

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 May 1969

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

Subj: Command Chronology, Period 1 April 1969 to 30 April 1969

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).

J. A. Wells, Jr.
J. A. WELLS, JR.

HMM-262

CMD CHRON

*HMM 262 S&C 0.95-69
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ENCLOSURE (4)

APR 1969

MARINE MEDIUM HELICOPTER SQUADRON 262
COMBAND COMINGLOGY
1 APRIL 1969 TO 30 APRIL 1969

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 OPERATION 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

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ENCLOSURE (1)

PART I

ORGANIZATIONAL DATA

1. Organization Data

a. Commanding Officer	James A. WELLS, JR.	LTCOL	1-30 Apr
b. Executive Officer	Lee J. IHLI	Major	6-30 Apr
c. Operations Officer	Marvin R. DANSON	Major	1-30 Apr
d. Logistics Officer	Dayle G. HOGREA	Major	1-30 Apr
e. Personnel Officer	Donald J. MCKEAN	Major	1-30 Apr
f. Aviation Safety Officer	Harvey E. BRITT	Major	1-30 Apr
g. Intelligence Officer	Richard P. EVANS	1STLT	1-30 Apr
h. Maintenance Officer	Raymond G. PINSON	Major	1-30 Apr
i. Sergeant Major	Alexander J. GONZANI	1stSgt	1-30 Apr

2. Task Organization and Unit Location

MARINE MEDIUM HELICOPTER SQUADRON 262
 Provisional Marine Aircraft Group 59, 1st Marine Aircraft Wing
 MF Pacific, FPO, San Francisco, California 96602
 Quang Tri Air Base, Republic of Vietnam, 1-30 April 1969

3. Average Monthly Strength of Squadron

<u>Naval Aviators</u>	<u>Air/Ground Officers</u>
44	3
<u>Enlisted</u>	<u>Naval Officers</u>
155	1

4. Important Visits to the Squadron

NONE

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PART II

NARRATIVE SUMMARY OF SIGNIFICANT EVENTS

HMA-262 flew a total of 1389.2 flight hours, the majority of which were in support of the Third Marine Division. The squadron evacuated a total of 1,359 med-evacs as follows: 122 emergency, 310 priority and 927 routine.

The following is a breakdown of the work completed by the squadron during April including significant operational highlights:

	<u>NO. OF SORTIES</u>	<u>HOURS FLOWN</u>	<u>TROOPS LIFTED</u>	<u>TONS OF CARGO</u>
Maine Craig	658	159.4	1251	128.4
Purple Martin	567	149.0	1248	115.9
REMAGEN	14	6.6	95	
III Mar Div & III MAF	4831	1074.2	7282	758.6
TOTALS	5860	1389.2	9876	1002.9

Although the overall weather improved considerably over the month of March, it did curtail operations, especially during the first half of the month.

OPERATIONAL HIGHLIGHTS

1 April 1969

1stLt R. J. TOMLIN while leading a section on a med-evac mission, was called upon to pick up a priority med-evac located at XD645-635. The pick-up was made without incident, but while leaving the zone, enemy fire was taken with the "14 actual" located in the zone being wounded. 1stLt TOMLIN returned to the zone to pick up the wounded man and during the approach, 50 cal., automatic weapons and small arms fire was directed at the aircraft and landing zone. The aircraft received one hit resulting in only minor damage to it. The pick up was completed successfully and the med-evacs returned to Quang Tri.

15 April 1969

While on a resupply mission, Major E. W. SMITH together with his wingman 1stLt R. L. BARTON, were called upon to deliver supplies to the 4th Marines located at XD605-643. While delivering an external to this position, 1stLt BARTON received intense small arms and automatic weapons fire.

On the 14th of April, an aircraft from HMA-262 took 50 cal. fire in this same position, resulting in three hits with one of the aircraft gunners receiving light shrapnel. Again on the 12th of April another aircraft from HMA-262 received intense small arms fire in this

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position, sustaining one hit but only slight damage to the aircraft.

With this information at hand, Major BAILEY returned to Vandegrift Combat Base, closed the zone and recommended an air strike to destroy the enemy position.

19 April 1969

In a flight of six aircraft led by Major M. R. NELSON, HMH-262 moved a total of 1,033 troops. Elements of the 3rd Battalion, 3rd Marines were lifted to YD042-305 and YD042-448 and elements of the 2nd Battalion, 4th Marines were lifted from Vandegrift Combat Base to YD765-642 and YD804-634. Because of the good co-ordination between ground units and the aircraft involved in the operation, the lift was completed in 4.8 hours, with no incidents occurring. The other pilots concerned were LtCol J. A. WELLS, JR., Major L. J. IHLE, 1stLt T. L. SODERBERG, 1stLt R. J. TOMLIN and 1stLt G. E. WARREN.

22 April 1969

Major L. J. IHLE and 1stLt T. L. SODERBERG flying med-evac and med-evac chase respectively were called on to pick up the survivors of an HMH-161 crash located at YD135-648. The OV-10A's on station ran out of 7.62 ammunition and had no Huey gunships available for cover while the OV-10A's were making rocket runs. While med-evac was making the pick-up, med-evac chase expended 400 rounds of .50 cal. fire and the operation was successfully completed without incident.

23 April 1969

While on a resupply mission, Major L. J. IHLE and 1stLt T. L. SODERBERG were called upon to lift emergency resupplies of ammunition, food and water to a position located at YD057-586. When Major IHLE called for smoke to mark the zone, two enemy smokes north of the zone were simultaneously popped. By means of communication with the ground forces, Major IHLE was able to determine which was the friendly smoke, and the mission was completed without mishap.

24 April 1969

At 1800, Chatterboxes 9 and 10, piloted by Major L. J. IHLE and 1stLt T. M. EWING respectively, attempted an emergency extract of the reconnaissance team Carpet at YD023-194. 93-9 while lifting from the zone was shot down, crashed and burned in the zone resulting in minor injuries to five of the crew. 93-10 then went into the zone to pick up the downed crew and the reconnaissance team and was subsequently shot down, although the aircraft landed safely and no injuries were sustained.

At this point, Chatterboxes 11 and 12, piloted by 1stLt R. J. TOMLIN and 1stLt R. E. TRIGALET respectively, were launched with a

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reaction team for insertion in the zone. With only a strobe light marking the zone, Lt. TOMLIN made a successful insertion of the reaction team and then picked up the two downed crews plus the reconnaissance team.

The aircraft piloted by Lt. BROWN, although intact is still in enemy territory, and its status at this time is unknown.

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PAGE III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Personnel

- a. Transfers to HMM-262 - officers 3, enlisted 8
- b. Transfers from HMM-262 - officers 3, enlisted 10
- c. Promotions to present rank:

Sgt BATES, Marvin L.		18 April 1969
Sgt FORTNER, Timothy R.		18 April 1969
Sgt GIBSON, James M.		18 April 1969
Sgt HARN, Karl S.		18 April 1969
Sgt LAM, Bernard R.		18 April 1969
Sgt TAYLOR, John E.		18 April 1969
Sgt MCGEYNOlds, Richard D.		28 April 1969
SSgt HANDEWITh, William J.		27 April 1969

2. Awards

a. Purple Heart

BOWMAN, Tommy R.	Cpl	26 April 1969
SEALY, Roger L. (2)	Ucpl	26 April 1969
GOBLE, Woodruff, C.	1st Lt	10 April 1969
RICHARDSON, Jack E.	Ssgt	10 April 1969
HOFFMAN, James J.	CySgt	10 April 1969

b. Naval Commendation Medal

HIGGINS, Clifford B. 10pl. 26 April 1969

3. Casualties

BAILEY, Curtis	Cpl	WIA	24 April 1969
HILEY, Dale A.	Cpl	WIA	24 April 1969
BRAYFORD, Steven D.	1st Lt	WIA	24 April 1969
THILL, Leo J.	Major	WIA	24 April 1969
ALEXANDER, Stewart	Sgt	WIA	21 April 1969
PARHAM, E. L.	Sgt	WIA	26 April 1969

4. Reenlistments

MCGEYNOlds, Richard D.	Cpl	28 April 1969
JACOBS, Donald B.	SSgt	17 April 1969

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An A&M operational intelligence and counterintelligence inspection of our S-2 was held on 7 April 1969. This inspection included the overall operation of the intelligence section and the physical security measures utilized in the protection of classified material. The inspecting officer assigned a grade of satisfactory.

There were two significant spot reports. On 24 April 1969 at 1000H, HM-262 captured a rare Hungarian MM with folding stock, serial DB 4266. The weapon was captured in the vicinity of YDC264. The individual capturing the weapon was 1stLt J. J. KENNEDY 0102939 USMCR, who turned it into the Group Intelligence Section. On 23 April 1969 at 1840H one of our pilots was flying in the vicinity of YD060591 on an emergency resupply to League Leader ECHO, when smoke was called for, ECHO popped a yellow smoke. At the same time ECHO popped this smoke, a red and yellow smoke was popped at YD062617. Supposedly there were no friendlies in that area.

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