

MARINE MEDIUM HELICOPTER SQUADRON-362
 Marine Aircraft Group-36
 1st Marine Aircraft Wing, FMFPAC
 FPO San Francisco, California 96602

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From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group-36
 Subj: Command Chronology for period 1 May 1967 through 31 May 1967
 Ref: (a) WgO 5750.1B
 (b) GruO 5750.1A
 Encl: ✓(1) HMM-362 Command Chronology

1. In accordance with the provisions of references (a) and (b), enclosure (1) is submitted.
2. Downgraded at 12 year intervals; Not automatically declassified. DOD Dir 5200.10.

HMM-362

CMD CHRON

MAY 1967

N. J. Kapetan
 N. J. KAPETAN
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MARINE MEDIUM HELICOPTER SQUADRON-362
Marine Aircraft Group-36
1st Marine Aircraft Wing, FMFPAC
FPO San Francisco, California 96602

COMMAND CHRONOLOGY

1 May 1967 to 31 May 1967

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COMMAND CHRONOLOGY 1 May 1967 to 31 May 1967

PART I

ORGANIZATIONAL DATA

1. SQUADRON STAFF

Commanding Officer:	LtCol N. J. KAPETAN	1--31May67
Executive Officer:	Major H. L. WRIGHT	1--31May67
Administrative Officer:	Major H. A. MAKEEVER	1--31May67
Intelligence Officer:	Capt. R. E. FIX	1--31May67
Operations Officer:	Major L. J. FLANAGAN	1--31May67
Logistics Officer:	Major W. T. HEWES	1--31May67
Maintenance Officer:	Major E. R. MODZELEWSKI	1--31May67

2. LOCATION

- a. Throughout the reporting period, HMM-362 functioned as a helicopter transport squadron attached to Marine Aircraft Group-36.
- b. HMM-362 was located at MCAF Ky Ha, RVN, 1-31 May 1967.

3. AVERAGE MONTHLY STRENGTH

	USMC		USN	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	
48	192	1	3	

4. IMPORTANT VISITORS

NONE

PART IINARRATIVE SUMMARY

During this period, HMM-362 located at MCAF Ky Ha, RVN, was under the operational control of Marine Aircraft Group-36, 1st Marine Aircraft Wing. The primary activities during this period were SAR Chu Lai, Medevac, VIP chase, administrative and logistic missions, and direct support of Operations "UNION I", UNION II, and the ROK Marines.

PART IIISEQUENTIAL LISTINGS OF SIGNIFICANT EVENTS

On 1 May squadron activities consisted of SAR Chu Lai, medevac, VIP chase, administrative and logistics flights and direct support of Operation UNION. Squadron aircraft flew 61.2 hours and 183 sorties. YL-31 received one hit on a resupply mission at Operation UNION. The co-pilot received shrapnel wounds.

On 2 May, HMM-362 performed a normal day of SAR Chu Lai, medevac, VIP chase, administrative and logistics missions, and direct support of Operation UNION. Squadron aircraft flew 47.0 hours and 149 sorties. One aircraft flying on Mission 68 in support of "UNION" received one hit. Two other squadron aircraft received one hit each on two different missions.

On 3 May squadron activities consisted of SAR Chu Lai, medevac, VIP chase, administrative and logistic missions and direct support of ROK Marines and Operation UNION. The squadron flew 61.6 hours and 203 sorties. Operation UNION aircraft flew 23.1 hours, and 95 sorties.

4 May activities included SAR Chu Lai, medevac, VIP chase, administrative and logistics missions, and direct support of ROK Marines and Operation UNION. The squadron flew 52.3 hours and 164 sorties, with 25.6 hours and 63 sorties being flown in support of Operation UNION.

On 5 May HMM-362 flew 78.5 hours and 247 sorties in tasks of SAR Chu Lai, medevac, VIP chase, administrative and logistics missions, and direct support of ROK Marines and Operation UNION.

On 6 May activities consisted of SAR Chu Lai, medevac, VIP chase, administrative/logistic missions and direct support of Operation UNION and ROK Marines. YL-35 received one hit while sitting in the zone on a resupply mission. The squadron flew 54.8 hours, 196 sorties, 15.7 tons of cargo and 10 medevacs.

On 7 May activities consisted of SAR Chu Lai, medevac, VIP chase, administrative/logistic missions and direct support of ROK Marines and Operation UNION. YL-39 received one hit on a medevac mission. There were no injuries and the aircraft returned to Ky Ha. YL-45 and YL-51 both received hits on resupply missions. No injuries resulted.

On 8 May activities consisted of SAR Chu Lai, medevac, VIP chase, administrative/logistic missions and direct support of ROK Marines and Operation UNION. YL-43 received two hits on an emergency medevac and YL-30 received 6 hits on a resupply mission. No injuries resulted and both aircraft returned to Ky Ha.

On 9 May the squadron flew SAR Chu Lai, medevac, VIP Chase, administrative and logistics missions, and direct support of ROK Marines and Operations UNION AND BEAVER CAGE. The squadron flew 77.9 hours and 227 sorties. UNION aircraft flew 27.2 hours and 73 sorties. YL-48, YL-31 and YL-49 all received hits on medevac and resupply missions. The corpsman of YL-48 received a slight wound in the hand by a small arms round.

On 10 May the squadron flew 33.5 hours, and 115 sorties in tasks of SAR Chu Lai, medevac, VIP chase, administrative and logistics missions, and direct support of ROK Marines and Operation UNION. YL-41 flying in support of UNION received 9 hits and numerous mortar fragments while sitting in a zone to pickup and emergency medevac. The co-pilot received minor shrapnel wounds. UNION aircraft flew 8.4 hours and 19 sorties. YL-35, YL-37 and YL-32 all received hits on medevac and resupply missions. The gunner on YL-32 received a round through the left leg.

On 11 May squadron activities included SAR Chu Lai, medevac, VIP chase, administrative and logistics missions, and direct support of ROK Marines and Operation UNION. The squadron flew 103.5 hours, and 241 sorties. The UNION aircraft flew 51.6 hours, and 119 sorties. Two UNION aircraft took hits in separate occasions. The first incident caused a minor wound to the gunner and second resulted in a minor wound to the co-pilot.

[REDACTED]

On 12 May activities consisted of SAR Chu Lai, medevac, VIP chase, Administrative/logistic missions and direct support of ROK Marines and Operation UNION. YL-54 and YL-43 both received hits on an emergency resupply and medevac mission. The crew chief of YL-43 received 3 hits by an automatic weapon.

On 13 May activities consisted of SAR Chu Lai, medevac, VIP chase, Administrative/logistic missions and direct support of ROK Marines and Operation UNION. YL-50 received one hit on a medevac mission while sitting in the zone, no injuries resulted.

14 May was a normal day of SAR Chu Lai, medevac, administrative and logistics missions, and direct support of Operation UNION, and the ROK Marines. The squadron flew 112.4 hours and 390 sorties in carrying 45.0 tons of cargo, 229 sorties. At 0120H two H-34's launched to the Tam Ky LSA for an emergency ammo resupply of 2,500 lbs. The flight logged 7.0 hours and 11 sorties.

15 May saw a continuation of SAR Chu Lai, medevac, VIP chase administrative and logistics missions, and direct support of Operation UNION and the ROK Marines. Squadron aircraft flew 86.8 hours and 234 sorties. The UNION aircraft flew 36.8 hours and 79 sorties. YL-41 received one hit in the tail pylon while on Mission 73, direct support of Operation UNION.

16 May consisted of SAR Chu Lai, medevac, VIP chase, Administrative and logistics missions and direct support of Operation UNION, and the ROK Marines. Three aircraft accomplished two recon inserts, two recon extractions and an aerial recon. The squadron flew 92.3 hours, 250 sorties, 33.0 tons of cargo, 269 passengers and 39 medevacs.

17 May consisted of SAR Chu Lai, medevac, administrative/logistic missions, direct support of Operation UNION and ROK Marines. The squadron flew 52.8 hours, 153 sorties, 10.7 tons of cargo, 134 passengers and 10 medevacs.

18 May consisted of SAR Chu Lai, medevac, administrative/logistics missions, direct support of Operation UNION and ROK Marines. HMM-362 flew 84.5 hours, 323 sorties, 37.1 tons of cargo, 342 passengers and 38 medevacs.

19 May consisted of SAR Chu Lai, medevac administrative/logistic missions and direct support of ROK Marines. YL-31 received one hit on an emergency medevac. The round passed through the fuselage doing only minor damage.

[REDACTED]

20 May consisted of SAR Chu Lai, medevac, VIP chase, administrative and logistic missions and direct support of ROK Marines. While on an emergency medevac, YL-54 was shot down at BT 007535. An infantry rifle company was moved into position to augment the two platoons already around the aircraft. The pilots, crew chief and medevacs were picked up by the wingman and returned to Ky Ha. The gunner was wounded and taken to 1st Hospital Co.

21 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/ logistic missions and direct support of ROK Marines. The squadron flew 75.3 hours, 230 sorties, 38.0 tons of cargo, 179 passengers and 41 medevacs.

22 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/ logistic missions and direct support of ROK Marines. YL-52 received three hits on an emergency medevac. The aircraft was downed at the ROK CP for approximately three hours.

23 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/ logistic missions and direct support of ROK Marines. The squadron flew 58.4 hours, 208 sorties, 26.8 tons of cargo and 32 medevacs.

24 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/ logistic missions and direct support of the ROK Marines. The squadron flew 73.9 hours, 215 sorties, 19 medevacs, 20.8 tons of cargo and 170 passengers.

25 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/ logistics missions and direct support of ROK Marines. HMM-362 logged 86.0 hours, 281 sorties, 40 medevacs, 37.0 tons of cargo and 128 passengers. YL-33 received one hit on his approach to the LZ while on an emergency ammo resupply in support of the ROK Marines. YL-44 received one hit on an emergency medevac mission. The aircraft returned to Ky Ha with damage to the aft fuel cell. Neither aircraft had any injury to the crew.

26 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/ logistic missions and direct support of Operation UNION II and ROK Marines. Six squadron aircraft flew 17.7 hours and 63 sorties in conjunction with HMM-165 in the initial "strike" for Operation UNION II. Three aircraft YL-30, YL-52 and YL-41 received hits but no injury to personnel.

27 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/ logistic missions and direct support of Operation UNION II and ROK Marines. The squadron flew 69.4 hours, 233 sorties, 23.3 tons of cargo, 167 passengers and 155 medevacs.

28 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/logistic missions, and direct support of Operation UNION II and ROK Marines. YL-49 on ROK direct support had an engine failure at BS 660910 and was brought to Ky Ha by a CH-53. The squadron flew 84.6 hours, 266 sorties, 240 passengers, 33.8 tons of cargo and 31 medevacs.

29 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/logistic missions and direct support of Operation Union II and ROK Marines. YL-33 received one hit at an unknown time and place while flying a C&C mission for Colonel HOUGHTON, CO 5th Marines on Operation "UNION II". The squadron flew 59.2 hours, 208 sorties, 31.1 tons of cargo, 89 passengers, and 13 medevacs.

30 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/logistic missions and direct support of Operation UNION II and ROK Marines. The squadron flew 48.4 hours, 140 sorties, 8.5 tons of cargo, 110 passengers and 38 medevacs. YL-46 had an engine failure and while being lifted by a CH-53 was dropped.

31 May consisted of SAR Chu Lai, medevac, VIP chase, administrative/logistic missions, and direct support of Operation UNION II and ROK Marines. The squadron flew 85.9 hours, 335 sorties, 42.0 tons of cargo, 223 passengers and 59 medevacs.

PART IV

OPERATING STATISTICS

1. <u>Flight Data</u>	1-31 May 1967	UNION	UNION II
Flight Hours	2293.1	496.2	169.7
Sorties	6844	1414	518
Pax/Troops	5372	1137	420
Tons of Cargo	767.5	99.4	42.8
Medevacs	1463	481	205
Casualties	11	7	1

2. Awards

MAKEEVER, H. A.	Major	10 May 1967	Purple Heart
KURY, D. S.	1stLt	10 May 1967	Purple Heart
REESE, W. E.	Pfc	12 May 1967	Purple Heart

Squadron personnel were also awarded 339 Air Medals.