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MARINE MEDIUM HELICOPTER SQUADRON 263  
 Marine Aircraft Group 36  
 Fleet Marine Force, Pacific  
 FPO, San Francisco, 96602

UNCLASSIFIED

3:JWV:fc  
 Ser: 03A24867  
 5 September 1967

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FROM COS 233-57 Copy 1 of 6

From: Commanding Officer  
 To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)  
 Subj: Command Chronology; submission of (U)  
 Ref: (a) GruO 5750.1

Encl: ✓(1) Command Chronology for 1 August - 31 August 1967

1. In accordance with reference (a), enclosure (1) is hereby submitted.
2. This letter may be downgraded to UNCLASSIFIED upon removal of enclosure (1).

*J. C. Robinson*  
 J. C. ROBINSON

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S-3 67E-470

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

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HMM-263

CMD CHRON

HUG 1967

COMMAND CHRONOLOGY

MARINE MEDIUM HELICOPTER SQUADRON 263

KY HA, RVN

1 - 31 AUGUST 1967

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## PART I

SER: 03A24867  
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## ORGANIZATIONAL DATA

## 1. Organization Data:

a. Reporting Unit:	- HMM-263, MAG-36, 1st MAW, FMFPac
b. Location:	- Ky Ha, Republic of Vietnam
c. Reporting period:	- 1-31 August 1967
d. Commanding Officer:	- 1-31 August 1967 Maj James C. Robinson, USMC
e. Executive Officer:	- 1-31 August 1967 Maj John C. Shaffer, USMC
f. Operations Officer:	- 1-31 August 1967 Maj John W. Viglione, USMC
g. Administrative Officer:	- 1-31 August 1967 Capt Noel J. Keller, USMC
h. Intelligence Officer:	- 1-31 August 1967 Capt Phillip S. Makowka, USMC
i. Logistics Officer:	- 1-31 August 1967 Capt David L. Steele, USMC
j. Maintenance Officer:	- 1-31 August 1967 Maj Robert D. Blanton, USMC
k. Aviation Safety Officer:	- Maj Clarence L. Smith, USMC 1-31 August 1967
l. Flight Surgeon:	- 1-31 August 1967 Lt(MC) Howard H. Henson, USN

## 2. Average monthly strength:

	USMC	USN	TOTAL
Officers:	42	2	44
Enlisted:	193	2	195

## a. Personnel dropped during period:

<u>NAME</u>	<u>RANK</u>	<u>SERNO/MOS</u>	<u>DROPPED TO</u>
ROBINSON, Tom M.	1stSgt	562064/9990	MCB, CamLej, NC
BARKSDALE, Lawrence H.	Capt	090774/7561	1stMarDiv
HARRISON, Robert L.	1stLt	092588/7561	5thMarDiv
KONSELLA, Larry D.	Cpl	2130573/6332	MAG-16, 1stMAW
ALEXANDER, Bruce D.	CWO-2	067863/7561	H&MS-36, MAG-36
PERKINS, Leonard	Sgt	2051735/6212	Nearest MC Activity
HANCOCK, Robert A.	Sgt	2140084/6332	NAS, Memphis, Tenn.
WALLIS, William F.	LCpl	2140708/6332	Nearest MC Activity
STEELE, John G.	Sgt	2088342/6332	NAS, Memphis, Tenn.
ISENNOCK, Charles E.	Cpl	2155834/7113	MCS, Quantico, Va.
ROARK, Max A.	Cpl	2122859/6332	MARTC, NAS, New Orleans

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NAME	RANK	SERNO/MOS	DROPPED TO
GEMIG, Ralph D.	1stLt	092483/7561	MAG-26, 2dMAW
VALLUZZI, Rocco F.	Capt	079796/7561	MAG-26, 2dMAW
TOLVE, James A.	LCpl	2186311/6381	NAS S. Weymouthn, Mass
CLOWER, Carl L.	Cpl	2110946/3041	MCRDepPI SC
DEITZ, William J. Jr.	Cpl	2118094/7113	NAS S. Weymouthn, Mass
EVENS, William J.	Cpl	2044108/6212	Nearest MC Activity
FORD, William D.	Cpl	2144633/3531	MCB, CamLej NC
MORGAN, Stephen B.	LCpl	2152582/6332	MAG-26, 2dMAW
QUINTANILLA, Fernand E.	LCpl	2157365/6332	NAS, Seattle, Wash
DRISGULA, Alexander	Capt	090298/7561	MAG-26, 2dMAW
MILLER, Phillip L.	Capt	090710/7561	NAS Pncla, Fla
SANDSTROM, George L.	Capt	090265/7561	MCAS Iwakuni, Japan
LOPEZ, Ernest R.	Sgt	2082328/3071	MCAS El Toro, Calif

## b. Personnel joined during period:

JOINED FROM

SMITH, Clarence L.	Maj	060796/7561	MAD, NAS, Pncla, Fla
O'BOYLE, John F.	GySgt	469517/6242	StagBn, CamPen, Calif
BRUNER, Thomas E.	GySgt	1521632/6243	MAG-24, 2dMAW
BECK, Richard E.	Sgt	1383929/6332	StagBn, Campen, Calif
CULBERSON, Benjamin	SSgt	1829318/6332	MAG-26, 2dMAW
MAYNARD, Clyde R.	SSgt	1538096/6242	HMX-1 MCAS Quant, Va.
FOSTER, Dennis J.	LCpl	2270691/7041	StagBn, CamPen, Calif
LAVERY, James P.	LCpl	2263689/7041	StagBn, CamPen, Calif
LERMAN, Conrad	LCpl	2263378/7113	StagBn, CamPen, Calif
ABRAHAM, Dan H.	LCpl	2156115/6332	HMM-165, MAG-36
VOIGT, Allen E.	LCpl	2150604/6332	HMM-165, MAG-36
JOHANNES, James D.	Lt(MC)	651062/2100	MAG-56, 3dMAW
SMITH, Joe B.	2dLt	999982/7561	MHTG-30, 3dMAW
HALL, Richard M.	Sgt	644827/6320	StagBn, CamPen, Calif
SHAFFER, Lawrence R.	LCpl	2152150/6332	H&MS-36, MAG-36
JOBE, Bobby R.	LCpl	2140732/6320	H&MS-36, MAG-36
DABROWSKI, Chester J.	Cpl	2195091/6332	H&MS-36, MAG-36
DALTON, Eddie L.	LCpl	2177876/6332	H&MS-36, MAG-36
DAVIS, Donald E.	LCpl	2140261/6332	H&MS-36, MAG-36
DIDOMENCIO, John T.	LCpl	2168693/6332	H&MS-36, MAG-36
SCHIMPF, Ernest L.	LCpl	2181260/6332	H&MS-36, MAG-36
BLOWERS, Douglas E.	LCpl	2163588/6332	H&MS-36, MAG-36
CURRIE, James K.	Cpl	2169651/6332	H&MS-36, MAG-36
DANIELS, Joel R.	Cpl	2106084/6332	H&MS-36, MAG-36
DORAN, Peter J.	LCpl	2208308/6331	H&MS-36, MAG-36
HARKLESS, Ronald I.	1stLt	091252/7561	MAG-26, 2dMAW
PRICE, James W.	1stLt	093368/7561	MAG-26, 2dMAW
THURSER, Thomas L.	1stLt	093483/7561	MHTG-30, 3dMAW
WEEKS, Harry E.	2dLt	0100160/7561	MHTG-30, 3dMAW
EGAN, Edward T.	1stLt	091560/7561	MHTG-30, 3dMAW
SMITH, Gordon W.	1stLt	091512/7562	MHTG-30, 3dMAW
STOHN, Richard J.	1stLt	093455/7562	MHTG-30, 3dMAW

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SER: 03A24867  
5 Sep 1967NARRATIVE SUMMARY OF SIGNIFICANT HIGHLIGHTS OCCURRING  
DURING THE REPORTING PERIOD

## SUMMARY

(U) For the period 1 Aug - 31 Aug 1967, the squadron flew 1697.1 hours, 5,467 sorties and 1,816 tasks in support of the III MAF and ROKMC. The squadron flew 904 med-evac sorties and carried 705 med-evacs. 4,959 troops/passengers and 659.3 tons of cargo were carried. The squadron supported Operation PIKE, HOOD RIVER and COCHISE during the reporting period. 73 fire incidents of which 10 were hits were reported. Two aircraft were rendered unflyable by enemy fire and had to be externalized by CH-53 back to MCAF Ky Ha. The squadron was unable to complete its commitments to III MAF and ROKMC for two days during this reporting period due to inclement weather. Total precipitation for the period was 10.01 inches, average temperature was 82°, winds were generally from the southwest, cloud coverage was .7 and average visibility was 15+. Only 2 percent of the reporting period was below the average visibility. All significant events and experiences will be reported in the following narrative.

1 Aug 67

(U) HMM-263 flew 50.2 hours, 184 sorties and 49 tasks in support of III MAF and ROKMC. 102 troops/passengers and 30.6 tons of cargo were carried. 8 med-evac missions were flown with 2 emergency, 4 priority and 2 routine evacuees being evacuated. 2 UH-34D aircraft were provided for support of Operation PIKE (7th Marines). 14.3 hours and 40 sorties were flown carrying 63 troops/passengers and 2 tons of cargo.

2 Aug 67

(U) HMM-263 flew 60.8 hours, 216 sorties and 67 tasks in support of III MAF and ROKMC. 321 troops/passengers and 15.5 tons of cargo were carried. 13 med-evac missions were flown with 29 emergency, 4 priority and 1 routine evacuees being evacuated. 6 UH-34D aircraft were provided for support of Operation HOOD RIVER (ARVN Operation). 21.6 hours and 81 sorties were flown carrying 205 troops/passengers on a strike. 1 UH-34D aircraft was provided for support of Operation PIKE. 2.5 hours and 7 sorties were flown carrying 8 troops/passengers. EG-11 was shot down by small arms fire at 0930H at coordinates BT 007575, LZ 411. Extensive damage was caused to the engine oil cooler. The aircraft was externalized back to Ky Ha, due to the possibility of oil starvation, by a CH-53. No injury to any of the crew. EG-11 fired 300 rounds of 7.62 ammunition returning enemy fire. The portside gunner of EG-11 had one confirmed VC KIA.

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- 3 Aug 67 (U) HMM-263 flew 28.6 hours, 55 sorties and 23 tasks in support of III MAF and ROKMC. 32 troops/passengers and 1.0 tons of cargo were carried. 1 UH-34D was provided for support of Operation PIKE. 4.4 hours and 12 sorties were flown carrying 6 troops/passengers. BG-16 was shot down while on a med-evac mission at 0815H at coordinates BT 207518. 1 round went thru the main fuel line/oil breather line, 1 round thru the radio compartment - wire bundle and relay and 1 round thru the tail cone. The UE-1E chase pilot went to MCAF Marble Mountain and got a new fuel line, returned to the LZ and the crew replaced the fuel line. The aircraft was then flown to Marble Mountain where it was patched and flown back to Ky Ha. No injury to any of the crew. Operation PIKE ended.
- 4 Aug 67 HMM-263 flew 49.5 hours, 132 sorties and 43 tasks in support of III MAF and ROKMC. 91 troops/passengers and 16.0 tons of cargo were carried. 6 med-evac missions were flown with 8 emergency evacuees being evacuated.
- 5 Aug 67 (U) HMM-263 flew 43.7 hours, 132 sorties and 43 tasks in support of III MAF and ROKMC. 91 troops/passengers and 14.0 tons of cargo were carried. 23 med-evac missions were flown with 10 emergency, 13 priority and 1 routine evacuees being evacuated. 2 UH-34Ds were provided for night med-evac. 4 med-evac missions and 2 emergency evacuees were evacuated. The aircraft received fire at 2000H at coordinates BT 309213 and again at 2055H at coordinates BS 653755. No hits reported. The squadron provided 2 UH-34Ds for aerial gunner training. 2500 rounds of 7.62 ammunition was expended.
- 6 Aug 67 (U) HMM-263 flew 63.7 hours, 255 sorties and 70 tasks in support of III MAF and ROKMC. 212 troops/passengers and 29.0 tons of cargo were carried. 10 med-evac missions were flown with 3 emergency, 8 priority and 2 routine evacuees being evacuated. 2 aircraft on a ROK Re-supply received fire at 0915H at coordinates BS 5079. No hits were reported.
- 7 Aug 67 (U) HMM-263 flew 64.8 hours, 211 sorties and 67 tasks in support of III MAF and ROKMC. 184 troops/passengers and 22.5 tons of cargo were carried. 10 med-evac missions were flown with 5 emergency and 22 priority evacuees being evacuated. 1 UH-34D was provided for day med-evac. 6 med-evac missions were flown with 5 ARVN emergency and

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10 ARVN, 5 CIV and 2 ROKMC routine evacuees being evacuated. The aircraft received fire at 0815H at coordinates BS 735738 and again at 0130H at coordinates BS 6174. No hits were reported. 2 UH-34Ds were provided for III MAF support. 29 sorties were flown carrying 65 troops/passengers and 21 tons of cargo. The aircraft received fire at 1115H at coordinates AT 882742. No hits were reported.

- 8 Aug 67 (U) HMM-263 flew 64.9 hours, 212 sorties and 52 tasks in support of III MAF and ROKMC. 143 troops/passengers and 25.0 tons of cargo were carried. 12 med-evac missions were flown carrying 14 emergency, 4 priority and 1 routine evacuees. 2 UH-34Ds were provided for support of III MAF. 10.7 hours and 39 sorties were flown carrying 18 troops/passengers and 4 tons of cargo. The aircraft received fire at 1550H at coordinates BT 2933. No hits were reported. 2 UH-34Ds were provided for night med-evac. Mission 52H was launched but was incomplete as evacuee died while aircraft was enroute and it was an insecure zone. Aircraft received fire while orbiting zone at 1945H at coordinates BS 560767. No hits were reported.
- 9 Aug 67 (U) HMM-263 flew 59.7 hours, 242 sorties and 71 tasks in support of III MAF and ROKMC. 164 troops/passengers and 33.0 tons of cargo were carried. 11 med-evac missions were flown with 25 emergency and 1 routine evacuees being evacuated.
- 10 Aug 67 (U) HMM-263 flew 59.2 hours, 192 sorties and 64 tasks in support of III MAF and ROKMC. 126 troops/passengers and 26.5 tons of cargo were carried. 4 med-evac missions were flown with 5 priority and 2 routine evacuees being evacuated. 2 UH-34Ds were provided in direct support of CASSANDRA 14 (Operation COCHISE) scheduled to commence on 11 August 1967. 13.4 hours and 30 sorties were flown. 4 med-evac missions were flown with 5 priority and 2 routine evacuees being evacuated. 1 UH-34D was provided for day SAR. The SAR bird was scrambled twice flying 1.6 hours and 2 sorties. The first scramble of .3 hours concerned an emergency when a plane turned over at Chu Lai on take-off. When the UH-34D arrived, the pilot had already been taken from the aircraft and was on his way to the hospital. The second scramble of 1.3 hours was flown in the vicinity of BS 5328. A trooper from the 26th Co. ROKMC observed a fireball hitting the deck. The UH-34D investigated and called Landshark to determine if any of the units who had aircraft operating in the area had lost a plane. Nothing was found and the UH-34D returned to Ky Ha.

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- 11 Aug 67 (U) HMM-263 flew 67.1 hours, 210 sorties and 91 tasks in support of III MAF and ROKMC. 164 troops/passengers and 27.1 tons of cargo were carried. 27 med-evac missions were flown with 27 emergency, 4 priority and 8 routine evacuees being evacuated. Operation COCHISE commenced. 33.8 hours and 98 sorties were flown with 66 troops/passengers and 7.1 tons of cargo being carried. 21 emergency and 7 routine evacuees were evacuated. 2 UH-34Ds fragged for COCHISE re-supply drew enemy fire at 1300H at coordinates BT 055294 and again at 1515H at coordinates BT 050244. No hits were reported. 1 UH-34D fragged as COCHISE med-evac drew enemy fire at 0930H at coordinates BT 012326. No hits were reported. 2 UH-34Ds fragged for ROK re-supply received fire at 0945H and again at 1012H at coordinates BT 595839. No hits were reported. 200 rounds of 7.62 ammunition was expended in suppressing the enemy fire. 2 UH-34Ds were provided for night med-evac. 4.9 hours and 5 med-evac missions were flown with 5 emergency and 1 priority evacuees being evacuated. At 2045H the med-evac birds received enemy fire at coordinates BT 2118. No hits were reported.
- 12 Aug 67 (U) HMM-263 flew 62.1 hours, 197 sorties and 76 tasks in support of III MAF and ROKMC. 171 troops/passengers and 28.2 tons of cargo were carried. 4 UH-34Ds were provided for support of Operation COCHISE. 14.6 hours and 47 sorties were flown with 24 troops/passengers and 2.0 tons of cargo being carried. 13 med-evac missions were flown with 7 emergency and 8 priority evacuees being evacuated. EG-15, BuNo. 147188 crashed into an insecure LZ on a spiraling descent while attempting to make a med-evac pickup. The pilot reported a possible strike of the aircraft at Nui Loc Son (Coordinates BT 062263). Minor injuries to the crew with a possible back injury to the Corpsman. EG-15 crew was composed of Major J. C. SHAFER 059913, HAC, 2Lt R. W. KIRKPATRICK 095625, Co-Pilot, LCpl J. C. RINEHARDT 2148084, Crew Chief, Cpl R. M. FARRIER 2097915, Gunner and HM2 C. A. HARVIN 6618478, Corpsman. A maintenance crew with the necessary equipment was sparrowhawked into the zone by a CH-46 to ready EG-15 for an external by a CH-53 that was fragged. The CH-53 was unable to pick up the UH-34D due to the terrain.
- 13 Aug 67 (U) HMM-263 flew 63.6 hours, 217 sorties and 86 tasks in support of III MAF and ROKMC. 214 troops/passengers and 28.0 tons of cargo were carried. 20 med-evac missions were flown with 99 emergency, 5 priority and 7 routine evacuees being evacuated. At 0035H, 2 UH-34Ds and 2 UH-1Es were

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fragged to pick up the radios from EG-15 that had crashed the previous day. The lead aircraft Commander of this special mission was Major J. C. ROBINSON 059735, the Commanding Officer and his Co-Pilot was Major R. D. BLANTON 074874, the Maintenance Officer, both of HMM-263. The radios were picked up and returned to Ky Ha. At 0250H, the aircraft received fire at coordinates BT 115325. No hits were reported.

14 Aug 67 (U) HMM-263 flew 62.8 hours, 234 sorties and 76 tasks in support of III MAF and ROKMC. 208 troops/passengers and 31.6 tons of cargo were carried. 10 med-evac missions were flown with 5 emergency, 7 priority and 2 routine evacuees being evacuated. 4 UH-34Ds were provided in support of Operation COCHISE. 12.1 hours and 40 sorties were flown with 15 troops/passengers and 1.5 tons of cargo being lifted. Aircraft received fire at 1210H and again at 1215H at coordinates BT 057247 and BT 020265. Aircraft received minor damage when 1 round went through the spar of the main rotor blade. No injury to any of the crew. 150 rounds of 7.62 ammunition was returned in suppressing enemy fire. At 1550H aircraft received fire at coordinates BT 056227. No hits were reported. 2 UH-34Ds fragged for ROK re-supply received fire at 0925H at coordinates BS 595835 and again at 1630H at coordinates BS 730849. EG-16, the med-evac bird in support of Operation COCHISE was on its way to the operational area when the pilot experienced a rough running engine and had to make an autorotative landing at Tam Ky. The crew of EG-16 returned to Ky Ha via the SAR bird and picked up EG-24. EG-16 was returned to Ky Ha without any repairs being made. While orbiting the zone for a med-evac pickup at 1550H at coordinates BT 056227, the aircraft received fire but was not hit. While making his approach to the zone, the pilot experienced his second rough running engine for the day. As a result, he waved off and made an autorotative landing at Que Son with no damage to the aircraft. A maintenance crew was flown to Que Son to inspect and possibly fix the aircraft. It was determined that EG-24 needed a carburetor change. The maintenance crew returned to Ky Ha. The aircraft remained overnight and the crew returned to Ky Ha. While on a night med-evac mission the med-evac birds received fire at 2115H, 2205H, 2210H and 2218H at coordinates BT 0622, BS 647774, BS 6278 and BS 6081. No hits were reported. EG-23 received fire at 0930H, 1005H and 1130H

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at coordinates BT 095286, BT 098266 and BT 114220 while on a re-supply mission. 1 round went thru the radio compartment at 1130H at coordinates BT 114220. No injury to any of the crew. EG-4 received fire and took 1 round thru a rotor blade tip at 1410H at coordinates BT 120234. No injury to any of the crew. The med-evac bird on mission 71 received fire at 1140H at coordinates BT 125232. No hits were reported.

15 Aug 67 (U) HMM-263 flew 70.3 hours, 231 sorties and 83 tasks in support of III MAF and ROKMC. 253 troops/passengers and 30.7 tons of cargo were carried. 19 med-evac missions were flown with 18 emergency, 15 priority and 2 routine evacuees being evacuated. 4 UH-34Ds were provided in support of Operation COCHISE. 19.1 hours and 52 sorties were flown with 33 troops/passengers and 2.5 tons of cargo being lifted. 14 med-evac missions were flown with 10 emergency and 9 priority evacuees being evacuated. 2 UH-34Ds provided for night med-evac received fire at 1915H at coordinates BT 160222. No hits were reported. 2 UH-34Ds on COCHISE re-supply received fire at 1550H at coordinates BT 023288. No hits were reported. The day med-evac bird for Operation COCHISE received fire at 1045H and 1115H at coordinates BT 109235 for both incidents. The aircraft received 1 round through the cockpit hitting the Co-Pilot 2Lt M. S. BLAIR in edge of breast plate. Captain D. L. STEELE, the pilot received minor shrapnel wounds on his face. The crewmembers were not injured. At 0700H, a maintenance crew was flown to Que Son to make a carburetor change on EG-24. The carburetor was changed and a test pilot was flown out at noon to test the aircraft. The test pilot Major J. W. VIGLIONE 074644 experienced the same rough running engine. The aircraft was worked on again until dusk and finally the trouble was determined. The ultimate cause of the rough running engine was the cracked number 7 intake pipe. SSgt J. D. BRYANT 661225, one of the maintenance crew, got a "C" Ration can and taped it over the intake pipe and the aircraft was flown back to Ky Ha.

16 Aug 67 (U) HMM-263 flew 55.8 hours, 176 sorties and 62 tasks in support of III MAF and ROKMC. 148 troops/passengers and 33.5 tons of cargo were carried. 4 UH-34Ds were provided in support of Operation COCHISE. 8.6 hours and 25 sorties were flown carrying 12 troops/passengers and 2.2 tons of cargo. 3 med-evac missions were flown with 1 emergency and 4 priority evacuees being evacuated. On

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mission 71, EG-21 received 2 rounds of small arms fire causing battle damage to tail rotor. The pilot landed the aircraft safely at Hill 63. HMM-263 received a call stating the crew and aircraft were okay and all that was needed was tail rotor control cables. Due to operational commitments, HMM-263 was unable to repair the aircraft and return the aircraft to Ky Ha. A GH-53 was fragged and the UH-34D was externalized back to Ky Ha.

- 17 Aug 67 (U) HMM-263 flew 40.2 hours, 125 sorties and 48 tasks in support of III MAF and ROKMC. 127 troops/passengers and 5.0 tons of cargo were lifted. 26 med-evac missions were flown with 10 emergency, 19 priority and 15 routine evacuees being evacuated. 4 UH-34Ds were provided in support of Operation COCHISE. 19.6 hours and 76 sorties were flown carrying 47 troops/passengers and 4.5 tons of cargo. The day med-evac bird on mission 71 for Operation COCHISE received fire at 1230H and 1320H and 1635H at coordinates BT 158302, BT 162399 and BT 172319. No hits were reported. At 1320H while on a re-supply mission a UH-34D received fire picking up a med-evac at coordinates AT 180260. 1 routine evacuee was carried. No hits were reported.
- 18 Aug 67 (U) HMM-263 flew 62.9 hours, 260 sorties and 86 tasks in support of III MAF and ROKMC. 285 troops/passengers and 26.5 tons of cargo were carried. 3 med-evac missions were flown with 1 priority and 2 routine evacuees being evacuated.
- 19 Aug 67 (U) HMM-263 flew 58.9 hours, 133 sorties and 36 tasks in support of III MAF and ROKMC. 225 troops/passengers and 3.0 tons of cargo were carried. 8 med-evac missions were flown with 9 emergency, 15 priority and 3 routine evacuees being evacuated. 10 UH-34Ds were provided in support of Operation COCHISE. 34.4 hours and 98 sorties were flown carrying 172 troops/passengers. The squadron had 2 UH-34Ds with a UH-1E gunship for escort on med-evac missions. 8.8 hours and 23 sorties were flown with 8 emergency, 15 priority and 3 routine evacuees being evacuated. The aircraft received fire at 1730H at AT 0231. No hits were reported. The squadron aircraft while in support of Operation COCHISE drew fire at 0800H and 0930H at AT 905225 and BT 215205. No hits reported. 500 rounds of suppressive fire was returned. The squadron had 2 UH-34Ds on night med-evac missions flying a total of 5 sorties and 3.1 hours carrying 2 emergencies. The aircraft drew fire at 1815H and 1850H

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at BT 218537 and BT 265335 respectively. No hits were reported.

- 20 Aug 67 (U) HMM-263 flew 32.7 hours, 116 sorties and 25 tasks in support of III MAF and ROKMC. 68 troops/passengers and 36.3 tons of cargo were lifted. 4 med-evac missions were flown consisting of 2 emergency evacuees. The squadron had one aircraft, EG-8, go down while in support of mission 63. The aircraft encountered hydraulic difficulty and remained overnight at Marble Mountain Air Facility. A maintenance crew was set to go the next morning and to retrieve the aircraft.
- 21 Aug 67= (U) HMM-263 flew 61.0 hours, 114 sorties and 53 tasks in support of III MAF and ROKMC. 150 troops/passengers and 4.5 tons of cargo was lifted. 5 med-evac missions were flown consisting of 2 emergency and 1 priority evacuees being evacuated. 2 UH-34Ds were provided in support of Operation COCHISE flying 21.4 hours and 83 sorties. 83 troops/passengers and 3.5 tons of cargo were lifted. The aircraft drew fire at 0925H at AT 919216. No hits were reported. 250 rounds of 7.62 ammunition was returned as suppressive fire. The aircraft lifted 44 ARVN refugees to a relocation center at Tam Ky. The squadron had 2 aircraft in support of Mission 74 (Re-supply and admin/liaison) flying 13.0 hours and 34 sorties. 25 troops/passengers and 1 ton of cargo was lifted. The aircraft drew fire at 1100H at AT 818659. No hits reported. 2 aircraft were provided for night med-evac. 9.8 hours and 19 sorties were flown. 7 med-evac missions were flown consisting of 7 emergency evacuees. The aircraft received fire at 220100H at BS 5083. No hits were reported.
- 22 Aug 67 (U) HMM-263 flew 65.4 hours, 267 sorties and 78 tasks in support of III MAF and ROKMC. 264 troops/passengers and 27 tons of cargo were lifted. 15 med-evac missions were flown consisting of 7 emergency, 9 priority and 2 routine evacuees. 2 UH-34Ds were provided for support of Operation COCHISE. 14.3 hours and 53 sorties were flown carrying 25 troops/passengers and 7 tons of cargo. 5 med-evac missions were flown in support of Operation COCHISE consisting of 9 priority and 2 routine evacuees.
- 23 Aug 67 (U) HMM-263 flew 53.2 hours, 141 sorties and 53 tasks in support of III MAF and ROKMC. 110 troops/passengers and 13.0 tons of cargo were lifted. 5 med-evac missions were

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flown consisting of 3 priority and 3 routine evacuees. 2 UH-34Ds were provided to support Mission 73. 13.3 hours and 51 sorties were flown. 45 troops/passengers and 1 ton of cargo was lifted. The aircraft drew fire at 1700H at AT 805645. No hits reported. The squadron provided 1 UH-34D for routine training of aerial gunners. 2000 rounds of ammunition was expended.

- 24 Aug 67 (U) HMM-263 flew 81.8 hours, 271 sorties and 108 tasks in support of III MAF and ROKMC. 276 troops/passengers and 40 tons of cargo were lifted. 12 med-evac missions were flown carrying 5 emergency and 7 priority evacuees. 4 UH-34Ds were provided in support of Operation COCHISE flying 40.6 hours and 102 sorties. 143 troops/passengers and 9 tons of cargo were carried. The aircraft drew fire at 1535H and 1800H at BT 082382 and BT 066260 respectively. No hits reported. The aircraft returned 500 rounds of suppressive fire toward the enemy.
- 25 Aug 67 (U) HMM-263 flew 30.4 hours, 58 sorties and 26 tasks in support of III MAF and ROKMC. 33 troops/passengers and 2 tons of cargo were lifted. 14 med-evac missions were flown consisting of 4 emergency, 12 priority and 10 routine evacuees. The squadron provided 2 UH-34Ds in support of Mission 73 flying 13.0 hours and 42 sorties carrying 20 troops/passengers and 2 tons of cargo. The aircraft drew automatic weapons fire at 1745H at coordinates AT 852479. No hits reported. 200 rounds of 7.62 ammunition was returned as suppressive fire. 2 aircraft were provided for Mission 74 flying 6.0 hours and 15 sorties carrying 10 troops/passengers. The aircraft drew fire at 1015H at coordinates BT 108638. No hits reported. 2 aircraft on the afternoon portion of Mission 74 stayed overnight at Marble Mountain Air Facility due to weather conditions. 2 UH-34Ds were provided for night med-evac flying 3.6 hours and 7 sorties carrying 1 emergency evacuee. The aircraft drew fire at 0200H at coordinates AT 205751. No hits reported. 400 rounds of suppressive fire was returned.
- 26 Aug 67 HMM-263 flew 40.2 hours, 154 sorties and 53 tasks in support of III MAF and ROKMC. 142 troops/passengers and 28 tons of cargo were lifted. 7 med-evac missions were flown consisting of 1 emergency, 13 priority and 1 routine evacuees. 1 UH-34D was provided for Operation COCHISE flying 4.0 hours and 8 sorties. 2 UH-34Ds were provided in sup-

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port of the ROKMC. 21.7 hours and 122 sorties were flown carrying 87 troops/passengers and 28 tons of cargo. The morning flight on recon missions sighted 3 fresh graves or fox holes at 176/6, GS 5793. The afternoon flight drew fire at 1315H and 1930H at BS 719862 and BS 598922 respectively. 1 UH-34D in support of Operation COCHISE on a med-evac mission received 2 rounds at 1400H at coordinates AT 969332. 1 round went through the belly, center fuel cells, exited through the floor boards grazing one of the evacuees igniting his clothing, glancing off the crew chiefs seat armor and exiting the cabin door. The other round entered the left side of the aircraft hitting the co-pilot's right rudder pedal rod wounding the co-pilot 1Lt L. L. WOODRUFF 095486 with shrapnel in both legs and left thigh. The co-pilot will be hospitalized for approximately 6 days at Ky Ha Hospital. All this took place as the aircraft was departing the zone. EG-21 was flown back to Ky Ha after dropping the evacuees at the 1st Med Battalion.

- 27 Aug 67 (U) HMM-263 flew 22.2 hours, 73 sorties and 20 tasks in support of III MAF and ROKMC. 79 troops/passengers were carried. 17 med-evac missions were flown consisting of 10 emergency and 13 priority evacuees. The squadron provided 3 UH-34Ds in support of Operation COCHISE. 17.3 hours and 58 sorties were flown carrying 43 troops/passengers. 1 UH-34D used as med-evac for Operation COCHISE drew fire at 0800H and 1120H at coordinates AT 892331 and AT 9933 respectively. No hits were reported. Operation COCHISE Ended.
- 28 Aug 67 (U) HMM-263 flew 39.8 hours, 129 sorties and 29 tasks in support of III MAF and ROKMC. 140 troops/passengers and 12 tons of cargo were lifted. 2 med-evac missions were flown consisting of 1 priority and 5 routine evacuees. 2 UH-34Ds were provided for ROK re-supply. 9.6 hours and 35 sorties were flown carrying 37 troops/passengers and 5 tons of cargo. The aircraft drew fire at 1400H and 1425H at BS 548837 and BS 546834 respectively. No hits were reported. 500 rounds of suppressive fire was returned.
- 29 Aug 67 (U) HMM-263, 55.1 hours, 210 sorties and 77 tasks were flown in support of III MAF and ROKMC. 141 troops/passengers and 38 tons of cargo were lifted. 7 med-evac missions were flown consisting of 36 emergency and 2 routine evacuees. 2 UH-34Ds in support of Mission 39 flew 7.0 hours and 52 sorties carrying 25 troops/passengers and 5 tons of cargo. 2 med-evac tasks were flown consisting

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of 15 emergency evacuees. The aircraft received sniper fire at 1430H at coordinates AT 867476 resulting in one hit through main rotor blades. Another round entered the tail cone of EG-5 causing ECHO damage. No injury to any of the crew. 2 UH-34Ds were provided to support missions 70 and 71 flying 13.9 hours and 33 sorties carrying 21 troops/passengers and 2 tons of cargo. The aircraft drew small arms fire at 1000H and 1430H at coordinates BT 019 997 and BT 1341 respectively. No hits were reported.

- 30 Aug 67 (U) HMM-263 flew 70.1 hours, 133 sorties and 40 tasks in support of III MAF and ROKMC. 170 troops/passengers and 6 tons of cargo were lifted. 12 med-evac missions were flown consisting of 30 emergency, 5 priority and 1 routine evacuees being evacuated.
- 31 Aug 67 (U) HMM-263 flew 56.3 hours, 187 sorties and 56 tasks in support of III MAF and ROKMC. 125 troops/passengers and 35 tons of cargo were lifted. 4 med-evac missions were flown carrying 6 emergency and 8 routine evacuees.

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## PART III

## SIGNIFICANT EVENTS

## 1. Administration:

## a. Personnel promoted during period:

Officers - 2  
Enlisted - 4OFFICERENLISTED

## 2. Awards:

## a. Air Medal

(1) Given:	229	223
(2) Recommended:	136	110

## b. Purple Heart

(1) Given:	2	0
(2) Recommended:	3	0

## 3. Casualties during period:

- a. ROBINSON, James C., USMC (Minor injuries, not requiring hospitalization - Hostile Fire)
- b. BLAIR, Marvin S. Jr., USMCR (2nd) (Minor injuries, not requiring hospitalization - Hostile Fire)
- c. WOODRUFF, Larry L., USMCR (Hospitalized period of 6 days from wounds received from hostile fore)

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1. (U) The Intelligence Section of the Squadron has supported the Squadron for its second full month of operations under MAG-36 at Ky Ha Air Facility.
2. (U) Orientation and liaison visits were made to the III MAF and 1stMAW G-2's by the Intelligence Officer and Intelligence Chief.
3. (C) The statistics for the month of August were:

Fire Incidents	73
Hit Incidents	10
Total Hits	16
Fire Incidents to Hours Flown	23.24
Hit Incidents to Hours Flown	169.7
Hit Incidents to Total Hits	1.6
Fire Incidents to Hit Incidents	.13

4. (C) The grid squares of greatest intensity were:

<u>GS</u>	<u>FIRE INCIDENTS</u>	<u>HIT INCIDENTS</u>
BT 0230	5	2
BT 0520	8	0
BT 0830	5	0
BT 1022	7	4
BT 1335	2	1
BT 1620	5	0
BT 2120	4	1
AT 9933	3	1
AT 9022	2	0
AT 8647	3	1
AT 8165	2	0
BS 5080	4	0
BS 5575	4	0
BS 5990	4	0
BS 6475	5	0
BS 7185	3	0

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TOTAL HOURS FLOWN - - - - -	1697.1
TOTAL PASSENGERS CARRIED - - - - -	4959
TOTAL SORTIES FLOWN - - - - -	5467
TOTAL MED-EVACS - - - - -	705
TOTAL CARGO LIFTED (TONS) - - - - -	659.3

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## LOGISTICS

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2 September 1967

## 1. AOCF Resume 1 thru 31 August 1967

a. Total Submitted	128
b. total filled	122
c. Outstanding	6

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## 2. ANFE resume 1 thru 31 August 1967

a. Total Submitted	52
b. Total Filled	45
c. Outstanding	7

## 3. AvGas Resume 1 thru 31 August 1967

a. Total AvGas Cost	\$24,448.89
b. Gallons Utilized	1,43,817

## 4. AvOil Resume 1 thru 31 August 1967

a. Total AvOil Cost	\$1,422.40
b. Gallons Utilized	3,480

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1. (C) During the period extending from 1 August to 31 August, the major components changed by the squadron included seven (7) Clutches, forty (40) Main Rotor Blades, thirty eight (38) Tail Rotor Blades, eight (8) Engines, one (1) Fan, nine (9) Tail Rotor Heads, two (2) Hydraulic Pumps, one (1) Main Gear Box, three (3) Generators, one (1) Tail Rotor Gear Box, three (3) Main Rotor Heads, four (4) #1 Inverters, three (3) #2 Inverters, five (5) Magnetos, six (6) Auxiliary Hydraulic Pumps, seven (7) Carburetors, one (1) Starter, three (3) Fuel Pumps, and one (1) Ignition Harness.

2. (C) During the period covered there were seven (7) calendar inspections performed.

3. (C) Pertinent Maintenance Data:

a. Average Number of Aircraft Assigned	22
b. Total Flight Hours	1698.5
c. Total Possible Operational Ready Hours	16824.0
d. Total Operational Ready Hours	10721.2
e. Total Operational Ready Hours in Percent	63.7%
f. Total Not Operational Ready Hours	6092.8
g. Total Not Operational Ready Hours in Percent	32.7%
h. Total Not Operational Ready Hours Supply	1566.6

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DOCUMENTATION

NONE

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NO FORN DISSEM  
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