

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

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 SER: 03A27867
 5 Oct 1967

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

Ref: (a) MCO 5720.2
 (b) WGO 5750.1A
 (c) GruO 5750.1

Encl: ✓ (1) Command Chronology for the period of 1 September to 30 September 1967

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

J. C. ROBINSON

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COMMAND CHRONOLOGY

MARINE MEDIUM HELICOPTER SQUADRON 263

1 - 30 SEPTEMBER 1967

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ORGANIZATIONAL DATA

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1. Organization Data:

a. Reporting Unit: -HQ-263, MAC-26, 1st MA, MACV
 b. Location: -My Ha, Republic of Vietnam
 c. Reporting period: -1-30 September 1967
 d. Commanding Officer: -1-30 September 1967
 Maj J. G. HOBBS, USAF
 e. Executive Officer: -1-30 September 1967
 Maj John G. SHAW, USAF
 f. Operations Officer: -1-30 September 1967
 Maj J. H. VAILLANT, USAF
 g. Administrative Officer: -1-31 September 1967
 Capt Noel J. KILLEN, USAF
 22-30 September 1967
 1st Lt George J. PASCHKE
 h. Intelligence Officer: -1-30 September 1967
 Capt Phillip E. HANCOCK, USAF
 i. Logistics Officer: -1-30 September 1967
 Capt David L. STEIN, USAF
 j. Maintenance Officer: -1-30 September 1967
 Maj Robert E. SLACK, USAF
 k. Aviation Safety Officer: -1-30 September 1967
 Maj Clarence L. SMITH, USAF
 l. Flight Surgeon: -1-12 September 1967
 Lt(R) Edward L. HANSON, USAF
 15-30 September 1967
 Lt(R) James R. JOHNSON, USAF

2. Average monthly strengths:

	USAF	USN	TOTAL
Officers:	47	2	49
Enlisted:	174	2	176

a. Personnel dropped during period: 41

b. Personnel joined during period: 14

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5 Oct 1967NARRATIVE SUMMARY OF SIGNIFICANT HIGHLIGHTS
OCCURRING DURING THE REPORTING PERIOD

SUMMARY (U) HMM-263 flew a record breaking month for UH-34D aircraft. 2618.8 hours, 8914 sorties and 3102 tasks were flown with 7773 troops/passengers and 1229.1 tons of cargo being lifted. 1113 sorties were flown carrying 1104 med-evacs. Several recon insertions and extractions were made, 1 SAR rescue was made and two strike missions were flown. The squadron supported 3 operations during this period, Operations SWIFT, DRAGON FIRE and BALLASTIC CHARGER. Operation DRAGON FIRE was the first Amphibious Operation for the HOKS in their history. The squadron flew a record high during the first day of this operation by flying 181.0 hours. There were a total of 98 fire incidents of which 26 were hit incidents and were attributed directly to small arms ground fire. The average temperature for the month was 81.4 degrees, a total of 7.36 inches of rain fell and cloud coverage for a 24 hour period was .8. Winds were mostly from the west at 8-12 knots. Weather from this standpoint had no adverse affects on the amount of flying that was done by HMM-263. All significant events and experiences will be reported in the following narrative.

- 1 Sep 67 (U) 71.5 hours, 272 sorties and 83 tasks were flown in support of III MAF and ROKMC. 278 troops/passengers and 36 tons of cargo were lifted. 8 med-evac missions were flown this day lifting 6 emergency, 4 routine evacuees being evacuated. One UH-34D was provided for Mission 63 (VIP USAGE) for the ROKMC. The aircraft drew fire at 1530H at coordinates BS 728778. No hits were reported.
- 2 Sept 67 (U) 80.9 hours, 314 sorties and 73 tasks were flown in support of III MAF and ROKMC. 233 troops/passengers and 22 tons of cargo were lifted. 5 emergency, 8 priority and 2 routine evacuees were evacuated. One aircraft, EG-13, is down in the field. The aircraft went down in the field when the Engine Chip Detector Light came on in flight. The aircraft was inspected and metal was found in the Sumps and Strainers.
- 3 Sep 67 (U) 76.4 hours, 300 sorties and 84 tasks were flown in support of III MAF and ROKMC. 157 troops/passengers and 24.6 tons of cargo were lifted. 5 med-evac missions were flown with 4 emergency, 22 priority and 5 routine evacuees being evacuated. The

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squadron operated with HMM-363 today performing recon missions. 2 recon insertions and 2 recon retractions were made. The two retractions, consisting of 17 med in one team and 12 men in the other, were picked up at coordinates AT 989-251 and AT 908307 respectively and dropped off at LZ 130. The two insertions consisting of 12 men in each team were picked up at LZ 130 and dropped off at coordinates BT 255053 and BT 285-027 respectively. 2 UH-34Ds were provided to support the afternoon portion of Mission 55 (ROK Re-supply). 10.5 hours and 40 sorties were flown carrying 9 troops/passengers and 10 tons of cargo. The aircraft drew fire from automatic weapons at 1930H at coordinates BS 675873. No hits were reported. EG-13 was externalized by CH-53 back to MCAF Ky Ha.

4 Sep 67

(U) 81.3 hours, 253 sorties and 84 tasks were flown in support of III MAF and ROKMC. 175 troops/passengers and 36 tons of cargo were lifted. 18 med-evac missions were flown with 36 emergency, 10 priority evacuees being evacuated. Again today, the squadron supported HMM-363 with 4 UH-34Ds on standby at Marble Mountain Air Facility for recon insertions and retractions. 29.2 hours and 77 sorties were flown carrying 5 troops and 1 ton of cargo. 11 med-evac missions were flown with 34 emergency evacuees being evacuated. At 1010H, the flight was diverted to the Que Son Valley coordinates BT 078338 for an emergency re-supply and med-evac of a battalion of the 7th Marines who were in heavy contact with a substantial force of NVAs. One UH-34D and 1 UH-1E from other squadrons had already been shot down in the re-supply, med-evac LZ. The flight was able to re-supply the Marines and successfully lift out 34 emergency med-evacs. Two aircraft of the flight received fire and were hit. EG-12 was hit by one round through the cabin from automatic weapons fire at BT 078338. EG-11 was hit by two rounds. 1 round through the clamshell doors and 1 round through the main rotor blade at coordinates BT 078338. None of the crews were injured. At 1430H the aircraft were launched for an insert of a Recon Team consisting of 21 troops. Due to the altitude of the landing zone, each aircraft carried 3 troops. When the UH-34Ds arrived on station they had to wait for a fixed wing prep of the LZ.

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As the fixed wing dropped their ordnance on the LZ, there were several secondary explosions. The UH-1E gunships and the flight leader of the UH-34s decided the LZ was too heavily mined for a recon insert. The flight returned to Ky Ha and shut down. The squadron provided one more aircraft and crew for the next insert because sunset was drawing near and the whole second recon team could be inserted with 5 aircraft. When the flight reached the drop area, they were again informed the area was heavily mined and there was a 500 lb dud snake eye in the LZ. The recon team leader informed the pilot of the lead 34 that if he was inserted at that time, darkness would hinder the setup of his defense perimeter and he wouldn't be able to register his team with the artillery in the area. The mission was cancelled and the recon team was returned to the Chu Lai Recon Pad and the aircraft returned to Ky Ha. The night med-evac aircraft were launched at 2330H to assist the MAF med-evac aircraft in the Que Son Valley. Everything that took place in the Que Son Valley was designated as Operation SWIFT.

5 Sep 67

(U) 83.3 hours, 305 sorties and 94 tasks were flown in support of III MAF and ROKMC. 296 troops/passengers and 59 tons of cargo were lifted. 22 med-evac missions were flown with 8 emergency, 70 priority and 57 routine evacuees being evacuated. EG-21, while on VIP Usage, Mission 63 received fire and was hit with 1 round at 1030H at coordinates BS 731845 through the main rotor blade. No injury to any of the crew. The morning med-evac bird drew fire at 0945H at coordinates BT 243195. No hits were reported. 70 rounds of 7.62 ammunition was fired in suppressing enemy fire. Afternoon portion of Mission 72 (ROK Support) was quiet until 1700H when the aircraft received small arms fire at coordinates BS 589833. No hits were reported. 22.7 hours, 78 sorties and 32 tasks were flown in support of Operation SWIFT. 11 med-evac missions were flown with 100 evacuees being evacuated. The night med-evac mission ran into an unusual circumstance. The Viet Cong had setup a zone approximately 500 meters to the north exactly like the Latin Rebel IAC Zone. The med-evac was going into the ROK zone and ROK radioman never

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indicated to the pilot that he was approaching the wrong zone, even though he was giving him directions for the approach. As the med-evac aircraft approached the bogus zone, he was met with a hail of small arms fire and immediately waved off. No hits were taken and the pilot, after finding the correct pick-up zone, completed his mission. The incorrect pick-up zone was located at coordinates BS 0698 and small arms fire was observed by the med-evac crew at 0610H from these coordinates.

6 Sep 67 (U) 94.2 hours, 351 sorties and 107 tasks were flown in support of III MAF and ROMAC. 293 troops/passengers and 35.2 tons of cargo were lifted. 21 med-evac missions were flown with 20 emergency, 64 priority and 2 routine evacuees being evacuated. 4 UH-34Ds were provided for Operation SWIFT. 25.1 hours and 48 sorties were flown carrying 55 troops/passengers and 1 ton of cargo. The aircraft drew fire at 0830H and 1030H at coordinates AT 8951 and ZC 175662 respectively with no hits being reported. EG-6, one of the med-evac birds, drew fire at 1140H taking 1 round through the tail cone at coordinates BS 715882. No injuries to the crew. 2 aircraft provided for ROK Re-supply drew fire at 0930H and 1540H at coordinates BS 699912 and BS 720934 respectively with no hits being reported to either aircraft. 2 aircraft were launched on Mission 72, an emergency retraction of Clubcar, a 7 man Recon Team in the vicinity of Happy Valley at 1430H. While the flight was enroute, it was informed that the pickup would require a hoist pickup at 1500 feet on the side of a mountain and through the jungle canopy. Realizing also, the UH-34Ds as presently configured, would not hover under those conditions and make a hoist pickup, the two aircraft landed at Marble Mountain enroute. There the crews stripped the aircraft of all armor plate except the engine armor, removed all radios except one, all navigational gear, all doors and windows, all extra ammo and tools and 1 M-60 along with the gunner. Prior to commencing the pickup, the fuel was burned to a low state sufficient for a 30-40 minute flight. The two aircraft then left for the pickup area along with 2 Deadlock gunships. Arriving in the area, Deadlock located Clubcar and the UH-34Ds each managed to hoist two recon personnel through the 80-90 foot canopy. No enemy fire was encountered although Clubcar reported they had been evading 8-10 VCs for the last day and a half.

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7 Sep 67 (U) 181.0 hours, 606 sorties and 139 tasks were flown in support of 111 MAF and ROKMC. 966 troops/passengers and 52 tons of cargo were lifted. 21 med-evac missions were flown with 17 emergency, 3 priority and 1 routine evacuees being evacuated. The squadron teamed up with the ROKMC to make a combination vertical envelopment and for the first time in the history of the ROKMC making an amphibious assault. 16 UH-34Ds were provided. The Operation was named DRAGON FIRE. 562 sorties, 169.2 hours and 127 tasks were flown carrying 851 troops and 52 tons of cargo. 39 med-evac sorties were flown with 19 med-evacs being evacuated. 6100 rounds of 7.62 ammo were expended with 7 aircraft taking hits. Major Eugene L. OSMONDSON 074826 from HMM-165 flying as Co-pilot on EG-22 was injured slightly when 1 round hit his window. He was treated at Ky Ha and returned to duty. The aircraft received small arms automatic fire from snipers at 0700H, 0715H, 0720H, 0800H, 0830H, 0845H, 0912H, 1015H and 1410H at coordinates BS 794850, LZ Alpha, BS 784829, LZ Bravo, and BS 7089, BS 794850, BS 792891 and BT 483873 respectively resulting in 16 hits to seven aircraft. EG-12 was hit twice today. EG-4 took 1 round in the main rotor blades. EG-5 took a hit in the rotating beacon, EG-6 took 3 hits. 1 hit in the hoist, 1 hit in the main rotor blades and 1 hit on right aft fuel cell. EG-9 took a hit in the radio compartment. EG-22 took three hits. 1 hit on the clamshell door, 1 hit in the center fuel cell and 1 hit on the co-pilot's right window. EG-23 took 5 hits. 2 hits on the clamshell doors, 1 hit landing light, 1 hit to the cabin and 1 hit on the tail pylon. One aircraft received mortar fire while in LZ Alpha. The squadron had 2 confirmed VC kills. All aircraft that participated in this operation were repaired in the field by maintenance crews flown to them when they were down by the SAR aircraft and completed the mission and returned to Ky Ha under their own power. The aircraft flying VIP Usage, LtGen. KIM, was almost hit by friendly artillery fire at 1600H at coordinates BS 784829. EG-12 was again hit at 1800H at BT 101316 when the squadron was called on again despite the heavy commitment to the ROKS to

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make a troop lift for Operation SWIFT late in the afternoon. 4 aircraft were provided and 185 troops were lifted. BG-12 took fire and a hit at BT 101-316 through the radio compartment. No injury to any of the crew was reported.

8 Sep 67

(U) 99.7 hours, 300 sorties and 126 tasks were flown in support of III MAF and ROKAF. 343 troops/passengers and 28.5 tons of cargo were lifted. 25 med-evac missions were flown with 21 emergency, 11 priority and 33 routine evacuees being evacuated. 12 UH-34Ds were provided to support Operation SWIFT. 34.3 hours, 153 sorties were flown with 160 troops/passengers and 6.5 tons of cargo being lifted. 11 med-evac missions were flown lifting 6 emergency, 3 priority and 31 routine evacuees. 2 aircraft in support of Operation DRAGON FIRE received fire at 1205H at coordinates BS 734868 resulting in that AG-17 took one hit between the fuel cells. There was no injury to the crew. The med-evac aircraft for the day received fire at 0835H at coordinates BS 744855 but took no hits. 4 UH-34Ds assigned Mission 68 in support of Operation SWIFT received fire from automatic weapons at 1015H at coordinates BT 085325 without any hits being reported. 4 UH-34Ds were assigned Mission 72 (Recon Inserts) in support of Operations SWIFT. On the first insertion at LZ coordinates ZC 166685 at 1500 feet, the lead aircraft landed in the zone after it had been propped by 2 F4s and waited 30 seconds with the team in the bird to determine if they were going to draw enemy fire. No fire was received and the Recon Team left the aircraft. As the lead aircraft started to lift out of the zone, the team started receiving small arms fire. The lead aircraft immediately dropped back into the zone firing its M-60s and the recon team was extracted. The team was inserted without incident about 4000 meters from the original zone. The second insert was an altitude of 2800 feet and was completed without incident at coordinates ZC 190661. The third insert was cancelled due to weather in the drop zone at coordinates BT 002410.

9 Sep 67

93.7 hours, 227 sorties and 96 tasks were flown in support of III MAF and ROKAF. 244 troops/passengers and 19 tons of cargo were lifted. 37 med-evac missions were flown with 14 emergency, 21 priority and 2 routine evacuees being evacuated. 4 UH-34Ds were provided to support Operation DRAGON FIRE and 6 UH-34Ds to support Operation SWIFT. 2 UH-34Ds in support of Operation DRAGON FIRE received fire at

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1810H and 1920H at BS 776834 and BS 757854 respectively from small arms. No hits were reported.

10 Sep 67 (U) 79.0 hours, 212 sorties and 76 tasks were flown in support of III MAF and ROKMC. 168 troops/passengers and 35.9 tons of cargo were lifted. 26 med-evac missions were flown with 38 emergency, 31 priority and 14 routine evacuees being evacuated. 6 UH-34Ds were provided to support Operation DRAGON FIRE and 3 UH-34Ds to support Operation SWIFT. 4 UH-34Ds were provided for Mission 72 (Recon Inserts). Two 10 man teams were inserted at coordinates ZC 060865 and AT 830646 at 0730H. Both inserts were made without enemy fire being received. 2 UH-34Ds on ROK re-supply mission received automatic weapons fire at 1110H at BS 775845. No hits were reported. EG-17, in support of Mission 68, Operation SWIFT, took 1 round in the main rotor blades at 1555H at BT 121479. No injuries to any of the crew were reported. 2 other aircraft on ROK re-supply mission received fire at 1330H at BS 687805. No hits were reported.

11 Sep 67 (U) 108.3 hours, 291 sorties and 124 tasks were flown in support of III MAF and ROKMC. 263 troops/passengers and 36 tons of cargo were lifted. 53 med-evac missions were flown with 23 emergency, 38 priority and 53 routine evacuees being evacuated. 7 UH-34Ds were provided to support Operation DRAGON FIRE and 7 were provided to support Operation SWIFT. 2 UH-34Ds in support of Mission 52 (Med-Evac) received small arms fire at 1025H at BS 779840. One round hit the tail rotor servo of EG-10. No injury to any of the crew. The aircraft was flown to a secure zone where it was determined that EG-10 could not return to Ky Ha under its own power. The crew of EG-10 was returned to Ky Ha by aircraft in support of DRAGON FIRE. AT 1430H, EG-10 was externalized back to Ky Ha by CH-53. 2 UH-34Ds in support of Mission 55 (ROK Resupply) received small arms fire and automatic weapons fire at 0730H at BS 780-845. One round hit EG-4 in the side behind the APU. No injuries to any of the crew were reported and EG-4 returned to Ky Ha under its own power at the completion of its mission.

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12 Sep 67 (U) 92.7 hours, 296 sorties and 111 tasks were flown in support of III MAF and ROKMC. 189 troops/passengers and 26.3 tons of cargo were lifted. 22 med-evac missions were flown with 17 emergency, 2 priority and 3 routine evacuees being evacuated. HMM-263 continued support of Operation DRAGON FIRE by providing 7 UH-34Ds. 30.0 hours and 120 sorties were flown with 67 troops/passengers and 28.5 tons of cargo being lifted. 4 UH-34Ds were also provided to support Operation SWIFT. 24.0 hours and 70 sorties were flown. The aircraft received small arms fire at 0938H at BT 002478. No hits were reported. 1200 rounds of 7.62 ammo was expended in suppressing enemy fire. EG-6, the med-evac aircraft received fire at 1345H, 1700H and 1810H at BS 771846, BS 740831 and BS 768851 respectively taking one round through the tail cone. None of the crew were injured and 200 rounds of 7.62 ammo were expended in suppressing the enemy fire. EG-14, in support of Operation DRAGON FIRE, took three rounds at BT 779859 and is down at the LZ. 1 round went through number 6 cylinder and 1 round through the Forward Fuel Cell. A third round went through the tail cone. There were no injuries to any of the crew. The crew of EG-14 was extracted by EG-12 and returned to Ky Ha. At present, there are no plans being made due to the unsecure zone that EG-14 is in. The ROKS had two companies providing security for the aircraft. Two aircraft in the afternoon ROK Re-Supply took fire from automatic weapons at 2100H at BS 781862 but were not hit. 2 other aircraft on an emergency re-supply of the ROKS received fire at 2000H at BT 130370 from 50 caliber weapons. No hits were reported.

13 Sep 67 (U) 69.9 hours, 254 sorties and 102 tasks were flown in support of III MAF and ROKMC. 197 troops/passengers and 30 tons of cargo were lifted. 27 med-evac missions were flown with 23 emergency, 12 priority and 33 routine evacuees being evacuated. 12 UH-34Ds were provided to support Operation DRAGON FIRE and SWIFT. 2 aircraft on the morning portion of ROK Re-Supply received fire at 0730H and 0940H at BS 785855 and BS 778863 respectively without taking hits. On the early morning launch to the ROK area

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a maintenance crew, headed by Sgt. JOHNSON, was sent out to prepare EG-14 for external lift by a CH-53. While the crew was preparing the aircraft for lift they came under enemy fire. Additional fire was received as the CH-53 hovered over EG-14 and was being hooked up. The hook-up was successful and EG-14 was externalized back to Ky Ha. While departing the pick-up zone the CH-53 took a hit in the hydraulic system which required repair after it landed at Ky Ha. In the meantime, the maintenance crew was extracted by the working birds and returned to Ky Ha. EG-21 in support of Operation SWIFT received fire at 1545H at BT 135418 but took no hits. The night med-evac aircraft received fire at 2255H and 2325H at BT 328212 and BT 177398 respectively. There were no hits reported. 200 rounds of ammo were expended in suppressing enemy fire.

14 Sep 67 (U) 75.7 hours, 292 sorties and 123 tasks were flown in support of III MAF and HOKMC. 271 troops/passengers and 48 tons of cargo were lifted. 18 med-evac missions were flown with 9 emergency, 33 priority and 2 routine evacuees being evacuated. HMM-263 continued supporting Operations SWIFT and DRAGON FIRE. 2 aircraft on Mission 72 in support of Operation SWIFT received fire at 1545H at BT 135418 with no hits being reported. EG-18 took one round through the tail cone while flying Mission 66/71 in support of Operation SWIFT at 1550H at BS 743813. There was no injury to any of the crew. 2 aircraft on the afternoon portion of ROK Re-supply received fire at 1550H at BS 728792 with no hits being reported.

15 Sep 67 (U) 77.6 hours, 254 sorties and 97 tasks were flown in support of III MAF and HOKMC. 197 troops/passengers and 30 tons of cargo were lifted. 17 med-evac missions were flown with 6 emergency, 4 priority and 29 routine evacuees being evacuated. HMM-263 continued support of Operation SWIFT and DRAGON FIRE. EG-16 received automatic weapons fire at 0950H while flying med-evac at BS 782862. 1 round went through the clamshell door and shrapnel holes through the aft cells port side. There were no injuries to any of the crew. The aircraft on Mission 68 received fire at 1630H and 1730H from small arms at AT 475345 and AT 895495 respectively. There were no hits reported.

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- 16 Sep 67 (U) 75.0 hours, 312 sorties and 133 tasks were flown in support of III MAF and ROKMC. 194 troops/passengers and 41.9 tons of cargo were lifted. 9 med-evac missions were flown with 5 emergency, 9 priority and 1 routine evacuees being evacuated. The Squadron continued to support Operation SWIFT and DRAGON FIRE. The aircraft assigned the afternoon portion of Mission 69, in support of Operation SWIFT, received automatic weapons fire at 1500H and 1515H at BT-001572 and BT-021612 respectively without taking any hits. The aircraft supporting the afternoon portion of the DRAGON re-supply received small arms fire with EG-21 taking one round through the tail cone at 1610H at BS-747832 with no injuries to any of the crew being reported. Operation SWIFT ended today, and Operation BALLISTIC CHARGER commenced.
- 17 Sep 67 (U) 69.3 hours, 283 sorties and 75 tasks were flown in support of III MAF and ROKMC. 144 troops/passengers and 59.0 tons of cargo were lifted. 20 med-evac missions were flown with 22 emergency, 8 priority and 4 routine evacuees being evacuated. The day med-evac aircraft received fire at 1500H at BS-769858 with no hits being reported. The Squadron supported Operation DRAGON FIRE and BALLISTIC CHARGER. 8 UH-34's were provided for Operation DRAGON FIRE and 2 UH-34's in support of BALLISTIC CHARGER. 41.0 hours and 207 sorties were flown for DRAGON FIRE while 10.6 hours and 33 sorties were flown for BALLISTIC CHARGER.
- 18 Sep 67 (U) 80.4 hours, 308 sorties and 112 tasks were flown in support of III MAF and ROKMC. 141 troops/passengers and 61.0 tons of cargo were lifted. 13 med-evac missions were flown with 10 emergency and 16 routine evacuees being evacuated. The Squadron continued to support Operation DRAGON FIRE and BALLISTIC CHARGER. 8 UH-34's were provided for DRAGON FIRE and 4 UH-34's were provided for BALLISTIC CHARGER. 42.2 hours and 206 sorties were flown for DRAGON FIRE while the aircraft received fire at 0815H, 1500H and 1600H at BS-545880, 7483, and BS-728827 respectively with no hits being reported. 4 UH-34's provided support for BALLISTIC CHARGER and flew 11.4 hours and 38 sorties. The aircraft received fire at 0830H, 0845H, and 1700H at BT-145552 and AT-135540 respectively with no hits being reported.

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- 19 Sep 67 (U) 95.4 hours, 365 sorties and 116 tasks were flown in support of III MAF and ROKMC. 20 med-evac missions were flown with 9 emergency, 13 priority and 1 routine evacuees being evacuated. The squadron provided 9 UH-34's in support of Operation DRAGON FIRE. 6 UH-34's were provided in support of Operation BALLISTIC CHARGER. The aircraft flying Mission 52 received small arms fire at 1010H at coordinates BS 758838 with no hits being reported.
- 20 Sep 67 (U) 78.6 hours, 251 sorties and 111 tasks were flown in support of the III MAF and ROKMC. 4 med-evac missions were flown with 1 emergency and 7 priority evacuees being evacuated. The squadron provided 4 UH-34Ds in support of Operation DRAGON FIRE and 8 UH-34Ds in support of operation BALLISTIC CHARGER. EG-13 flying in support of BALLISTIC CHARGER, took 1 round at 1755H, coordinates BT 1530, wounding the Crew Chief, Cpl. J. L. HUDSPETH 2164012/6332. He was flown to 1st Hospital at Chu Lai where he was treated and then returned to duty. EG-7, flying a ROK Re-supply mission took hits in the pylon at 1610H, coordinates BS 793849. The aircraft was flown back to Ky Ha. The squadron started a short instrument refresher course for all pilots to prepare for the forthcoming monsoon season.
- 21 Sep 67 (U) 86.8 hours, 332 sorties and 141 tasks were flown in support of the III MAF and ROKMC. 375 troops/passengers and 62.5 tons of cargo were lifted. 9 med-evac missions were flown with 16 emergency and 2 priority evacuees being evacuated. Operation DRAGON FIRE was supported by 7 UH-34's flying 31.0 hours, 136 sorties and lifting 125 troops/passengers and 31.5 tons of cargo.
- 22 Sep 67 (U) 101.0 hours, 376 sorties and 123 tasks were flown in support of III MAF and ROKMC. 333 troops/passengers and 47.3 tons of cargo were lifted. 9 med-evac missions were flown with 7 emergency and 5 priority evacuees being evacuated. The squadron supported Operation DRAGON FIRE by providing 6 UH-34's. 24.6 hours and 128 sorties were flown with 106 troops/passengers and 26 tons of cargo being lifted. The squadron began supporting Operation SHELBYVILLE which started today by providing 4 UH-34Ds. 4 UH-34Ds in

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support of Mission 71 (Operation Shelbyville) flew 31.8 hours and 115 sorties while carrying 107 troops/passengers and 4.0 tons of cargo. The aircraft received small arms fire at 1006H, 1030H, and 1505H at BT-001465, BT-091615 and BT-071478 respectively with EG-3 taking 1 round in the port side of the aircraft. A passenger aboard EG-3 took the round through his leg. He was immediately delivered to 1st MED DETACHMENT for treatment.

23 Sep 67 (U) 93.8 hours, 372 sorties and 133 tasks were flown in support of III MAF and NOKMC. 226 troops/passengers and 63.7 tons of cargo were lifted. 18 medevac missions were flown with 4 emergency, 12 priority, and 8 routine evacuees being evacuated. 2 UH-34D's flying Mission 70 (Operation Shelbyville) flew 15.9 hours and 62 sorties while carrying 21 troops/passengers and 4.0 tons of cargo. The aircraft received automatic weapon s fire at 0830H at BT-049528. EG-14 received 2 hits; 1 round in the rotor blades and 1 round in the bottom mid-section of the fuselage. There were no injuries to the crew. Two other aircraft flying Mission 69 (Operation Shelbyville) flew 4.2 hours and 13 sorties while lifting 24 troops/passengers and 1.0 tons of cargo. The aircraft received 50 caliber fire at 0940H, coordinates BT-092408 and the Squadron lost its first aircraft for the month. EG-5 received 3 hits in the cabin. Two fires broke out immediately in the aircraft. While the crew-chief attempted to extinguish the flames, the pilot commenced an auto-rotation from 2000 feet. The aircraft, which made a hard landing, was in flames and the crew had to abandoned it immediately. The pilot, CAPT. PAUL G. GREGOIRE 088677/7561, suffered a sprained back and lacerations. The co-pilot, 2ndLt. MARVIN S. BLAIR 095624/7561, received burns and lacerations. The gunner, CPL. RONALD D. RANYON 2142268/6212, received lacerations, and the crew-chief, CPL. STEPHAN REDMILES 2172183/6332 received lacerations. The crew of EG-5 was extracted by EG-8, the wingman, and taken to hill 63 aid station for treatment. The crew was then released and returned to Ky Ha. Damage to EG-5 was determined as ALFIA. The Squadron continued its support of Operation DRAGON FIRE by providing 8 aircraft. 53.9 hours and 268 sorties were flown with 88 troops/passengers and 60.7 tons of cargo being lifted. The aircraft received small arms fire at 1515H at BS-8667 without any hits being reported.

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being reported.

- 24 Sep 67 (U) 69.4 hours, 224 sorties and 84 tasks were flown in support of III MAF and ROKMC. 238 troops/passengers and 35.3 tons of cargo were lifted. 7 med-evac missions were flown with 5 emergency, 1 priority and 6 routine evacuees being evacuated. The squadron continued supporting Operation DRAGON FIRE and Operation SHELBYVILLE by providing 4 UH-34Ds for each operation. The aircraft in support of Mission 69 (Operation SHELBYVILLE) received small arms fire at 1430H and 1623H at BT 003886 and AT 990530 respectively with no hits being reported. 2 other aircraft in support of SHELBYVILLE received small arms fire at 1410H at BT 017529 with no hits being reported.
- 25 Sep 67 (U) 88.0 hours, 268 sorties and 96 tasks were flown in support of III MAF and ROKMC. 282 troops/passengers and 31 tons of cargo were lifted. 6 med-evac missions were flown with 6 emergency, 3 priority and 1 routine evacuees being evacuated. The squadron continued its support of Operation DRAGON FIRE and SHELBYVILLE. 4 UH-34Ds in support of Mission 69 (Operation SHELBYVILLE) received fire at 1415H and 1650H at BT 858475 and BT 0634 respectively with no hits being reported.
- 26 Sep 67 (U) 89.2 hours, 335 sorties and 105 tasks were flown in support of III MAF and ROKMC. 230 troops/passengers and 47.4 tons of cargo were lifted. 18 med-evac missions were flown with 16 emergency, 7 priority and 36 routine evacuees being evacuated. The squadron continued its support of Operation DRAGON FIRE and SHELBYVILLE. 4 aircraft supporting DRAGON FIRE flew 29.0 hours and 136 sorties while lifting 80 troops/passengers and 34 tons of cargo. 4 other aircraft supporting SHELBYVILLE flew 14.6 hours and 52 sorties while lifting 39 troops/passengers and 7.5 tons of cargo.
- 27 Sep 67 (U) 89.1 hours, 262 sorties and 94 tasks were flown in support of III MAF and ROKMC. 332 troops/passengers and 31 tons of cargo were lifted. 16 med-evac missions were flown with 7 emergency, 10 priority and 11 routine evacuees being evacuated. The squadron continued supporting two operations, DRAGON FIRE AND SHELBYVILLE, and in addition flew an 11 plane strike mission for Operation WHEELER. Two air-

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craft on Mission 55 (ROK re-supply) received fire at 1520H at BS 780840 with EG-6 taking 4 hits in the cabin door. There were no injuries to any of the crew. EG-10 was down at AT 104104 due to a failure of a throttle box bolt which caused a loss of throttle control. Another part was flown to EG-10 and replaced and the aircraft was then flown to AT 115140 (Tien Phuoc) where it once again experienced mechanical difficulty, rendering it unflyable. The crew was returned to Ky Ha and the aircraft will be carried externally by CH-53.

- 28 Sep 67 (U) 93.8 hours, 225 sorties and 96 tasks were flown in support of III MAF and ROKMC. 150 troops/passengers and 33 tons of cargo were lifted. 14 med-evac missions were flown with 6 emergency, 13 priority and 8 routine evacuees being evacuated. EG-10 was returned to Ky Ha by CH-53 at 0930H. The squadron continued to support Operation DRAGON FIRE and SHELBYVILLE. The aircraft in support of DRAGON FIRE received small arms fire at 1300H, 1330H and 1700H at BS 740814, BS 769832 and BS 558983 respectively with no hits being reported. Two aircraft supported Operation SHELBYVILLE. The med-evac aircraft received small arms fire at 1210H at BS 575-758 but no hits were reported.
- 29 Sep 67 (U) 87.1 hours, 286 sorties and 123 tasks were flown in support of III MAF and ROKMC. 306 troops/passengers and 32.5 tons of cargo were lifted. 16 med-evac missions were flown with 6 emergency, 12 priority and 5 routine evacuees being evacuated. Operation SHELBYVILLE ended today with 4 aircraft supporting it. 16.8 hours and 47 sorties were flown. 35.1 hours and 155 sorties were flown while lifting 182 troops/passengers and 21 tons of cargo. Aircraft flying Mission 69 reported 50 caliber weapons fire at 1400H at BT 1042 but received no hits.
- 30 Sep 67 (U) 55.1 hours, 196 sorties and 44 tasks were flown in support of III MAF and ROKMC. 166 troops/passengers and 41.2 tons of cargo were lifted. 1 med-evac mission was flown with 1 emergency med-evac being evacuated. The squadron continued its support of Operation DRAGON FIRE. 4 aircraft flew 22.7 hours and 99 sorties while lifting 72 troops/passengers and 16 tons of cargo. The SAR aircraft rescued LtCol. SEIGMUND, the Commanding Officer of HAMS-13 from the water after he had to ditch on the 050 radial at 16 miles from the Chu Lai Tacan.

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PART III

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SIGNIFICANT EVENTS

1. Administration:

a. Personnel promoted during period:

Officers: 2
Enlisted: 88

2. Awards:

	<u>OFFICER</u>	<u>ENLISTED</u>
(1) Given:	173	128
(2) Recommended:	153	147

b. Purple Heart:

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

3. Casualties during period:

- a. BLAIR, Marvin S. Jr., USMC (3rd) (Minor injuries not requiring hospitalization - Hostile Fire)
- b. GREGOIRE, Paul G., USMC (Minor injuries not requiring hospitalization - Hostile Fire)
- c. HUDSPETH, John L., USMC (Minor injuries not requiring hospitalization - Hostile Fire)
- d. KENYON, Ronald D., USMC (Minor injuries not requiring hospitalization - Hostile Fire)
- e. REDMILES, Stephen F., USMC (2nd) (Minor injuries not requiring hospitalization - Hostile Fire)

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INTELLIGENCE

1. (U) The Intelligence Section of the Squadron supported the Squadron through three Combat Operations in its third full month under MAG-36, at Ay Ha Air Facility.

2. (U) A liaison visit was made to the 2d ROK Marine Brigade, G-2, by the Intelligence Chief.

3. (U) Corporal M. A. NAME attended a one week Photo Interpretation Course in Saigon.

4. (C) The statistics for the month of September were:

Fire Incidents	98
Hit Incidents	31
Total Hits	50
Fire Incidents to hours flown	26.1
Hit Incidents to hours flown	84.4
Hit Incidents to total hits	1.6
Fire Incidents to Hit Incidents	.33

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

GS	FIRE INCIDENTS	HIT INCIDENTS
BS7883	4	4
BS7985	3	3
BS7882	2	0
BS7384	2	1
BS7884	3	3
BS7784	4	1
BS7481	2	1
BS7483	3	1
BS7886	2	1
BS7885	2	1
BS7733	3	2

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UNCLASSIFIEDSER: 03A27867
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TOTAL HOURS FLOWN - - - - -	2618.8
TOTAL PASSENGERS CARRIED - - - - -	7773
TOTAL SORTIES FLOWN - - - - -	8914
TOTAL MED-EVACS - - - - -	1104
TOTAL CARGO LIFTED (TONS) - - - - -	1229.1

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LOGISTICS

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1. AUCP Resume 1 thru 30 September 1967

a. Total Submitted	265
b. Total Filled	253
c. Outstanding	12

2. ANFM Resume 1 thru 30 September 1967

a. Total Submitted	27
b. Total Filled	21
c. Outstanding	6

3. AvGas Resume 1 thru 30 September 1967

a. Total AvGas Cost	\$33,172.42
b. Gallons Utilized	195,132

4. AvOil Resume 1 thru 30 September 1967

a. Total AvOil Cost	\$1,632.20
b. Gallons Utilized	3410

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1. (C) During the period extending from 1 September to 30 September, the major components changed by the squadron included seven (7) pylons, eight (8) Engines, four (4) Main Rotor Heads, fifteen (15) Main Rotor Blades, ten (10) Tail Rotor Hubs, fifty (50) Tail Rotor Blades, seven (7) Tail Gear Boxes, five (5) Intermediate Gear Boxes, eleven (11) clutches, six (6) Starters, nine (9) Magnets, four (4) Carburetors, eight (8) Fans, two (2) Fuel Pumps, three (3) Generators, three (3) Primary Hydraulic Pumps, three (3) Main Gear Boxes and one (1) Ignition Harness.
2. (C) On 7 September the Squadron flew a record 181.0 hours on a troop lift and resupply missions. On 8 September the Squadron had 16 aircraft available for the first launch. During the month the Squadron flew a total of 2,618.8 hours. The high flight time aircraft flew 181.5 hours while the second high aircraft had 157.1 hours. An average flight time of 113.9 hours was flown per aircraft. It should also be noted that the second section with six (6) aircraft flew an average of 112.4 hours per aircraft.
3. (C) ^A daily average availability of sixteen (16) aircraft was maintained during the month of September. The percent available was 70.4% per day.
4. (C) Pertinent Maintenance Data:

a. Average number of aircraft assigned	23
b. Total Flight Hours	2,618.8
c. Total possible Operational Ready Hours	16,512.0
d. Total Operational Ready Hours	11,286.2
e. Total Operational Ready Hours in Percent	68.4%
f. Total Not Operational Ready Hours	5,225.8
g. Total Not Operational Ready Hours in Percent	31.6%
h. Total Not Operational Ready Hours Supply	1,467.2

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DOCUMENTATION

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