

HMM-362

s+c
#090-69

MARINE MEDIUM HELICOPTER SQUADRON 362
 Marine Aircraft Group 15 (Rein)
 9th Marine Amphibious Brigade, FMFPac
 FPO San Francisco, 96602

31:DBF:alb
 003A10569
 5750
 15 April 1969

UNCLASSIFIED

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 36 (Attn: S+3)
 Aircraft Wing, FMFPac, FPO San Francisco, 96602

Subj: Command Chronology

Ref: (a) MCO 5750.2
 (b) WgO 5750.1
 (c) GruO 5750.1A

Encl: (1) Command Chronology for the period 1 April 1969 to
 15 April 1969.

1. In accordance with references (a) through (c), enclosure
 (1) is hereby submitted.

J. E. SCHLARP

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 DOD Dir 5200.10

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HMM-362

CMD CARBON

1-15 APR 1969

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COMMAND CHRONOLOGY

1 April 1969 to 15 April 1969

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5750
15 April 1969

PART I

ORGANIZATIONAL DATA

1. SQUADRON STAFF

Commanding Officer	Lieutenant Colonel Jack E. SCHLARP 1 April 1969 to 15 April 1969
Executive Officer	Major Billy G. WILKISON 1 April 1969 to 15 April 1969
Administrative Officer	Major Louis G. SASSO 1 April 1969 to 15 April 1969
Operations Officer	Major George E. PRATT 1 April 1969 to 15 April 1969
Intelligence Officer	Captain Ronald F. BYRNES 1 April 1969 to 15 April 1969
Logistics Officer	Major Bobby G. ANTHIS 1 April 1969 to 15 April 1969
Maintenance Officer	Captain Richard J. HOOTON Jr. 1 April 1969 to 15 April 1969

2. TASK ORGANIZATION AND UNIT LOCATION

a. From 1 April 1969 to 15 April 1969, HMM-362 was located at Hue/Phu Bai, Republic of Vietnam.

b. Throughout the reporting period, the squadron functioned as a helicopter transport squadron under the operational control of Marine Aircraft Group 36.

3. AVERAGE MONTHLY STRENGTH

<u>OFF</u>	<u>USMC</u>	<u>ENL</u>	<u>OFF</u>	<u>NAVY</u>	<u>ENL</u>
55		240	1		3

4. IMPORTANT VISITORS

None

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15 April 1969

PART II

NARRATIVE SUMMARY

1. During the reporting period, HMM-362 was under the operational control of MAG-36.
2. The primary missions of HMM-362 during the reporting period were Administrative and Liaison flights, Medevac, and Command and Control flights in support of 1st Marine Aircraft Wing.

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15 April 1969

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1 April 1969 - The squadron flew Administrative & Liaison and Command & Control missions for a total of 52.0 hours, carrying 193 passengers, 3.1 tons of cargo, accomplishing 189 sorties and 20 tasks. No fire incidents were reported this date.

2 April 1969 - The squadron flew Administrative & Liaison, Command & Control, and night Mortar Watch for a total of 45.8 hours, carrying 102 passengers, 0.6 tons of cargo, accomplishing 123 sorties and 16 tasks. No fire incidents were reported this date.

3 April 1969 - The squadron flew Administrative & Liaison, Command & Control, Visual reconnaissance, and Medevac for a total of 40.5 hours, carrying 129 passengers, one medevac, and 1.0 tons of cargo, accomplishing 118 sorties and 13 tasks. No fire incidents were reported. One aircraft, YL-25, crashed while flying Night Mortar Watch at YD 906152, causing major damage. There were no injuries to personnel. Pending investigation, reason for aircraft crash is unknown.

4 April 1969 - The squadron flew Administrative & Liaison and Command & Control flights for a total of 46.5 hours, carrying 169 passengers 0.1 tons of cargo, accomplishing 144 sorties and 10 tasks. No fire incidents were reported.

5 April 1969 - The squadron flew Mortar Watch and Administrative & Liaison for a total of 5.4 hours, accomplishing 4 sorties and 3 tasks. Inclement weather curtailed flight operations. No fire incidents were reported.

6 April 1969 - The squadron flew Administrative & Liaison, and Medevac missions for a total of 43.6 hours, carrying 169 Passengers, one medevac, 0.3 tons of cargo, accomplishing 159 sorties and 21 tasks. No fire incidents were reported.

7 April 1969 - The squadron flew Administrative & Liaison and Medevac for a total of 34.0 hours, carrying 93 Passengers, 0.6 tons of cargo, and 10 tasks. No fire incidents were reported.

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15 April 1969

8 April 1969 - The squadron flew Administrative & Liaison, Command & Control, Medevac, and Troop Lifts for a total of 36.2 hours, carrying 137 Passengers, 0.3 tons of cargo and one medevac, accomplishing 125 sorties and 18 tasks. No fire incidents were reported.

9 April 1969 - The squadron flew Administrative & Liaison and Medevac for a total of 54.0 hours, carrying 210 Passengers, 2.0 tons of cargo and one medevac, accomplishing 154 sorties and 16 tasks. No fire incidents were reported.

10 April 1969 - The squadron flew Visual Reconnaissance, Administrative & Liaison, Command & Control, and Medevac for a total of 37.6 hours, carrying 3 medevacs, 166 Passengers and 0.8 tons of cargo, accomplishing 146 sorties and 15 tasks. No fire incidents were reported this date.

11 April 1969 - The squadron flew Administrative & Liaison and Medevac for a total of 36.0 hours, carrying 244 Passengers, one medevac, and 2.9 tons of cargo, accomplishing 127 sorties and 8 tasks. No fire incidents were reported.

12 April 1969 - The squadron flew Visual Reconnaissance, Administrative & Liaison and Command & Control flights for a total of 33.8 hours, carrying 109 Passengers and 2.4 tons of cargo, accomplishing 97 sorties and 14 tasks. One fire incident was reported with no damage to aircraft or personnel.

13 April 1969 - The squadron flew Administrative & Liaison and Command & Control missions for a total of 45.6 hours, carrying 235 Passengers and 2.6 tons of cargo, accomplishing 118 sorties and 14 tasks. No fire incidents were reported.

14 April 1969 - The squadron flew Administrative & Liaison and Command & Control missions for a total of 45.0 hours, carrying 157 Passengers and 0.9 tons of cargo, accomplishing 116 sorties and 15 tasks. No fire incidents were reported.

15 April 1969 - The squadron flew 3.8 hours, accomplishing 8 sorties and 4 tasks, and carrying 13 passengers for the day.

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15 April 1969

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PART IV

OPERATIONAL STATISTICS

1. FLIGHT DATA

Flight Hours	559.8
Sorties	1,715
Pax/Troops	2,126
Tons of Cargo	16.6
Medevacs	8
Shipboard Landings (night)	0
Shipboard Landings (day)	16

2. AWARDS

None

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Marine Aircraft Group 15 (Rein)
9th Marine Amphibious Brigade, FMFPac
FPO San Francisco, 96602

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31:KGP:dlb
003A13069
5750
10 May 1969

From: Commanding Officer
To: Commander, Task Force 79.4, FMFPac, FPO San Francisco, 96602

Subj: Command Chronology

Ref: (a) MCO 5750.2
(b) FMFPacO 5750.8A
(c) GruO 5750.1A

Encl: (1) Command Chronology for the period 16 April 1969 to 30 April 1969.

1. In accordance with references (a) through (c), enclosure (1) is hereby submitted.

J. E. Schlarf
J. E. SCHLARF

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16-30 Apr 69

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10 May 1969

COMMAND CHRONOLOGY

16 April 1969 to 30 April 1969

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5750
10 May 1969

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PART IORGANIZATIONAL DATA1. SQUADRON STAFF

Commanding Officer	Lieutenant Colonel Jack E. SCHIARP 16 April 1969 to 30 April 1969
Executive Officer	Major Billy G. WILKISON 16 April 1969 to 30 April 1969
Administrative Officer	Major Louis G. SASSO 16 April 1969 to 30 April 1969
Operations Officer	Major George E. PRATT 16 April 1969 to 30 April 1969
Intelligence Officer	Captain Ronald F. BYRNES 16 April 1969 to 30 April 1969
Logistics Officer	Major Bobby G. ANTHIS 16 April 1969 to 30 April 1969
Maintenance Officer	Captain Richard J. HOOTON Jr. 16 April 1969 to 30 April 1969

2. TASK ORGANIZATION AND UNIT LOCATION

a. From 16 April 1969 to 30 April 1969, HMM-362 was assigned to Marine Aircraft Group 15 (Rein) and under the operational control of CTG 79.4 (SLF ALPHA).

b. During this period, the squadron was located aboard the U. S. S. OKINAWA (LPH-3).

3. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>NAVY</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
51	250	1	3

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PART I (Cont)

ORGANIZATIONAL DATA

4. IMPORTANT VISITORS

None

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PART II

NARRATIVE SUMMARY

1. HMM-362 was backloaded aboard the U. S. S. OKINAWA (LPH-3) on 16 April 1969. Operational control was passed from MAG 36 to CTG 79.4 on 1200H 16 April 1969.
2. Operation Eager Pursuit, Phase III commenced at 0900H 16 April 1969, with the squadron flying administrative & liaison, command & control and visual reconnaissance missions in support of III MAF. During the remainder of the reporting period, squadron aircraft were additionally utilized for medevac, troop lifts and SAR. Operation Eager Pursuit, Phase III was terminated on 0800H 26 April 1969.

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

16 April 1969 - Missions consisted of command & control. HMM-362 backloaded aboard the U. S. S. OKINAWA (LPH-3) from Hue/Phu Bai. The squadron flew 27.8 hours, 59 sorties and 26 tasks. It carried 101 passengers and 7.2 tons of cargo. No fire incidents were reported.

17 April 1969 - Missions consisted of administrative & liaison and command & control. HMM-362 continued support of Operation Eager Pursuit Phase III. The squadron flew 29.4 hours, 128 sorties and 15 tasks. It carried 136 passengers and 0.7 tons of cargo. No fire incidents were reported.

18 April 1969 - Missions consisted of administrative & liaison, command & control and medevac. HMM-362 continued support of Operation Eager Pursuit Phase III. The squadron flew 41.5 hours, 136 sorties and 35 tasks. It carried 126 passengers and 1.0 tons of cargo. No fire incidents were reported.

19 April 1969 - Missions consisted of administrative & liaison and command & control. HMM-362 continued support of Operation Eager Pursuit Phase III. The squadron flew 36.4 hours, 100 sorties and 41 tasks. It carried 127 passengers and 1.0 tons of cargo. No fire incidents were reported.

20 April 1969 - Missions consisted of administrative & liaison and command & control. HMM-362 continued support of Operation Eager Pursuit Phase III. The squadron flew 31.7 hours, 90 sorties and 20 tasks. It carried 130 passengers and 0.5 tons of cargo. No fire incidents were reported.

21 April 1969 - Missions consisted of administrative & liaison and command & control. HMM-362 continued support of Operation Eager Pursuit Phase III. The squadron flew 17.5 hours, 73 sorties and 9 tasks. It carried 93 passengers and 0.7 tons of cargo. No fire incidents were reported.

22 April 1969 - Missions consisted of administrative & liaison, command & control, sea-air rescue and medevac. HMM-362 continued support of Operation Eager Pursuit Phase III. The squadron flew 38.4 hours, 88 sorties and 27 tasks. It carried 107 passengers and 1.5 tons of cargo. No fire incidents were reported.

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23 April 1969 - Missions consisted of administrative & liaison, command & control, visual reconnaissance and medevac. HMM-362 continued support of Operation Eager Pursuit Phase III. The squadron flew 36.2 hours, 106 sorties and 14 tasks. It carried 130 passengers and 0.6 tons of cargo. There were no fire incidents reported. One aircraft received minor damage from enemy rockets while parked at Hoi An airstrip pending repairs of mechanical trouble.

24 April 1969 - Missions consisted of administrative & liaison, command & control, visual reconnaissance and medevac. HMM-362 continued support of Operations Eager Pursuit Phase III. The squadron flew 39.9 hours, 144 sorties and 20 tasks. It carried 162 passengers and 0.8 tons of cargo. No fire incidents were reported.

25 April 1969 - Missions consisted of administrative & liaison, command & control and visual reconnaissance. HMM-362 continued support of Operation Eager Pursuit Phase III. The squadron flew 32.0 hours, 152 sorties and 23 tasks. It carried 187 passengers and 1.1 tons of cargo. No fire incidents were reported.

26 April 1969 - Missions consisted of administrative & liaison and visual reconnaissance. Operation Eager Pursuit Phase III terminated at 0800H this date. The squadron flew 33.9 hours, 115 sorties and 18 tasks. It carried 101 passengers and 0.8 tons of cargo. No fire incidents were reported.

27 April 1969 - Missions consisted of administrative & liaison, troop lifts and medevac. The squadron flew 44.9 hours, 153 sorties and 21 tasks. It carried 191 passengers and 1.5 tons of cargo. The squadron evacuated 40 med-evacs from G-Med following the ammunition dump explosions in DaNang. No fire incidents were reported.

28 April 1969 - Missions consisted of administrative & liaison, command & control, troop lifts and visual reconnaissance. The squadron flew 34.9 hours, 104 sorties and 17 tasks. It carried 199 passengers and 2.1 tons of cargo. No fire incidents were reported.

29 April 1969 - Missions consisted of administrative & liaison and visual reconnaissance. The squadron flew 9.0 hours, 58 sorties and 5 tasks. It carried 70 passengers and 0.4 tons of cargo. No fire incidents were reported.

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10 May 1969

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10 April 1969 - Missions consisted of administrative and liaison, command & control and medevac. The squadron flew 16.4 hours, 58 sorties and 9 tasks. It carried 123 passengers and 1.0 tons of cargo. No fire incidents were reported.

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