 where the aircraft was left overnight until repairs could be made the following day.

Following Major WELL's fire incident, the extract mission was canceled because the recon team's position appeared to be relatively secure for the night.

ENCLOSURE (1)  
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS1. Personnel

- a. Transfers to HMM-262 - 3 officers, 23 enlisted
- b. Transfers from HMM-262 - 2 officers, 27 enlisted
- c. Promotions to present rank:

Captain Andrew B. BRATTON, III	19 August 1968
Captain William R. BYRNE, Jr.	19 August 1968
Captain Brascal B. COLE, Jr.	19 August 1968
Captain Kent F. VAN WINCKEL	19 August 1968
Corporal Robert W. MILLER	1 August 1968

2. Awardsa. Distinguished Flying Cross

STEINBERG, Melvin J.	LtCol	6 August 1968
----------------------	-------	---------------

b. Single Mission Air Medal

STEINBERG, Melvin J.	LtCol	11 August 1968
HARRIS, Gerald C.	SSgt	11 August 1968
CAUBLE, John D. Jr.	SSgt	11 August 1968

c. Air Medal (Strike/Flight Award)

DOBBS, Albert D.	LCpl	1 August 1968
MURPHREE, James A.	GySgt	7 August 1968
COUDRIGHT, Ernest	GySgt	7 August 1968

d. Good Conduct Medal

FLORES, Samuel J.	Cpl	3 August 1968
EARNHART, James A.	Cpl	6 August 1968
DUNCAN, Michael E.	LCpl	28 August 1968

e. Combat Aircrew Wings

MURPHREE, James A.	GySgt	7 August 1968
COUDRIGHT, Ernest	GySgt	7 August 1968
PERRAULT, George E.	LCpl	23 August 1968

ENCLOSURE (1)  
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~  
~~CONFIDENTIAL~~

3. Casualties

<u>NAME</u>	<u>RANK</u>	<u>TYPE</u>	<u>DATE RECEIVED</u>
MARTIN, Charles E.	1stLt	WIA (minor)	6 August 1968
MULLEN, Michael R.	1stLt	WIA (minor)	6 August 1968
HANCHETT, Ben J.	Cpl	WIA (minor)	6 August 1968
LOGAN, William M.	Cpl	WIA (minor)	6 August 1968
KRAUSE, Gunter K.	L Cpl	WIA (minor)	6 August 1968
MARTIN, Charles E.	1stLt	WIA (minor)	16 August 1968
BENZEL, Rickie C.	L Cpl	WIA (minor)	16 August 1968
MAYNE, Stephen W.	L Cpl	WIA (minor)	16 August 1968
HOFFMAN, Terry A.	Cpl	KIA	19 August 1968
HUTCHINSON, John W.	Cpl	KIA	19 August 1968
MILES, Patrick C.	Cpl	KIA	19 August 1968
BRADLEY, Kenneth I.	1stLt	WIA (med-evac)	19 August 1968
DARGER, Rocky E.	Capt.	WIA (minor)	19 August 1968
NELSON, Marvin R.	Major	WIA (minor)	19 August 1968
MURPHY, James A.	Capt.	WIA (minor)	19 August 1968
STALSBY, Frankie	L Cpl	WIA (minor)	19 August 1968
NEQUETTE, Thomas M.	1stLt	WIA (minor)	24 August 1968
ELLIS, David W.	Cpl	WIA (minor)	24 August 1968
HEALING, Nicholas K.	Cpl	WIA (minor)	24 August 1968
SPRAGUE, James A.	Cpl	WIA (minor)	24 August 1968
NASSER, Raymond E.	L Cpl	WIA (minor)	24 August 1968
GOBLE, Woodruff C.	1stLt	WIA (med-evac)	24 August 1968
WYATT, Charles R.	1stLt	DOW	24 August 1968
RYLAND, William P.	L Cpl	DOW	24 August 1968

4. Reenlistments

None

5. Safety. Listed below are the aircraft incidents and accidents for the month of August 1968:

Ground Accidents	None
Ground Incidents - Due to Enemy Action	7 Echo
Air Accidents - Operational	None
Air Incidents - Due to Enemy Action	3 Alpha 2 Charlie 3 Delta 11 Echo
Injury to Personnel	17 Minor 2 Major 3 KIA 2 DOW

ENCLOSURE (1)  
~~CONFIDENTIAL~~

UNCLASSIFIED  
~~CONFIDENTIAL~~

## 6. Logistics

Due to a critical situation in the supply of aircraft repair parts and engines for the CH-46D, the Commanding Officer was forced to report this squadron non-combat ready on 9 August 1968. On that day, HMM-262 listed 39 essential repair parts and 11 T58GE-10 engines which had not been received and without which seven aircraft were grounded. There were 13 aircraft down for normal maintenance and six in overhaul which left one aircraft operational out of 27 assigned. At that time it was determined that through cannabalization and other emergency measures, HMM-262 could have made available only eight aircraft.

Between 9 August and 31 August 1968, the squadron has been able to maintain an average availability of eight aircraft per day; this being the result of a reduction in aircraft down for normal maintenance and not as a result of relief from the critical supply situation. On 31 August 1968, the following situation existed:

- a. 61 essential repair parts and 11 engines required but not received - nine aircraft grounded.
- b. Four aircraft in overhaul.
- c. Three down for normal maintenance.
- d. Ten aircraft operationally ready.

Due to the above described conditions, the residual combat capability of HMM-262 is considered, at the present time, to be 50 per cent of that of a fully combat ready HMM.

Appendixes A and B contain reports of hold availability and essential repair parts outstanding for 9 August and 31 August 1968.

## 7. Intelligence

August proved to be a month of increased enemy activity. Quang Tri Air Field recorded one rocket attack consisting of 8-12 rounds of 120mm rockets on the 23rd of August. HMM-262 had several aircraft damaged from shrapnel but sustained no casualties.

HMM-262 had a total of 49 fire incidents during the month with 19 aircraft taking hits. We had three aircraft completely destroyed as a result of small arms, automatic weapons, .30 caliber and artillery fire. All hits were taken either approaching or taking off from landing zones. We had a total of 3-.50 caliber, 36-.30 caliber, 19 automatic weapons, and 34 small arms fire incidents reported. HMM-262's aircraft took a total of 90 hits throughout the month. The number of hits ranged from 1-21. We had 5 mortar and 1 artillery incidents.

ENCLOSURE (1)  
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

PART IV

SUPPORTING DOCUMENTS

- / Appendix A: Helicopter Availability Report for 9 August and 31 August 1968
- / Appendix B: Listing of NOR(G) (essential repair parts Outstanding) for 9 August and 31 August 1968

ENCLOSURE (1)

~~CONFIDENTIAL~~

BUNO	STATUS	UP	NORSN	NORSG	NORM	NORS	REMARKS
153991	NO			7		8	
154019							
154020	NO			1	8		
154021	<del>NO</del> RIB			3		8	
154022	NO		1	2	8		
154023	NO			8	8		
154027	NO		1		7		
154029	<del>NO</del> RIB				8		
154044	<del>NO</del> RIB			1		8	
154012	NO	8					

REMARKS:

ALLOW	ASGN	O/H	AVAIL	B/D		NORS	NORM	PAR	TEST	MAX AVAIL	FLT TIME
				SQD	IMA						
04	07	01	1	0	0	7	19	6	0	1	20.1

\* INDICATES INFORMATION TO BE CALLED INTO WING EXT 256/266

\* INDICATES MAX. AVAIL. ACFT AND FLT TIME FOR PREVIOUS 24 HOURS

FLIGHT TIME FOR PREVIOUS DAY 00.1 MONTH 00.0

AIRCRAFT MAINTENANCE OFFICER HMM-262

MARINE MEDIUM HELICOPTER SQUADRON 262  
 Provisional Marine Aircraft Group 39  
 1st Marine Aircraft Wing, FMFPac  
 FPO San Francisco, 96602

HELICOPTER AVAILABILITY REPORT:

9 APR 68 0700  
 (DATE)

BUNO	STATUS	UP	NORSN	NORSG	NORM	NORS	REMARKS
151913	OK						
151942	OK						
151948	OK						
151953	OK						
152552	OK						
152556	OK						
152557	AIB						
152560	OK						
152563	OK						
152565	OK						
152566	OK						
152567	OK						
152568	OK						
152570	OK						
152574	OK						
152578	OK						
153315	OK						
153316	OK						
153368	OK						
153372	OK						
153400	OK						

ONE MEDIAN HELICOPTER SQUADRON  
 Provisional Marine Aircraft Group  
 1st Marine Aircraft wing, FMFPAC  
 FPO San Francisco, Calif.  
 96602

HELICOPTER AVAILABILITY REPORT

DATE

ALLOW	ASGN	O/H	AVAIL	B/D SQD IMA	NORS	NORM	PAR	TEST	MAX AVAIL	FLT TIME
21	25	22	20	2 0	9	9	4	9	10	230

ET	BUNO	STATUS	UP	NORSN	NORSG	NORM	NORS	REMARKS
	151913	AD						AD
	151942	AD						AD
	152556	AD						AD
5	152557	AD	8					
9	152559	AD	5					
4	152560	AD				8		AD
8	152563	AD			6		8	AD
15	152565	AD	8					
	152567	AD						AD
3	152568	AD	8					
20	152570	AD		8		8		AD
21	152574	AD			7		8	AD
12	152578	AD		1	10		8	AD

ET	DUNO.	STATE	UP	NORSN	NORSG	NORM		REMARKS	
6	153315	A10	2						
7	153316	A10	2	1					
18	153368	A20	2	2					
19	153372	A13		1	9		2	NO 2 4 8 12 16	
22	153400	A10	2	9					
17	153991	A13			6		2	NO 2 4 8 12 16	
13	154020	A11			6		2	NO 2 4 8 12 16	
14	154021	A20	2						
15	154022	FRAMES DURING 23 AUGUST 1950							
16	154023	A10	2						
10	154027	A10		1			2	new received 30 Aug NO 2 4 8 12 16	
11	154029	A10		1	9		2	NO 2 4 8 12 16	
2	154041	A20		3			2	NO 2 4 8 12 16	
1	154044	A10			3		2	NO 2 4 8 12 16	

U. S. GOVERNMENT PRINTING OFFICE: 1950

PLANS SHEET: 17  
 NOPS NO: 39

HW-662 BULK FORD REPORT  
 PART ONE NOPS NO

94060  
 6222

153574	0218-0320	HW650-511-6951-1150	HAED PUMP	EW/AVE
153574	0192-0321	HW650-511-6951-1150	SHAFT ASSY	EW/AVE
	0203-0316	HW650-511-6951-1150	GEAR ASSY	EW/AVE
	0221-0314	HW650-511-6951-1150	LOCKING PIN VALVE	EW/AVE
	0221-0316	HW650-511-6951-1150	HAED PUMP	EW/AVE
153372	0203-0316	HW650-511-6951-1150	FLAP RESTRAINER	EW/AVE
	0216-0316	HW650-511-6951-1150	SHAFT ASSY	EW/AVE
	0216-0318	HW650-511-6951-1150	GIS LINE	EW/AVE
	0216-0320	HW650-511-6951-1150		
	0216-0325	HW650-511-6951-1150	AVT MOTOR PUMP	EW/AVE
	0216-0326	HW650-511-6951-1150	FUEL CONTROL	EW/AVE
	0221-0310	HW650-511-6951-1150	FILTER ASSY	EW/AVE
	0221-0316	HW650-511-6951-1150	HAED PUMP	EW/AVE
	0222-0306	HW650-511-6951-1150	GENERATOR	EW/AVE
	0222-0307	HW650-511-6951-1150	GIS LINE	EW/AVE
153400	0207-0308	HW650-511-6951-1150	SHAFT ASSY	EW/AVE
	0210-0316	HW650-511-6951-1150	CHECK VALVE	EW/AVE
	0210-0318	HW650-511-6951-1150	VALVE	EW/AVE
	0210-0319	HW650-511-6951-1150	HAED PUMP	EW/AVE
	0211-0320	HW650-511-6951-1150	HAED PUMP	EW/AVE
	0216-0319	HW650-511-6951-1150	CONTROL VALVE	EW/AVE
	0217-0311	HW650-511-6951-1150	FWD FLAGE	EW/AVE
153021	0213-0329	HW650-511-6951-1150	HAED PUMP	EW/AVE
153557	0213-0321	HW650-511-6951-1150	TORQUE TRANS	EW/AVE
153022	0221-0318	HW650-511-6951-1150	GIS LINE	EW/AVE
153023	0221-0329	HW650-511-6951-1150	FUEL INJ	EW/AVE
	0221-0319	HW650-511-6951-1150	S&D LINE	EW/AVE
153027	0221-0312	HW650-511-6951-1150	HAED PUMP	EW/AVE
	0222-0301	HW650-511-6951-1150	HAED PUMP	EW/AVE
	0222-0305	HW650-511-6951-1150	HAED PUMP	EW/AVE
152935	0221-0313	HW650-511-6951-1150	CONTROL VALVE	EW/AVE
153014	0221-0314	HW650-511-6951-1150	VALVE	EW/AVE
153015	0221-0314	HW650-511-6951-1150	CONTROL VALVE	EW/AVE
153016	0221-0319	HW650-511-6951-1150	PAN COVER	EW/AVE
152570	0221-0300			
152020	0221-0301			
152563	0221-0302	HW650-511-6951-1150	AVT FUEL CONTROL	EW/AVE
153010	0222-0303	HW650-511-6951-1150	DOOR ASSY	EW/AVE
152570	0222-0310	HW650-511-6951-1150	BRACKET	EW/AVE

PART TWO NOPS NO

152570	0187-0114	HW650-511-6951-1150	POWER SUPPLY	EW/AVE
153028	0192-0327	HW650-511-6951-1150	GEAR ASSY	EW/AVE
153027	0203-0310	HW650-511-6951-1150	IN ARRESTER	EW/AVE
153400	0221-0320			
152560	0222-0300			
	0222-0307	HW650-511-6951-1150	AVT MOTOR	EW/AVE
153368	0220-0302	HW650-511-6951-1150	PAN ASSY	EW/AVE
152570	0220-0323			

