

HMM 362
SEC# 131-68
copy 1 of 6

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

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4 April 1968

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)

Subj: Command Chronology For Period 1 March to 31 March 1968

Ref: (a) WgO 5750.1G
(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.

W H Shauer Jr
W. H. SHAUER JR.

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Enclosure (9)

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

COMMAND CHRONOLOGY

1 March to 31 March 1968

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Command Chronology 1 March to 31 March 1968

PART IORGANIZATIONAL DATA1. SQUADRON STAFF

Commanding Officer	Major W. H. SHAUER JR.	1-31 March
Executive Officer	Major E. A. HOUSE	1- ³¹ 15 March
Administrative Officer	Captain G. W. RUSSELL JR.	1-31 March
Operations Officer	Major C. R. UPSHAW Captain C. S. CHAMPION	1-10 March 11-31 March
Intelligence Officer	Captain R. E. BELL	1-31 March
Logistics Officer	Major N. J. KELLER Captain G. G. ARMSTRONG	1-27 March 28-31 March
Maintenance Officer	1stLt J. H. GARBERICK	1-31 March

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 Phu Bai, RVN, 1-31 March 1968.

3. AVERAGE MONTHLY STRENGTH

USMC		USN	
OFF	ENL	OFF	ENL
<u>48</u>	<u>202</u>	<u>1</u>	<u>0</u>

4. IMPORTANT VISITORS

Major General ANDERSON, Commanding General, 1st Marine Aircraft Wing, flew as co-pilot in HMM-362's YL-9 on 15 March 1968.

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PART IINARRATIVE SUMMARY

During this period, 1-31 March 1968, HMM-362, located at MCAF Phu Bai, was under the operational control of Marine Aircraft Group 36. The primary activities during this period were day and night Medevacs, combat resupply, VIP chase, administrative and logistic missions.

During the month of March, HMM-362 has reassumed its primary roll of Medevac, both day and night. It's main area of responsibility of Medevacs is from Hue City to Danang. The number of Medevacs lifted and the reaction time of the squadron can only be attributed to the highly professional approach and performance by both pilots and crew.

HMM-362 also supported the 1st Marine in the strike operation Ford. The professional conduct of the strike was highly praised by the 1st Marines Commanding Officer. Both for the time involved and the maximum number of troops being put in the zone at the same time on the initial and subsequent waves.

HMM-362 also supported the ARVN's on operation LAM SON 189, lifting 1400 troops from Hue City to the strike zone.

At the end of the month, the squadron lost one aircraft on a night Emergency Medevac mission. The weather was just above emergency minimums at the time. Both pilots were recovered approximately five hours later, suffering from first and second degree burns. One crewman definitely perished in the crash and his body recovered. Based on the discovery of additional remains and dog tags in the fire consumed aircraft wreckage, it is believed that the other crewman also perished in the crash and subsequent fire.

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PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 6 March - HMM-362, in support of Operation LAM SON 189, lifted 1403 ARVN troops.
- 11 March - HMM-362's Medevac aircraft flew nine medevac missions, recovering 23 battle casualties and were under fire from mortars and automatic weapons on half of the missions.
- 13 March - HMM-362 received an "Atta Boy" from MAG-36 for its quick reaction in getting an aircraft airborne to fly chase on a General whose own aircraft had gone down.
- 15 March - Major General ANDERSON, Commanding General, 1st Marine Aircraft Wing, flew as co-pilot with HMM-362.
- 17 March - HMM-362 flew 13 Medevac missions recovering 59 battle casualties. Many of the missions brought the Medevac aircraft under mortar and automatic weapons fire. Several medevacs were recovered by hoist due to the dense canopy of the jungle.
- 19 March - HMM-362 successfully participated in the trooplift and subsequent resupply, and Medevac recovery during both Operation HOUSTON and Operation FORD.
- 23 March - One UH-34D of HMM-362, was in the process of shutting down at H&MS-17 line at Danang, when a man on the line suffered a heat-stroke. He was immediately put into the aircraft and taken to the hospital. Fastest medevac yet recorded.
- 31 March - While on a night Medevac mission, at approximately 0400 31 March, the medevac chase aircraft crashed on a mountainside in the Phu Loc area. Both crew members were killed and the two pilots, badly burned, were recovered and medevaced that morning. Also the same day, commencing at 0700, HMM-362 recovered 128 battle casualties. During this same time, HMM-362's Medevac aircraft, launching on a mission, was given the wrong set of coordinates. Arriving at these coordinates, the Medevac aircraft observed a truck blown by a mine. The personnel on the ground popped smoke and the Medevac aircraft went down and picked up five medevacs. The incident had occurred two minutes before the Medevac aircraft had arrived. One of the fastest medevacs in the field yet.

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PART IVOPERATING STATISTICS

<u>1. FLIGHT DATA</u>	<u>1-31 MAR 1968</u>	<u>HOUSTON</u>	<u>PRAIRIE</u>	<u>KENTUCKY</u>	<u>FORD</u>	<u>WORTH</u>
Flight Hours	1305.4	228.2	0.8	5.8	77.0	13.4
Sorties	4,397	932	8	16	450	54
PAX/Troops	5,036	893		18	829	17
Tons Cargo	151.8	46.8		0.1	33.3	
Medevacs	594	64			51	
Casualties	4					

2. AWARDS

- a. Six Purple Hearts and two single Mission Air Medals were awarded during the period 1-31 March 1968.

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