

MARINE MEDIUM HELICOPTER SQUADRON 263

Marine Aircraft Group 16 lst Marine Aircraft Wing, FMF, Pacific c/o FPO San Francisco 96602

INTEL/EWP/dwg 8 March 1967 002A 067 67

From:

Commanding Officer

To:

Commanding General, 1st Marine Aircraft Wing, FMF

Via:

Commanding Officer, Marine Aircraft Group 16

Subj:

Command Chronology; submission of

Ref:

(a) MCO 5750.2 (b) WgO 5750.1A (c) Gru0 5750.1

HMM 263 54-67 Copy 1 8.3.

Encl: $\sqrt{(1)}$ Command Chronology for the period of 1 February 1967 to 19 February 1967.

- In accordance with references (a), (b), and (c), enclosure (1) is submitted.
- This letter is downgraded to unclassified upon removal of enclosure (1).

DOWNGRADED AT 3 YEAR INTERVALS: DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

> MAG-16 52.0 10G # 0@364-67



UNCLASSSIF 1ED

COMMAND CHRONOLOGY

MARINE MEDIUM HELICOPTER SQUADRON 263

1 - 19 February 1967

ENCLOSURE (1)
UNCLASSIFIED

UNCLASSIFIED

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PART I ORGANIZATIONAL DATA

(C) 1. Organizational Data:

	Reporting Unit	-HMM-263
(b)	Location	-Marble Mountain, RVN
(c)	Reporting Period	-1 Feb 1967 to 19 Feb 1967
(d)	Commanding Officer	-Leslie L. DARBYSHIRE, LtCol, USMC
		1 Feb 1967 to 14 Feb 1967
		Edward K. KIRBY, LtCol, USMC
		15 Feb 1967 to 19 Feb 1967
(e)	Executive Officer	-James L. SHANAHAN, Major, USMC
(f)	Operations Officer	-Bertram W. McCAULEY, Major, USMC
	Administrative Officer	-Francis A. HOCEVAR, Capt, USMC
	Intelligence Officer	-Everett W. PENTZ Jr., 1stLt, USMC
(i)	Logistics Officer	-John C. SHAFFER, Major, USMC
(j)	A/C Maintenance Officer	-Robert A. BRUTON, Major, USMC
(k)	Aviation Safety Officer	-Robert D. BLANTON, Capt, USMC
	Flight Surgeon	-Howard H. HENSON, Lf(MC)

(U) 2. Task Organization and Unit Location

None; MAG-16, Marble Mountain Air Facility, Republic of Vietnam, 1 Feb 1967 to 19 Feb 1967.

(C) 3. Average Monthly Strength:

	USMC	USN	TOTAL		
OFFICERS	49	1	50		
ENLISTED	189	4	193		







OF SIGNIFICANT HIGHLIGHTS OCCURRING DURING THE REPORTING PERIOD

SUMMA RY

-(U) For the period 1 - 19 February the squadron flew 957.8 hours, 3,204 sorties, and 971 tasks in routine support of III MAF. The squadron flew Med-Evac for the TAOR during this period. There were a total of 64 fire incidents 9 of which were hit reports. The squadron supported Operations Independence and Stone. The squadron completed its rotation out of country at the end of the period. All significant events and experiences will be included in the following narrative.

- 1 February 1967 -(U) Today the squadron flew 35.2 hours, 80 sorties, and 26 tasks in routine support of III MAF. Six aircraft received fire but were not hit: Med-Evac at BT 160591, Med-Evac at BS 740740, Med-Evac at AT 8141, Resupply at BT 020575, Resupply at BT 005-567, and Troop Lift at ZC 196506. The squadron began support of Operation Independence, 3 aircraft on station at An Hoa during the day (1 for Med-Evac and two for Resupply) and 2 for Med-Evac on station at An Hoa at night. Advance party left for Okinawa. Advance party for HMM-361 arrived.
- 2 February 1967 -(U) Today the squadron flew 60.4 hours, 168 sorties, and 49 tasks in routine support of III MAF. Five aircraft received fire but were not hit: Resupply at AT 905495, Med-Evac at AT 858503, Med-Evac at AT 849466. Continued support of Operation Independence.
- 3 February 1967 -(U) Today the squadron flew 67.2 hours, 187 sorties, and 46 tasks in routine support of III MAF. One aircraft was hit: Med-Evac at AT 848578 but there were no injuries. Three aircraft received fire but were not hit: Aerial Recon at AT 896701, Admin at AT 9666, and Resupply at AT 985535. Continued support of Operation Independence.
- 4 February 1967 ±(U) Today the squadron flew 67.2 hours, 252 sorties, and 84 tasks in routine support of III MAF. Three aircraft were hit but there were no injuries: Admin at AT 846508, Resupply at AT 833525, and Med-Evac at BT 115634. One other aircraft received fire but was not hit: Resupply at AT 836535. Continued support of Operation Independence.
- 5 February 1967 -(U) Today the squadron flew 95.4 hours, 401 sorties in routine support of III MAF. Thirteen air-



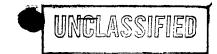


craft received fire but were not hit: Med-Evac at AT 846543, Med-Evac at AT 845529, Resupply at AT 826-544, Med-Evac at AT 921610, Troop Lift at AT 871528, Resupply at AT 835525, Resupply at AT 845522, Aerial Recon at BT 195585, Aerial Recon at AT 920660, Med-Evac at AT 845525, Aerial Recon at BT 056626, Med-Evac at AT 924679, and Med-Evac at AT 925567. Continued support of Operation Independence.

- 6 February 1967 -(U) Today the squadron flew 76.2 hours, 229 sorties, and 78 tasks in routine support of III MAF. Six air-craft received fire but were not hit: Resupply at AT 860493, Troop Lift at AT 823543, Resupply at AT 853545, Aerial Recon at BT 0586, Aerial Recon at BT 1757, and SAR at ZC 140530. Continued support of Operation Independence.
- 7 February 1967 -(U) Today the squadron flew 54.0 hours, 187 sorties, and 51 tasks in routine support of III MAF. Two aircraft were hit but there were no injuries: Resupply at AT 866516 and Resupply at AT 863526. Seven aircraft received fire but were not hit: Med-Evac at AT 886528, Med-Evac at 910544, VIP at AT 945616, VIP at AT 870522, Resupply at AT 874515, Resupply at AT 892537, and Resupply at 862524. Continued support of Operation Independence.
- 8 February 1967 -(U) Today the squadron flew 51.0 hours, 130 sorties, and 30 tasks in routine support of III MAF. Three aircraft received fire but were not hit: Med-Evac at AT 989754, Med-Evac at AT 847464, and Resupply at AT 865515. Continued support of Operation Independence. TET Truce went into effect at 0700.
- 9 February 1967 -(U) Today the squadron flew 95.0 hours, 148 sorties, and 39 tasks in routine support of III MAF. No fire incidents were reported. Concluded support of Operation Independence. TET Truce continued in effect.
- 10 February 1967 -(U) Today the squadron flew 35.0 hours, 119 sorties, and 24 tasks in routine support of III MAF. One aircraft received fire but was not hit: Resupply at BT 019572. TET Truce continued in effect.
- 11 February 1967 -(U) Today the squadron flew 56.0 hours, 200 sorties, and 46 tasks in routine support of III MAF. Two aircraft received fire but were not hit: VIP at AT 9036, and VIP at AT 9137. TET Truce continued in effect.
- 12 February 1967 -(U) Today the squadron flew 26.0 hours, 83 sorties, and 23 tasks in routine support of III MAF. Two aircraft received fire but were not hit. Med-Evac at

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BT 053534, and Med-Evac at AT 862368. Squadron began support of Operation Stone with 1 Med-Evac and 2 Resupply aircraft on station at Hoi An and 1 aircraft on station at LZ Fried Chicken during the day and 2 Med-Evac aircraft on station at Hoi An at night. TET Truce ended at 0700.

- 13 February 1967 -(U) Today the squadron flew 63.4 hours, 158 sorties, and 60 tasks in routine support of III MAF. Two aircraft received hits but there were no injuriew: Med-Evac at BT 039536 and Resupply at AT 965520. Three aircraft received fire but were not hit: Med-Evac at AT 968558, Med-Evac at AT 968553, and Med-Evac at ZC 110564. Continued support of Operation Stone. Award Ceremony at 0745.
- 14 February 1967 -(U) Today the squadron flew 22.3 hours, lll sorties, and 32 tasks in routine support of III MAF. Three aircraft received fire but were not hit: Resupply at BT 068645, Med-Evac at AT 835476, and Med-Evac at AT 975555. Continued support of Operation Stone. Change of Command and Award Ceremony. LtCol. KIRBY relieved LtCol. DARBYSHIRE as Commanding Officer of HMM-263.
- 15 February 1967 -(U) Today the squadron flew 86.9 hours, 336 sorties, and 109 takks in routine support of III MAF. One aircraft was hit: 1 KIA, CHILDERS, J. S., Cpl. 2181312. No other fire incidents were reported. Continued support of Operation Stone. 1st increment of the Squadron left for Okinawa. 1st increment from HMM-361 arrived.
- 16 February 1967 -(U) Today the squadron flew 22.6 hours, 79 sorties, and 32 tasks in routine support of III MAF. No fire incidents were reported. Continued support of Operation Stone. 2nd increment of Squadron departed for Okinawa. 2nd increment of HMM-361 arrived.
- 17 February 1967 -(U) Squadron flew in support of HMM-361. 3rd increment of HMM-361 arrived.
- 18 February:1967 -(U) Squadron flew in support of HMM-361. 3rd increment of Squadron left for Okinawa. 4th increment of HMM-361 arrived.
- 19 February 1967 -(U) 4th and final increment of Squadron departed for Okinawa.



PART III SIGNIFICANT EVENTS

1. (U) Personnel

a. Gains during the period

2Feb67 6Feb67 8Feb67 8Feb67 9Feb67 12Feb67 16Feb67 18Feb67 18Feb67 18Feb67	BOEHM, Thomas R. MAKOFSKY, James F. KIRBY, Edward K. ANDERSON, William J. MARTIN, John H. VILLARREAL, Victor JACKSON, Donald W. KUHLES, Bavid J. JOHNSON, Ronald F. DERRING, Albert F. HARRELL, Roger P. WILLS, Richard P. SHELOW, Robert M. GASPARD, Carroll J.	RANK SSgt SSgt LtCol PFC Sgt PFC Cpl LCpl Sgt GySgt Capt lstLt lstLt		FROM HMM-265 MAG-16 lstMAW MABS-16 MAG-16 lstMAW H&HS-1 MWHG-1 lstMAW MABS-16 MAG-16 lstMAW MABS-16 MAG-16 lstMAW MABS-16 MAG-16 lstMAW H&MS-16 MAG-16 lstMAW H&MS-16 MAG-16 lstMAW SU#3 H&SBn FMFPac SU#3 H&SBn FMFPac H&MS lstMarBrig HMM-361 MAG-15 9thMAB HMM-361 MAG-15 9thMAB HMM-361 MAG-15 9thMAB
18Feb67 18Feb67 18Feb67 18Feb67	SHELOW, Robert M.	lstLt Sgt Sgt Cpl	091710/7335 1817505/6331 1910360/6332	HMM-361 MAG-15 9thmab

b. Losses during the period

NAME	RANK	SERNO/MOS	<u>TO</u>
IAROSIS, Thomas J.	LCp1	2121571/3041	HMM-164 MAG-16 1stMAW
JACQUES, Arturo	GySgt	611681/7113	HMM-163 MAG-16 1stMAW
	GySgt	872843/6351	MABS-16 MAG-16 1stMAW
MCDANNEL, Thomas M.	Cp1	2149540/0141	H&MS-16 MAG-16 1stMAW
KELLY, Joseph F. Jr.	Cpl	2105571/0141	H&MS-16 MAG-16 lstMAW
SIMPSON, Jimmy		1637266/6615	HMM-164 MAG-16 1stMAW
			H&MS-16 MAG-16 1stMAW
MARTINEZ, Leonardo G.			H&MS_16 MAG_16 1stMAW
CAMPBELL, Donald G.			H&MS-16 MAG-16 1stMAW
DART, Bruce S.			H&MS-16 MAG-16 1stMAW
			H&MS-16 MAG-16 1stMAW
KIRKMAN, Joseph J.	PFC		VMO-2 MAG-16 1stMAW
	PFC	2285416/2311	VMO-2 MAG-16 1stMAW
PURVIS, Willard H.	SSgt	1200352/6332	HMM-163 MAG-16 1stMAW
			HMM-163 MAG-16 1stMAW
APARICIO, John L. Jr.		2005116/6611	H&MS_16 MAG_16 1stMAW
JACKSON, Donald W.	Opl	2028362/6611	H&MS-16 MAG-16 1stMAW
	Capt	087182/7335	H&MS-16 MAG-16 1stMAW
WALKER, Michael D.	lstLt	092349/7335	MABS-16 MAG-16 1stMAW
WEBB, David J.	Sgt	1982360/7041	HMM-164 MAG-16 1stMAW
MAZON, Leonard J/	lstLt	091986/7335	H&MS_16 MAG_16 1stMAW
CHILDERS, James S.B.	LCp1	2181312/3531	Died of Wounds G-4 Hosp.
GUITRON, Mike	PFC	2184401/6331	H&MS-16 MAG-16 1stMAW
VANLEEUWEN, Neil R.	Maj	07 2 1 41/7335	H&MS-16 MAG-16 lstMAW
	Capt	084363/7335	H&MS-16 MAG-16 1stMAW
	NAME IAROSIS, Thomas J. JACQUES, Arturo KOHLER, Alfred MCDANNEL, Thomas M. KEILY, Joseph F. Jr. SIMPSON, Jimmy URSO, Martin S. MARTINEZ, Leonardo G. CAMPBELL, Donald G. DART, Bruce S. SPERKO, Gary P. KIRKMAN, Joseph J. POCA, William J. PURVIS, William J. PURVIS, Williard H. SHAW, John D. APARICIO, John L. Jr. JACKSON, Donald W. BARNES, William G. Jr. WALKER, Michael D. WEBB, David J. MAZON, Leonard J. CHILDERS, James S.B. GUITRON, Mike VANLEEUWEN, Neil R. VIELHAUER, Carlton C.	TAROSIS, Thomas J. JACQUES, Arturo KOHLER, Alfred MCDANNEL, Thomas M. KELLY, Joseph F. Jr. SIMPSON, Jimmy URSO, Martin S. MARTINEZ, Leonardo G. CAMPBELL, Donald G. CAMPBELL, Donald G. CAMPBELL, Donald G. CPl SPERKO, Gary P. KIRKMAN, Joseph J. PFC POCA, William J. PFC PURVIS, Williard H. SSgt SHAW, John D. APARICIO, John L. Jr. JACKSON, Donald W. BARNES, William G. Jr. WALKER, Michael D. WALKER, Michael D. WALKER, Michael D. WALKER, James S.B. GUITRON, Mike VANLEEUWEN, Neil R. MAJ	IAROSIS, Thomas J. JACQUES, Arturo KOHLER, Alfred MCDANNEL, Thomas M. KELLY, Joseph F. Jr. SIMPSON, Jimmy URSO, Martin S. MARTINEZ, Leonardo G. CAMPBELL, Donald G. DART, Bruce S. SPERKO, Gary P. KIRKMAN, Joseph J. POCA, William J. PURVIS, Willard H. JACKSON, Donald W. BARNES, William G. Jr. WALKER, Michael D. WAZON, Leonard J. MAZON, Leonard J. CAMPS G. KIRKMAN, Mike VANLEEUWEN, Neil R. LCDI 2121571/3041 GySgt 611681/7113 GySgt 61681/713 Cpl 2105571/0141 210743/6332 Cpl 2106435/6332 Cpl 2106435/6332 Cpl 2137094/6332 KIRKMAN, Joseph J. PFC 2249633/2311 PFC 2249633/2311 PFC 2285416/2311 SSgt 1200352/6332 Cpl 2028362/6611 Capt 087182/7335 LCpl 2181312/3531 GUITRON, Mike PFC 2184401/6331 VANLEEUWEN, Neil R. Maj 072141/7335

UNCLASSIFIED

- 2. (U) Administration
 - a. Promotions during the period:
 - 1 February 1967 3 Promotions to Gunnery Sergeant rank from 1 Feb 1967
 - 1 February 1967 2 Promotions to Staff Sergeant rank from 1 Feb 1967
 - 7 February 1967 4 Promotions to Corporal rank from 1 Feb 1967
 - 8 February 1967 2 Promotions to Corporal rank from 1 Feb 1967
 - 7 February 1967 2 Promotions to Lance Corporal rank from 1 Feb 1967
 - b. Awards given:
 - 1 Silver Star
 - 1 Distinguished Flying Cross
 - 2 Navy Commendation Medals
 - 2 Purple Hearts
 - 34 Air Medals (1stAwd)
 - 198 Air Medals (Subsequent)
 - c. Awards recommended:
 - 1 83 Air Medals

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	OPERATIONAL	STATISTICS	FOR	THE	MONTH	OF	FEBRUARY	<u> 1967 </u>	
TOTAL	HOURS FLOWN	·							957.8
TOTAL	PASSENGERS	CARRIED:							2000
TOTAL	SORTIES FLO)WN:			<u></u>				3204
TOTAL	MED EVACS:_								543
TOTAL	CARGO LIFTE	ED (TONS):				•			143.0





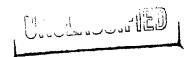
INTELLIGENCE

- 1. During the month of February the squadron participated in the following:
 - a. Operation Independence
 - b. Operation Stone
 - c. Routine support of III MAF
- 2. The squadron gave support to Operation Independence for the duration of the Operation. 3 aircraft were on station at An Hoa during the day for logistics and Med-Evac and 2 aircraft at night for Med-Evac.
- 3. The squadron gave support to Operation Stone until the squadron rotated to Okinawa. 3 aircraft were on station at Hoi An for logistics and Med-Evac and 1 aircraft at LZ Fried Chicken for Admin during the day and 2 aircraft on station at Hoi An for Med-Evac at night.
- 4. As usual the DaNang TAOR proved to be the source of most fire incidents. The squadfon had 644fire incidents 9 of which were hit incidents resulting in a total of 15 hits. There was a fire incident approximately every 15.0 hours flown, and a hit incident approximately every 106.4 hours flown. For every 7.1 fire incidents 1 was a hit incident. On Med-Evac there was a fire incident approximately every 8.2 hours flown, a hit incident approximately every 8.2 hours flown, and for every 7.7 fire incidents 1 was a hit incident.
- 5. Total statistics for the month were:

Fire Incidents	64
Hit Incidents	9
Total Hits	15
Med-Evac Incidents	23
Med-Evac Hit Incidents	3

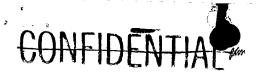
Areas of greatest intensity are:

AT 85 - 24 AT 84 - 7 AT 95 - 6 AT 96 - 5 BT 05 - 5



- 6. During the month Intelligence training was conducted in the following areas:
 - a. EOOB in the TAOR and I Corps area
 - b. Survival Training







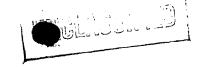
LOGISTICS

3 March 1967

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- 1. AOCP Resume 1 thru 19 February 1967
 - a. Total Submitted 25 b. Total Filled 24 c. Outstanding 1
- 2. ANFE Resume 1 thru 19 February 1967
 - a. Total Submitted 6
 b. Total Filled 5
 c. Outstanding 1
- 3. AvGas Resume 1 thru 19 February 1967
 - a. Total Cost \$11,504.64 b. Gallons Utilized 71,904
- 4. Av011 Resume 1 thru 19 February 1967
 - a. Total Cost \$550.00 b. Drums Utilized 20

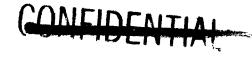




MAINTENANCE

- 1. (C) This being the month the squadron rotated to MCAF Futema Okinawa, morale was very high. Preparation for the move proceeded without hampering the maintenance effort.
- 2. (C) No major maintenance problems were encountered, enabling the maintenance department to maintain an average of 21 aircraft per day in an Al status.
- 3. (C) Pertinent maintenance figures:
 - A. Average number of aircraft assigned -----23
 - B. Total flight hours -----957.8
 - C. Total possible operationally ready hours ------8760
 - D. Total operationally ready hours -----7798
 - E. Total operationally ready hours in percent -----89%
 - F. Total not operationally ready hours -----962
 - G. Total not operationally ready hours in percent ------11%
- 4. (C) During the month a noteworthy recovery was accomplished when one aircraft was forced to autorotate with an engine failure into an unsecure zone southwest of Hill 55, DaNang RVN. The aircraft was lifted out by a CH53A helicopter.





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DOCUMENTATION

NONE

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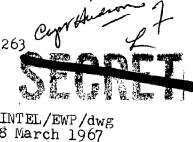
Appendix X

HMM-263

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SECRET

CMB CHRON



MARINE MEDIUM HELICOPTER SQUADRON 263 Marine Aircraft Group 15 (Rein) 9th Marine Amphibious Brigade Fleet Marine Force, Pacific FPO San Francisco, 96602

INTEL/EWP/dwg 8 March 1967 002A 06767

From:

Commanding Officer

To: Via:

Commanding General, 9th Marine Amphibious Brigade, FMFPAC Commanding Officer, Marine Aircraft Group 15

Command Chronology, submission of Subj:

Ref:

(a) MCO 5750.2

(b) BrigO 5750.1 (c) GruO 5750.1B

Encl: V(1) Command Chronology for the period 20 February 1967 to 28 February 1967

In accordance with references (a), (b), and (c), enclosure (1) is submitted.

2. This letter is downgraded to unclassified upon removal of enclosure (1)

MAG-15 SAC HILES

415-67 COPY No.

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COMMAND CHRONOLOGY

MARINE MEDIUM HELICOPTER SQUADRON 263

20 - 28 February 1967

ENCLOSURE (1) UNCLASSIFIED

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PART I ORGANIZATIONAL LAMINFILLENTIA

(C) 1. Organizational Data:

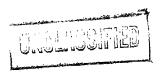
Reporting Unit	-HMM-263
Location	-MCAF Futema, Okinawa
Reporting Period	-20 Feb 1967 to 28 Feb 1967
Commanding Officer	-Edward K. KIRBY, LtCol, USMC
Executive Officer	-James. L. SHANAHAN, Major, USMC
Operations Officer	-Bertram W. McCAULEY, Major, USMC
Administrative Officer	-Francis A. HOCEVAR, Capt, USMC
Intelligence Officer	-Everett W. PENTZ Jr., 1stLt, USMC
	-John C. SHAFFER, Major, USMC
A/C Maintenance Officer	-Robert A. BRUTON, Major, USMC
	-Robert D. BLANTON, Capt, USMC
Flight Surgeon	-Howard H. HENSON, Lt(MC)
	Reporting Period Commanding Officer Executive Officer

1) 2. Task Organization and Unit Location:

None; MAG-15 (Rein), 9th MAB, Marine Corps Air Facility Futema, Okinawa. 20 February 1967 to 28 February 1967.

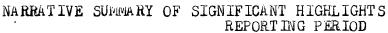
(C) 3. Average Monthly Strength:

	USMC	U SN	TOTAL		
officers	46	1	47		
enlisted	166	3	169		





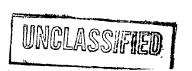
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SUMMARY

- -(U) This month the squadron flew 151.5 hours of training hops, SAR missions, and routine support of 9th MAB. The squadron provided SAR aircraft on 15 minute standby during the day and 1 hour standby at night. The squadron began flight operations from MCAF Futema on 20 February. All significant events and experiences will be included in the following narrative.
- 20 February 1967 -(U) Today the squadron flew 0,7 hours. Flight was a routine training hop. Squadron received orientation lectures on operations at MCAF Futema.
- 21 February 1967 -(U) Today the squadron flew 26.2 hours. Flights were toutine training hops.
- 22 February 1967 -(U) Today the squadron flew 3.1 hours. Flights were routine training flights.
- 23 February 1967 -(U) Today the squadron flew 25.7 hours. Flights were routine hops and routine support of 9th MAB. LtGen. UMEZAWA was lifted from Camp Courtney to MCAF Futema.
- 24 February 1967 -(U) Today the squadron flew 13.2 hours. Flights were routine training and routine support of 9th MAB. MajGen. TYLER was carried from Camp Courtney to Camp Hansen.
- 25 February 1967 -(U) Today the squadron flew 5.8 hours. Flights were routine training hops and routine support of 9th MAB. R. Admiral BURKS was carried from Camp Hansen to Machinato Service Area.
- 26 February 1967 -(U) Today the squadron flew 3.6 hours. Flights were routine hops and routine support of 9th MAB.
 MajGen. TYLER and BGen. VAN STOCKUM were carried from Camp Courtney to MCAF Futema.
- 27 February 1967 -(U) Today the squadron flew 33.7 hours. Flights were routine training hops and routine support of 9th MAB. BGen. VAN STOCKUM and Aide were carried from Camp Courtney to NAF Naha to MCAF Futema.
- 28 February 1967 -(U) Today the squadron flew 32.1 hours. Flights were routine training hops and routine support of 9th MAB. BGen METZGER was carried from Camp Hansen to Camp Courtney to MCAF Futema. 1 aircraft made an emergency landing in a rice field due to a partial loss of power. No personnel were injured.



CONFIDENTIAL.

PART III SIGNIFICANT EVENTS

- 1. (U) Personnel
 - a. Gains during the period

DATE	NAME	RANK	SERNO/MOS	FROM
26Feb67	BROCK, Danny R.	LCp1	2191692/7041	MACS-6 MAG-15 9thMAB
26Feb67	BROWNING, Timothy L.	PFC	2310812/3531	ScolsBn MCB CamPen
26Feb67	LANDRETH, Monty M.	PFC	2316079/3531	ScolsBn MCB CamPen
26Feb67	WORTMAN, Steven W.	PFC	2305771/3531	ScolsBn MCB CamPen
26Feb67	FURLOW, Jimmy H.	1stLt	0 91770/7 335	HMMT-301 3dMAW
26Feb67	HUCKEMEYER, Merlin R.	1stLt	092098/7335	HMMT-301 3dMaW
28Feb67	GREGOIRE, Paul U.	Capt	088077/ 7335	MAD NABTC PNCLA

b. 20-28 February 1967 there were no losses

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- 2. (U) Administration:
 - a. Promotions during the period: None
 - b. Awards given: None
 - c. Awards recommended:
 - 20 Air Medals

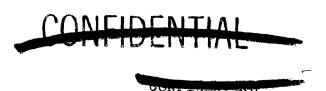
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INTELLIGENCE

l. Since arrival at MCAF Futema the Intelligence section has devoted most of its effort towards getting ready for the SLF and preparation for returning to ${\tt RVN}$.





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	OPERATIONAL	STATIST	CS FOR	THE	MONTH	OF	FEBRUA	RY 1	967		
TOTAL	HOURS FLOW	N:								 _ 1	51.5
TOTAL	SORTIES FL	OWN:								8	93

LOGISTICS

3 March 1967

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1. AOCP Resume 20 thru 28 February 1967

a. Total Submitted 17 b. Total Filled 14 c. Outstanding 3

2. ANFE Resume 20 thru 28 February 1967

a. Total Submitted 28 b. Total Filled 14 c. Outstanding 16

3. AvGas Resume 20 thru 28 February 1967

a. Total AvGas Cost \$6,460.24 b. Gallons Utilized 9,089

4. AvOil Resume 20 thru 28 February 1967

a. Total Av0il Cost \$165.00 b. Drums Utilized 6

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MAINTENANCE

- 1. (C) Upon arrival at MCAF Futema, Okinawa the maintenance department immediately accepted and commenced work on 21 aircraft received from HMM-361, and the two received from FAWPRA(SMIC), Japan.
- 2. (C) The maintenance department has accepted the additional responsibility of becoming its' own Intermediate Maintenance Activity. This includes the build up of engines, transmissions, tail pylons and repair of all Avionics black boxes. Personnel are spread thin due to this additional work load.
- 3. (C) Major component changes included one engine, one main transmission, three tail pylons and two rotor heads. Avionics rewired several systems and are in the process of installing the gunners ICS which must be completed before the aircraft are combat ready.
- 4. (C) Pertinent maintenance figures:



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DOCUMENTATION

NONE

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