

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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5 January 1969

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

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

Ref: (a) GruO 5750.1D

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

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HMM 262 386.04-29
1 of 9

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DEC 1968

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

PART I

ORGANIZATIONAL DATA

1. Organization Data
2. Task Organization and Unit Location
3. Average Monthly Strength of Squadron
4. Important Visitors to the Squadron

PART II

NARRATIVE SUMMARY AND OPERATIONAL HIGHLIGHTS

1. Narrative Summary of Significant Events
2. Operational Highlights

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Personnel
2. Awards
3. Casualties
4. Reenlistments
5. Safety
6. Intelligence

ENCLOSURE (1)
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~~CONFIDENTIAL~~PART IORGANIZATIONAL DATA1. Organization Data

a. Commanding Officer	Albert N. ALLEN	LtCol	1-31 Dec
b. Executive Officer	Leo J. IHLI	Major	1-31 Dec
c. Operations Officer	Donald S. WAUNCH	Major	1-31 Dec
d. Logistics Officer	Raymond G. PINSON	Major	1-31 Dec
e. Personnel Officer	Wayne William R. BRYAN	Capt.	1-31 Dec
f. Aviation Safety Officer	Harvey E. BRITT	Major	1-31 Dec
g. Intelligence Officer	Richard P. EVANS	1stLt	1-31 Dec
h. Maintenance Officer	Marvin R. NELSON	Major	1-31 Dec
i. Sergeant Major	Alexander J. SONCRANT	1stSgt	1-31 Dec

2. Task Organization and Unit Location

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

3. Average Monthly Strength of SquadronNaval Aviators

45

Unlisted

174

Air/Ground Officers

3

Naval Officers

1

4. Important Visitors to the Squadron

None

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~~CONFIDENTIAL~~PART IINARRATIVE SUMMARY OF SIGNIFICANT EVENTS

HMH-262 flew a total of 1603.6 hours in support of the 3rd Marine Division and 1st Marine Aircraft Wing operations during the month of December 1968. Minor support was conducted for the Marshal Mountain Operation which commenced 10 December 1968 and Kentucky II. Scotland II and the Dawson River Operation which commenced 28 November 1968 accounted for the majority of the squadron's flight hours. HMH-262 lifted a total of 1524 med-evacs which included 97 emergency, 246 priority, and 1181 routine during the month.

Ground fog continually delayed morning resupply and troop lifts in the Scotland II and Dawson River Operations throughout December. Low ceilings, rain, and fog canceled or hindered missions to a considerable extent on the 22nd and 23rd. The squadron flew only 29.0 and 7.0 hours respectively on those days.

In support of Dawson River HMH-262 flew 2205 sorties, carried 6470 troops, and transported 302.5 tons of cargo. The squadron flew a total of 542.5 hours in support of Dawson River.

Scotland II accounted for 655.8 flight hours, 2923 sorties, carried 6104 troops and transported 507.9 tons of cargo.

HMH-262 sent a section of aircraft to An Hoa on the 25th, 30th, and 31st for resupply augmentation in support of the 1st Marine Division and Operation Meade River.

OPERATIONAL HIGHLIGHTS2 December 1968

Diverted from a 301 resupply mission by Vandergrift DASC, Chatterbox 93-10, 11, 6, and 7 led by Major D. S. WAUNCH, with Captain P. G. KWESSE, Major R. G. PINSON, and 1stLt T. W. DRAPER in the flight inserted and extracted a reaction platoon in support of the U. S. Army S.O.G. Recon Team "Hot Foot". The flight inserted the 2nd Platoon of Golf Company, 2nd Battalion, 9th Marines into "LZ Devil" at K0825665. "Hot Foot" was surrounded by a suspected battalion sized NVA unit. After the U. S. Army extracted "Hot Foot" the Chatterbox aircraft extracted the Marine platoon, which brought with it one NVA KIA. Enemy automatic weapon fire was taken on the extraction; but with cover from VMO-6 UH-1H gunships, and skillful flying, the mission was completed without any aircraft damage or injury to personnel.

7 December 1968

Major D. S. WAUNCH, 1stLt T. H. REQUETTE, Captain W. S. ENGINHART, 1stLt T. W. DRAPER, Major R. G. PINSON, 1stLt R. J. TOLLIN, Major L. J. IHAI, and 1stLt J. C. O'CONNOR (Walnut Hill 1 through 8), were diverted from their resupply and troop lift missions for an emergency 1300 Marine troop lift. Three HMH-161 helicopters and four VMO-6 UH-1H gunships joined the HMH-262 aircraft and transported elements of the 2nd Battalion, 4th Marines from Vandergrift Combat Base, and elements of the 1st Battalion, 3rd Marines from C-1 (YD224682) to multiple zones just south of the DMZ, and north of the Rockpile and Camp

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Carroll.

The lift began at 1210H from Vandergrift runway to LZ "Junior" (YD013605). All aircraft orbited over Cam Lo (YD128595) while artillery and air prep of the Landing Zone was completed. During the 160 man lift into LZ "Junior" secondary explosions in the next preplanned Landing Zone at XD984640 were touched off by air prep. The operation was subsequently altered and the second lift of 150 combat troops went into LZ "Junior" also. Both lifts were successfully completed without mishap. One hundred combat troops were then lifted from Vandergrift runway into a new Landing Zone at XD997614 without incident. It was decided that the remaining elements of the 2nd Battalion, 4th Marines (250 combat troops) would be dropped into LZ "Junior" and not the preplanned zone at XD998624. This alternate plan was smoothly accomplished without mishap.

Due to mechanical failures the transport helicopters were reduced to eight aircraft when the lifts for the 1st Battalion, 3rd Marines began. Again after orbiting Cam Lo for completion of artillery prep of LZ "Tiger" (YD045648) the first elements of 450 combat troops were dropped. Sporadic small arms and automatic weapons fire was encountered by HML-262 aircraft. With fire support, fixed wing aircraft and VMO-6 gunship cover, the lift was successfully completed. With darkness rapidly approaching it was decided to lift the last elements of the 1st Battalion, 3rd Marines (200 troops) into LZ "Tiger" instead of the prebriefed LZ, also at YD049650. All transport helicopters made at least two runs into LZ "Tiger" in darkness without benefit of illumination in order to complete the lift. All elements of the 1300 combat troop lift were transported with the exception of one heliteam, which was returned to the loading zone at C-1 because of one transport helicopter's low fuel state.

The troop lift went well considering the rapid planning and frequent changes of landing zones. All flight crews involved flew 6 to 10 hours with the most hazardous flying done at night when fatigue was setting in. The troop lift was completed without accident to any aircraft or injury to personnel. Both air and artillery preparation of the landing zones and good organization in the pick-up zones contributed to a successful ground and air operation. HML-262 transported a total of 1130 combat troops and flew a total of 65.8 hours in support of the mission.

8 December 1968

A section of aircraft led by Captain K. F. VAN WINCKEL, launched on a morning recon mission of several inserts and extracts. Prior to the attempted insert of Recon Team "Hungarian" at YD246343, a thorough zone prep was provided by fixed wing aircraft. The approach and landing in the zone was accomplished under the surveillance and cover of two OH-1E gunships from HML-367. Immediately after team insertion Captain VAN WINCKEL's aircraft came under intense enemy small arms fire. Though it was believed all team members were aboard when Captain VAN WINCKEL departed, two members had been forced to remain due to the enemy fire. With the lead gunship at an extremely low fuel state an immediate extract of the remaining team members was accomplished. However, Captain VAN WINCKEL's aircraft sustained several hits.

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13 December 1968

First Lieutenant R. L. BARTON, commander of Chatterbox Med-Evac, was sent on an emergency med-evac for Recon Team "Oak Tree" at YD108192. It was decided to extract the entire team, and with cover by an additional gunship and the chase transport helicopter, the extract was commenced. During the attempted landing, in very high elephant grass, the aft rotor blades struck a tree. The landing was aborted and the entire nine member team was picked up by hoist without further incident. Lieutenant BARTON successfully completed the extract though all aft rotor blades were damaged.

14 December 1968

HHM-262 launched three transports on a quick reaction mission to move Reaction Force "Deer Fern" from LZ Sharon (YD334488) to YD312434. Major L. J. MILLI, 1stLt R. I. BARTON, and 1stLt R. J. TOMLIN commanded the three aircraft which lifted 122 troops in 22 sorties. Though light small arms fire was received on the second trip into the zone, the mission was successfully completed. No injury or damage was taken on this mission. Two UH-1H gunships from VMU-6 and a flight of four fixed wing provided cover for the transports.

20 December 1968

Major M. R. NELSON led a section of HHM-262 aircraft on a night emergency extract of Recon Team "Spongy Tackle" at YD140760 within the DMZ. With artillery and fixed wing illumination and covered by two UH-1H gunships from VMU-6, Major NELSON commenced his extract of "Spongy Tackle". Automatic weapons fire was received from the north while the transport helicopter was in the landing zone. Hampered by stumps in the zone, Major NELSON had difficulty finding a place to land. As the gunners returned enemy fire, the crew chief was able to maneuver the pilot into a safe landing. The team was successfully extracted with no injury to personnel or hits on the aircraft. The transport helicopter was damaged slightly by stumps in the landing zone.

21 December 1968

Captain W. R. BRYAN, aircraft commander of 93-9, and 1stLt J. C. O'CONNOR, aircraft commander of 93-10 were diverted from recon resupply for two emergency extracts and an emergency med-evac. The first extract was completed by Lt. O'CONNOR who hoisted Recon Team "Frostbite" from a landing zone at YD374326. With darkness approaching, Captain BRYAN extracted Recon Team "Hungarian". Illumination of the zone at YD233391, which was only 200 feet below an overcast, was provided by a KC-130 and cover by VMU-6 gunships. Captain BRYAN who had successfully extracted the team, was then directed to make an emergency med-evac at Dong Ha Mountain (YD023598). Again with VMU-6 gunship cover, and illumination provided by a KC-130, Captain BRYAN began his approach to the zone which was intermittently IFR. He landed in the zone under IFR conditions and extracted the med-evac. All three tasks were completed without mishap.

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23 December 1968

Though inclement weather had all but halted HH-262 operations for the day, Captain R. G. CANADA launched out on an emergency recon extract of "Glemson Song". "Glemson Song" was under contact and surrounded by an unknown size enemy force. Captain CANADA, and his wingman 1st Lt G. B. MARTIN were forced to fly dangerously low due to the overcast which was only 100-300 feet AGL. The flight proceeded to Vandergrift Combat Base and then down the Da Krong River Valley to the landing zone. Because of increasing bad visibility and lowering ceilings, both gunship and transport wingmen orbited 3000 meters north of the landing zone, and as he landed, heavy enemy fire was taken from both sides. The gunship and transport gunners returned the fire, and the recon team was extracted without injury to its members or to the helicopter crews. While proceeding back out the Da Krong River Valley, Captain CANADA's aircraft received enemy sniper fire at YD304558, but again no injuries were sustained. After safely landing at Quang Tri, it was discovered that Captain CANADA's aircraft had sustained four hits from enemy fire.

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

- a. Transfers to HMM-262 - officers 3, enlisted 11
- b. Transfers from HMM-262 - officers 11, enlisted 33
- c. Promotions to present rank:

Capt. Charles E. CROOKALL	1 December 1968
MSgt James A. MURPHY	20 December 1968
Cpl Joseph J. VILLELLA, Jr.	5 December 1968
LCpl James W. STEWART, Jr.	5 December 1968

2. Awardsa. Single Mission Air Medal

WAUNCH, Donald S.	Major	14 December 1968
BRYAN, Wayne R.	Capt.	14 December 1968
CANADA, Ray G.	Capt.	14 December 1968

b. Air Medal (Strike/Flight Award)

COLLINS, James D. III	1stLt	14 December 1968
DAVID, Paul D.	1stLt	14 December 1968
EWING, Theodore M. III	1stLt	14 December 1968
MOTTARD, Dean L.	1stLt	14 December 1968
SHAW, Michael M.	1stLt	14 December 1968
TRIGALET, Robert E.	1stLt	14 December 1968

c. Combat Aircrew Wings

AGUON, Peter T.	Cpl	31 December 1968
ANDERSON, Gary R.	Cpl	31 December 1968
BENZEL, Rickie G.	LCpl	31 December 1968
DUNCAN, Michael E.	Sgt	31 December 1968
FUNK, Terry L.	LCpl	31 December 1968
KOSMAL, Marvin J.	Cpl	31 December 1968
MARTINEZ, Robert	Cpl	31 December 1968
MCCULLY, Richard M.	Cpl	31 December 1968
PADILLA, Alfredo R.	LCpl	31 December 1968
PRZYWARTY, Edmund	Pfc	31 December 1968
PURSEY, Richard L.	LCpl	31 December 1968
RICHARDSON, Jack L.	SSgt	31 December 1968

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~~CONFIDENTIAL~~3. Casualties

NASSER, R. E. Pfc Foxtro 2 December 1968

4. Reenlistments

BROWNELL, David R. Sgt 11 December 1968

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

Ground Accidents-----None
 Ground Accidents - Due to Enemy Action-----None
 Air Accidents - Operational-----1 Charlie
 Air Incidents - Operational-----None
 Air Accidents - Due to Enemy Action-----None
 Air Incidents - Due to Enemy Action-----7 Echo
 Injury to Personnel-----1 Foxtro

6. Intelligence

The month of December showed a small increase in anti-aircraft activity by the enemy. This reporting period (1-31 Dec 68) consisted of a slightly higher rate of fire incidents in comparison to the number of sorties flown the previous month.

<u>MONTH</u>	<u>SORTIES</u>	<u>FIRE INCIDENTS</u>	<u>AVERAGE FIRE INCIDENTS PER 100 SORTIES</u>
November	6568	19	.316
December	6245	22	.355

Most of the fire incidents for this month were dispersed evenly throughout the whole operating area. The three areas that received the greatest concentration of fire incidents are as follows:

<u>AREAS (SQUARED)</u>	<u>TOTAL FIRE INCIDENTS*</u>
XD7664-8564-8562-7662	7
YD0170-0470-0466-0166	6
YD0130-0430-0426-0126	5

*Includes 1st MAW Totals

There were a total of 22 fire incidents which resulted in light damage to two aircraft. One passenger, a USN Corpsman, WIA (P). Total incidents include the following type fire:

17 Small Arms
 9 automatic Weapons

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20 .30 Caliber
1 .50 Caliber
1 Artillery

This month HML-262 was assigned missions in the An Hoa area in support of 1st Marine Division operations. S-2 has provided maps to the pilots in addition to a briefing map of the An Hoa and Base 112 areas. The map, located in the S-2 Section, depicts the enemy situation and fire incidents in that region. There were no significant sightings this month.

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