

MARINE MEDIUM HELICOPTER SQUADRON 262
Provisional Marine Aircraft Group 39
1st Marine Aircraft Wing, FMF Pacific
APO, San Francisco, California 96602

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From: Commanding Officer
To: Commanding Officer, Provisional Marine Aircraft Group 39 (Attn: S-3)
Subj: Command Chronology, Period 1 October 1968 to 31 October 1968
Ref: (a) GruD 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).

A. N. Allen
A. N. ALLEN

HMM-262

CHD CHASE

Oct 1968

HMM 262 S&C. 0160-68
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MARINE MEDIUM HELICOPTER SQUADRON 262
COMMAND CHRONOLOGY
1 OCTOBER 1968 TO 31 OCTOBER 1968

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ENCLOSURE (1)

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~~CONFIDENTIAL~~PART IORGANIZATIONAL DATA1. Organization Data

a. Commanding Officer	Albert N. ALLEN	LtCol	1-31 Oct
b. Executive Officer	Leo J. IHLE	Major	1-31 Oct
c. Operations Officer	Donald S. WAUNCH	Major	1-31 Oct
d. Logistics Officer	Herman C. BROWN	Major	1-23 Oct
	Raymond G. PINSON	Capt.	24-31 Oct
e. Personnel Officer	Marvin R. NELSON	Major	1-25 Oct
	William R. BRYAN	Capt.	26-31 Oct
f. Aviation Safety Officer	Harvey E. BRITT	Major	1-31 Oct
g. Intelligence Officer	Richard L. BARTON	1stLt	1-4 Oct
	Richard P. EVANS	1stLt	5-31 Oct
h. Maintenance Officer	James A. WELLS, Jr.	Major	1-31 Oct
i. Sergeant Major	Alexander J. SONCRANT	1stSgt	1-31 Oct

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 October 1968

3. Average Monthly Strength of SquadronNaval Aviators

48

Air/Ground Officers

5

Enlisted

186

Naval Officers

1

4. Important Visitors to the Squadron

None

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~~CONFIDENTIAL~~PART IINARRATIVE SUMMARY OF SIGNIFICANT EVENTS

In the month of October 1968, HMI-262 flew in support of two operations, Lancaster II and Scotland II. In support of Scotland II the squadron completed a total of 4,233 sorties lifting 9,494 combat troops and 687.7 tons of cargo. This operation accounted for 687.7 hours in support of troop and supply lifts, med-evac, command and control missions and recon team insertions and extractions.

HMI-262 flew 33.8 hours, 1,256 sorties, transported 3,439 combat troops and 115.1 tons of cargo in support of Lancaster II. The type missions were the same as those listed for Scotland II.

Many days during the month were affected by monsoon type weather. On the 4th and 5th, assigned missions were incompleated because of low ceilings. From 11-17 October low ceilings and heavy rains again curtailed many missions. In spite of inclement weather which incurred time consuming delays, HMI-262 completed the vast majority of assigned missions and flew a total of 1567.7 hours in support of Marine and Army units in the northern I Corps area.

OPERATIONAL HIGHLIGHTS1 October 1968

At 2115H led by Major D. S. WUNCH, events 6-5 through 6-8 and event 6-12 launched as an integrated element of ProvMAC-39's first night tactical troop lift. The five aircraft transported 275 combat troops from the runway at Vandergriest Combat Base to positions in and immediately adjacent to the U. S. Army's Mai Loc Special Forces Camp. Elements of the 3rd Bn, 4th Marines were landed without incident or mishap and subsequently deployed to link-up with other 4th Marine units to encircle the Mai Loc area.

5 October 1968

A flight of ten aircraft led by Major D. S. WUNCH and commanded by LtCol A. N. ALLY, Major M. R. NELSON, Captain's R. G. CANADA, L. J. BRATTON, S. C. STEAR and B. B. COLE and 1stLt's W. L. MURPHY, J. C. O'CONNOR and M. R. MULLEN transported 555 combat troops of the 2nd Bn, 4th Marines on a combat assault into the Lang Voi area to commence Operation Nanking. Escorted by four VMO-6 UH-1H's, the troops were dropped in two landing zones (XD804356 and XD812375) which had been propped by flights of fixed wing aircraft. The troops who were staged at Vandergriest Combat Base were transported approximately 10 miles to the drop zones without incident or mishap. Their mission was to sweep East from Lung Voi to Khe Sanh, an area which had not been covered by friendly forces for three months.

6 October 1968

The afternoon Med-evac aircraft flown by Major D. S. WUNCH and

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1stLt G. E. WARTY was directed to proceed to a position occupied by F Co., 2nd Bn, 3rd Marines in the DMZ just south of the Ben Hai River at XD9969. While on approach to the zone to pickup priority and routine med-evacs, the aircraft was hit by .50 caliber and small arms fire. A .50 caliber shell struck the pilot's seat and exploded wounding both the pilot and co-pilot with shell fragments. The port aerial gunner was mortally wounded by another .50 caliber round and the aircraft received numerous hits in the forward section. Determining that the aircraft was still flyable, Major WUNCH flew to the 3rd Med Bn. at Quang Tri for assistance.

7 October 1968

Captain B. B. COLE, aircraft commander of Event 6-1 on a recon insertion mission with the 3rd Recon Bn, received fire in two separate zones with an attempted enemy assault on his helicopter in the second zone. As 6-1 climbed out of a zone at XD780658 after inserting recon team Selby, the helicopter received fire from .50 caliber and small arms. Both UH-1H's from W/O-6, the escort aircraft, departed the area when one developed a maintenance difficulty, leaving an OV-10 as escort for the transport helicopter. As the enemy closed in on Selby, Captain COLE decided that an immediate extract of the team was warranted. Without further delay and benefit of UH-1H gunships, he returned to the zone and extracted team Selby without further incident. Later that morning, Event 6-1 entered an LZ at XD046335 with recon team Deer Fern aboard. As team Deer Fern began to disembark, NVA were spotted by team members and 6-1's crew chief. When the team had reboarded, Captain COLE lifted from the zone as the enemy charged the rear loading ramp. The recon team and aerial gunners opened fire on the enemy and Captain COLE returned with no damage to the aircraft or injury to personnel.

9 October 1968

Requiring all morning and most of the afternoon because of inclement weather, Major D. S. WUNCH, Major L. J. IHLI, Captain W. R. BRYAN and 1stLt P. G. KNESE commanded aircraft which transported H Co. of the 2nd Bn, 4th Marines from XD842375 to Hill 471 south of Khe Sanh airstrip and L and M Companies of the 3rd Bn, 9th Marines from Vandegrift Combat Base to positions on Dong Cho mountain. The movement of 835 combat troops was in support of Scotland II and completed without incident.

20 October 1968

Major H. E. BRITT commanding aircraft Event 6-12 on a 3rd Recon Bn, insertion mission, took heavy automatic weapons fire approaching a zone at XD024668 while attempting to insert team Garden Valley. Though the zone and surrounding area had been prepped by a flight of F-4's and in spite of close escort cover by two UH-1H gunships from HML-367, the enemy fire scored several hits on the transport helicopter. Major BRITT returned to Quang Tri with the damaged helicopter. No recon team members or crew received injury.

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~~CONFIDENTIAL~~27 October 1968

Captain R. HERBERG and Major L. J. IHLI were aircraft commanders on Events 6-13 and 6-14 respectively when they were scrambled for an emergency extraction of 3rd Recon Bn. team Deer Fern at YDL55426. The transport helicopters orbited the zone while a flight of F-4's attempted to destroy and suppress the enemy surrounding the recon team. Cleared into the zone Captain HERBERG received fire on his approach and sitting in the zone loading the team. However, a successful extraction was completed without damage to the aircraft or injury to personnel. Later that afternoon Events 6-13 and 6-14 discovered a downed UH-34 with no occupants aboard. An H-53 was fraged to lift the UH-34 out, but the blades had to be disconnected first. 1stLt G. H. HAYELL, co-pilot of Event 6-14, being familiar with H-34 blade removal procedures landed, unstrapped and aided the crews of both transport helicopters in removing the damaged blades.

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

- a. Transfers to HM-262 - 9 officers, 15 enlisted
- b. Transfers from HM-262 - 6 officers, 3 enlisted
- c. Promotions to present rank:

GySgt Kenneth W. HOLLAND	15 October 1968
Sgt Michael E. DUNCAN	18 October 1968
Sgt David W. ELLIS	18 October 1968
Sgt James W. GRIER	18 October 1968
Cpl David HILBREY	15 October 1968
LCpl Gary D. LEVANDOWSKI	15 October 1968

2. Awardsa. Distinguished Flying Cross

BRI TT, Harvey E.	Major	14 October 1968
SNEAR, Samuel C. F. Jr.	Capt.	14 October 1968

b. Purple Heart

ELLIS, David W.	Sgt	14 October 1968
HEALING, Nicholas J.	Cpl	14 October 1968
KUEHN, Donald E.	Cpl	14 October 1968

3. Casualties

<u>NAME</u>	<u>RANK</u>	<u>TYPE</u>	<u>DATE RECEIVED</u>
MAUNCH, Donald S.	Major	MIA (minor)	6 October 1968
WARREN, Glenn E.	1stLt	MIA (minor)	6 October 1968
SMITH, Eldon W.	Sgt	IDW	6 October 1968

4. Reenlistments None5. Safety. Listed below are the aircraft incidents and accidents for the month of October 1968:

Ground Accidents-----	None
Ground Incidents - Due to Enemy Action-----	None
Air Accidents - Operational-----	None
Air Incidents - Due to Enemy Action-----	2 Echo
Injury to Personnel-----	2 Minor 1 IDW

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~~CONFIDENTIAL~~6. Logistics

On 9 October, FMM-262 went from a non-combat ready to a marginally combat ready status. During the month, since 9 October, the Squadron was able to maintain an average availability of 12 aircraft per day.

The average daily listing of essential repair parts outstanding during September was 83, compared to an average of 61 daily in October.

As of 31 October, the Squadron lists 52 essential repair parts and 2 T58-QHO engines outstanding.

FMM-262 increased its residual combat capability to 55 per cent of that of a fully combat ready FMM as compared to 50 per cent for September.

7. Intelligence

The month of October was generally a month of continued enemy activity with a slight increase during the last few days of the month due to the shelling of Dong Ha and Gio Linh.

During the last thirty-one days the area receiving the greatest concentration of anti-aircraft activity was the DMZ from XD9769-9762 to XD0369-0362. Also during this period FMM-262 had 13 fire incidents, including 2 hit incidents with a total of 11 hits in the two aircraft involved. Casualties for the month were 1 KIA and 2 MIA (1 minor, 1 evacuated). The breakdown of the fire incidents for the month is as follows:

10 .30 caliber
2 .50 caliber
1 mortar

The S-2 Section has established an Intelligence Bulletin Board located in the Ready Room. The board contains the daily weather forecast, weather map, pictures and statistical data on Communist Anti-Aircraft Weapons, Helicopters, and the PT-76 Soviet Amphibious Tank. On the Operation Map in the Ready Room, a summary of the previous day's significant Visual Recon Sightings is posted. Fire incidents are plotted on both the Operation Map and the S-2 Fire Incident Map. The fire incidents are kept in 30 day periods.

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