

MARINE MEDIUM HELICOPTER SQUADRON 363
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, 96602

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5750
3 Nov 1966


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

Subj: Command Chronology Report for Period 1-31 October 1966;
submission of

Ref: (a) 1stMAWO 5750.1B
(b) GruO 5750.1A

Encl: ✓(1) Command Chronology Report

1. In accordance with reference (a) and (b), enclosure (1) is submitted.


R. E. HUNTINGTON

HM-363

Comd Chron

Oct 1966

PART I - ORGANIZATIONAL DATA

a. Squadron Commander and Staff, with inclusive dates of duration in assigned billets:

Commanding Officer	1 - 5 Oct 66	Col. J. D. MC GOUGH
	6 - 31 Oct 66	LtCol. K. E. HUNTINGTON
Executive Officer	6 - 31 Oct 66	Maj. M. E. DAY
Operations Officer	1 - 5 Oct 66	Maj. F. OWLETT
	6 - 31 Oct 66	Maj. R. P. ECKMANN
Administrative Officer	1 - 31 Oct 66	Capt. G. E. THIRY
Logistics Officer	1 - 31 Oct 66	Capt. D. L. STIEGMAN
Maintenance Officer	1 - 5 Oct 66	Capt. T. M. VANVOORHIS
	6 - 31 Oct 66	Maj. E. J. MURPHY
Safety Officer	1 - 31 Oct 66	Capt. T. W. AMIS
Intelligence Officer	1 - 5 Oct 66	Capt. R. M. NEBEL
	6 - 31 Oct 66	2ndLt. R. W. BOLTON

b. Task Organization and unit location

HMM-363, MAG-36, 1stMAW, FMFPac (1-31 Oct 66)

MCAF Ky Ha, RVN (1-31 Oct 66)

c. Average monthly strength of squadron: 195

d. Important visitors to the squadron:

Major General L. B. ROBERTSHAW visited the squadron on 6 October and attended the change of command ceremonies.

PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD

1 October 1966:

This month's activities began with five Millpoint aircraft, and three Tarbush aircraft participating in strike troop lifts with the Korean Marines. The aircraft departed Ky Ha at 0610H for the Korean CP at coordinates BS 628829 for a pre-strike brief. The brief called for the aircraft to lift the Korean Marines from coordinates BS 598899 into two initial strike zones, and then transport a Korean CP group from BS 598899 into a third strike zone. Two Klondike gunships and two Oxwood A-4's provided escort for the troop lifts.

The Millpoint aircraft lifted sixty-six Korean Marines into the first strike zone at coordinates BS 510875 in two trips. Enemy fire was encountered approaching and while sitting in the zone on the first trip. Two Millpoint aircraft used suppressing fire, resulting in two enemy KPA confirmed and one enemy WBA confirmed. The enemy troops in the zone were described as uniformed and camouflaged. The transport aircraft received no hits or injury to crews during the action.

The aircraft then returned to the pick-up zone at coordinates BS 598899, and began lifting Korean Marines into a second strike zone at coordinates BS 532884. The Millpoint aircraft lifted 93 Korean Marines into the strike zone in five trips. Enemy sniper fire was encountered by the aircraft departing the zone after the first trip. The Klondike escort used suppressing fire and there were no hits or injuries.

The eight transport aircraft then returned to BS 598899 and lifted the Korean CP group into a third strike zone at coordinates BS 554877. Three trips were required to complete the troop lift and no enemy fire was encountered. Three Millpoint and three Tarbush aircraft then transported cargo from BS 628892 to BS 554877 in five trips. The two remaining Millpoint aircraft reported to the KMC CP at BS 628893 to begin flying direct support missions.

The two KMC direct support aircraft encountered enemy fire approaching and departing a drop zone at coordinates BS 632908. Three trips were made into the zone with internal cargo, and there were no hits or injuries. Suppressing fire was not used because of the undetermined disposition of the friendly troops.

Two aircraft on Mission 2287 in support of I Corps, departed Ky Ha at 1030H for Quang Ngai airstrip. There they picked up home-building cargo and advisors for the village of O'Kep (BS 562605). Enroute to O'Kep, enemy small arms fire was encountered in the vicinity of coordinates BS 610543. There were no hits or injuries, and suppressing fire was not used.

Two additional aircraft flew a priority resupply mission to a U. S. Marine recon team at coordinates BT 312162. The recon team had been hit by enemy forces the night before, and the pilots were briefed that the zone was booby trapped and under occasional sniper fire. The aircraft, with one Klondike gunship acting as escort, made three trips into the zone without incident.

Marginal weather caused several missions to be cancelled during the afternoon, however, other squadron aircraft flew administrative runs to Da Nang and Marble Mountain and escorted Klondike aircraft on VIP runs to the KMC CP.

2 October 1966:

Recon insertions and retractions in support of 1st Recon, and med-evacs in support of the 1st MarDiv, I Corps, and KMC made up a majority of the day's missions flown by Millpoint aircraft.

Three aircraft with two Klondike gunships departed Ky Ha at 0630H for LZ Quail. There they picked up a seventeen man recon team. Two Oxwood A-4's provided air cover, and the team was inserted into coordinates BS 452931 without incident. Two additional aircraft with one Klondike escort departed Ky Ha at 0656H for LZ Quail to pick-up a twelve man recon team. This team was inserted into coordinates BT 262047 without incident. The first three aircraft in the mean-time returned to LZ Quail and picked up a 24 man recon team and inserted them into coordinates BT 040759 without incident.

Five aircraft departed Ky Ha at 1225H to coordinates BT 056227 to retract a twenty man recon team. The recon team was retracted and returned to LZ Quail without incident. Two Klondike gunships provided escort for the lift.

One aircraft on med-evac standby departed Ky Ha at 1226H for coordinates BT 405054. One U. S. WIA was picked up, and enemy sniper fire was encountered departing the zone, but there were no hits or injuries and no suppressing fire was used. The WIA was evacuated to the 1st Med Bn., at Ky Ha without further incident.

The same aircraft with one Klondike gunship launched from Ky Ha to coordinates BS 694921 to pick-up 3 U. S. WIA. Enemy small arms fire was encountered approaching and departing the zone, but there were no hits or injuries. The WIA were then evacuated to the 1st Med Bn., without further incident.

Five aircraft departed Ky Ha at 1450H to retract a 16 man recon team from coordinates BT 312110. Two Klondike gunships provided escort for the lift and the team was retracted and returned to LZ Quail without incident. The five aircraft then flew to BT 387070 with the Klondike gunships, and retracted a 15 man recon team. This team was also returned to LZ Quail without incident.

3 October 1966:

This day's activities found squadron aircraft flying a variety of missions in support of the 1st MarDiv, MAG-12, I Corps, and the KMC.

Four aircraft departed Ky Ha at 0805H for Quang Ngai airstrip. There they picked up a civil affairs team and cargo for a Vietnamese village at coordinates BS 560603. The village was near the Minh Long out-post and was reported as secure. The pilots were instructed to wait for the passengers and they shut their aircraft down in the zone. Shortly thereafter enemy mortar explosions and semi-automatic weapons fire entered the zone wounding two U. S. Marines and one Vietnamese civilian. The pilots immediately manned their aircraft and flew the wounded civilian to Quang Ngai hospital and then flew the wounded Marines to the 1st Med Bn.. The aircraft received no hits and there were no injuries among the crews.

Two aircraft flying direct support missions for the Korean Marines encountered enemy small arms fire on final approach to a zone at coordinates BS 675902. The aircraft received no hits and suppressing fire was not used. The same two aircraft encountered enemy sniper fire at a second zone at coordinates BS 695925. The aircraft were not hit and suppressing fire was not used. The two aircraft were then used to insert a KMC recon team into coordinates BS 715920. The lead aircraft inserted eight troops without incident, but the second aircraft encountered intensive enemy automatic weapons and small arms fire approaching the zone. Enemy troops were then observed in the open, and the aircraft began using suppressing fire while a wave-off was effected. There were no enemy KBA confirmed and the aircraft received no hits. The two aircraft returned one hour later, and retracted the eight recon personnel without incident.

4 October 1966:

Squadron aircraft flew a variety of administrative, med-evac, and VIP missions during the day, but recon insertion and retractions highlighted the day's activities.

Five Millpoint aircraft escorted by two Klondike gunships departed Ky Ha for LZ Quail where they picked up a twenty man recon team. The recon team was then inserted into coordinates BT 134196 without incident. The aircraft then returned to LZ Quail and picked up a twenty-one man recon team. This team was inserted into coordinates BS 469712 without incident. The aircraft then flew to Quang Ngai to refuel and had to shut down because of bad weather.

Five additional aircraft escorted by two Klondike gunships departed Ky Ha at 1350H for Minh Long (BS 556521). There they picked up a 12 man recon team and inserted them into coordinates BS 559514 without incident.

The aircraft then refueled at Quang Ngai, and flew to BT 251063 where they picked up eighteen recon personnel and returned them to LZ Quail.

The same five aircraft departed Ky Ha at 1740H for an emergency recon retraction at coordinates BS 470709. Klondike gunships were on station when the Millpoint aircraft arrived, and the zone was described as very hot. Enemy small arms and automatic weapons fire was encountered by all aircraft as they approached the one plane zone. The fire continued while each aircraft sat in the zone to make the pick-ups, and then continued as each aircraft departed the zone. The lead aircraft sustained three hits while sitting in the zone resulting in minor damage to the aircraft. Each aircraft used suppressing fire, and there were no injuries. The aircraft then returned the team to LZ Quail without further incident.

5 October 1966:

Marginal weather caused most of the squadron's missions to be cancelled on this date. Two aircraft flew direct support missions for the Korean Marines, and there were no incidents.

6 October 1966:

Five aircraft departed Ky Ha at 0850H with two Klondike gunships to retract a U. S. Marine recon team from coordinates BT 288122. The zone was large enough to accommodate three aircraft at once, and as the first three aircraft approached the zone they encountered enemy small arms and automatic weapons fire. The aircraft extracted ten of the recon personnel and the last two aircraft began their approach to the zone. They also encountered enemy automatic weapons and small arms fire. While the aircraft were sitting in the zone, enemy automatic weapons fire passed directly between the two aircraft in such a manner, that it seemed to be coming from a fixed position that did not allow the weapon to swivel. All Millpoint aircraft used suppressing fire and there were no hits. The recon team was then flown to LZ Quail.

The same five aircraft then flew to coordinates BT 134196 and retracted a seventeen man recon team. Klondike gunships provided escort for the lift, and no enemy fire was encountered. The recon team was returned to LZ Quail without incident.

Four aircraft escorted by two Klondike gunships flew to LZ Quail at 1645H and picked up a sixteen man recon team. The recon team was then transported to coordinates BS 345893 and inserted without incident.

One aircraft, escorted by one Klondike gunship, departed Ky Ha at 1925H to pick-up one Vietnamese, military, emergency med-evac. While the aircraft sat in the zone at coordinates BS 581929 enemy small arms fire entered the zone. Friendly forces then advised the aircraft commander that the med-evac had died and the aircraft made an expe-

ditionous departure from the hot zone. There were no hits and suppressing fire was not used.

Other aircraft flew med-evac, logistic cargo, and administrative flights throughout the day without incident.

A change of command was effected this date during informal ceremonies held in the squadron area. While Major General L. B. ROBERTSHAW and MAG-36 Commanding Officer, Col. V. A. ARMSTRONG looked on, Col. J. D. MC GOUGH turned over the squadron colors to LtCol. K. E. HUNTINGTON.

7 October 1966:

Squadron aircraft flew a variety of missions this date in support of I Corps, the 1st MarDiv and the KMC forces.

Two squadron aircraft were utilized throughout the day flying direct support missions from the KMC CP at BS 628893 to the various KMC force locations in the field.

One aircraft departed Ky Ha at 1730H to provide escort for one Klondike aircraft on a TAOR sweep. The Millpoint aircraft was diverted in the air by Landshark "A" to the vicinity of coordinates BS 4177 to provide TACA for a U. S. Marine recon team whose position had been compromised by enemy forces. The aircraft was relieved on station by a Klondike gunship, and while enroute to Ky Ha, the aircraft encountered enemy small arms fire from an undetermined source. There were no hits, and suppressing fire was not used.

No other enemy fire incidents were reported during the day's activities.

8 October 1966:

Missions flown this date consisted mostly of med-evac, aerial recon, and administrative flights. ARVN, KMC and U. S. med-evacs were picked up throughout the day and evacuated to Quang Ngai hospital or the 1st Med Bn., at Ky Ha.

Four aircraft with Klondike gunship escort departed Ky Ha at 0644H for LZ Quail. There a thirteen man recon team was picked up and inserted into coordinates BS 406944. No enemy fire was encountered, and the aircraft returned to Ky Ha without incident.

9 October 1966:

Marginal weather caused several missions to be cancelled on this date, however, area recon, Quang Ngai admin runs and resupply missions were completed. Two Millpoint aircraft flew direct support missions in support of the KMC forces throughout the day. No enemy fire incidents were reported for this day.

10 October 1966:

Squadron aircraft flew aerial recon, med-evac, combat and logistic transport, and resupply missions this date in support of I Corps, KMC forces, III MAF and the 1st Bn., 4th Marines.

All med evacs were flown in support of I Corps units, and all evacuees were taken to Quang Ngai hospital. Med-evac missions were flown throughout the day by one Millpoint aircraft escorted by one Klondike gunship. The first med-evac for the day called for 4 Vietnamese military WIA to be picked up at coordinates BS 747812. The aircraft received light sniper fire while sitting in the zone, but there were no hits and suppressing fire was not used. The WIA were transported to Quang Ngai hospital without further incident.

Five aircraft escorted by two Klondike gunships departed Ky Ha at 0630H for LZ Quail. There they picked up a sixteen man recon team and inserted them into coordinates BT 589035 without incident. The aircraft then returned to LZ Quail to pick-up another recon team for another insertion. The second insertion had been cancelled and as the aircraft departed LZ Quail for Ky Ha, the number three aircraft developed a rough running engine, and the pilot had to make a forced landing on Chu Lai beach at coordinates BT 548060.

Three of the same aircraft refueled at Ky Ha, and then departed for Hill 69 (BT 469069), where they picked up a fifteen man reaction force, which was to provide security for a downed Klondike UH-1E at coordinates BT 250238. The aircraft encountered enemy automatic weapons fire approaching the zone, and the lead aircraft sustained two hits resulting in minor damage. There were no injuries and suppressing fire was not used. The aircraft then returned to Ky Ha without further incident.

Five afternoon standby aircraft departed Ky Ha at 1425H for an emergency recon retraction of a U. S. Marine recon team (Bear lake) which was under heavy attack by enemy forces. The pick-up zone was at coordinates BS 593517, and because of terrain features, it could accommodate only one aircraft at a time. When the Millpoint flight arrived for the retraction two Klondike gunships and two Condole F-8's were already on station suppressing the enemy fire with bombing and strafing runs. Bearlake informed Klondike that they already had 2 KIA and 6 WIA in the team and that more of the wounded would die if they were not evacuated immediately. Klondike halted the air strike at this time, and the Millpoint aircraft began the extraction on an individual basis. The Klondike gunships provided superb air coverage around the zone, as each aircraft approached, landed, and departed the zone. The first two aircraft evacuated all of the wounded from the zone and immediately departed for the 1st Med Bn., at Ky Ha. The last two aircraft retracted the remainder of the team and transported them to LZ Quail. Each Millpoint aircraft used suppressing fire entering and departing the zone. The number three and number four aircraft were hit approaching the zone

resulting in minor damage to the aircraft. None of the pilots or crews were injured in the action.

Three of the same aircraft refueled at Ky Ha and departed for coordinates BS 437953 where they retracted another twelve man recon team. Klondike provided escort with two gunships and the lift was completed without incident.

One aircraft flying med-evac missions, escorted by one Klondike gunship, encountered enemy small arms fire in the vicinity of coordinates BT 300212 and BT 228168. No hits were received and suppressing fire was not used.

11 October 1966:

Four aircraft were utilized during the morning to resupply KMC forces and 1st MarDiv units. Two of the aircraft transported cargo from the KMC CP (BS 628892) to outlying units at coordinates BS 675903, BS 695975 and BS 589833. Several missions had to be cancelled or delayed because of marginal weather.

The remaining two aircraft picked up cargo at coordinates BS 432799 and transported it to BS 563958. Three trips were required to complete the lift, and after refueling at Quang Ngai, the aircraft flew to BS 443799 to pick-up passengers and cargo. While orbiting the zone, enemy small arms fire was encountered, but there were no hits and suppressing fire was not used. The passengers and cargo were picked up and transported to BS 432799 without further incident.

Two aircraft flying direct support missions for MAG-16 encountered enemy small arms fire while resupplying units of the 1st Bn., 26th Marines at coordinates AT 957634. The lead aircraft sustained two hits and used suppressing fire. The hits caused minor damage to the aircraft, but there were no injuries.

Two aircraft proceeded to LZ Marlin (BT 436079) where they picked up logistic cargo for An Hoa (BS 484875). The aircraft dropped the cargo at An Hoa and then proceeded to the KMC CP (BS 628892) where they were joined by one additional aircraft, and began lifting cargo to units at coordinates BS 554874 and BS 783858. The lead aircraft encountered enemy small arms fire in the vicinity of coordinates BS 783858, but no hits were received and suppressing fire was not used. Enemy forces popped a smoke in the vicinity of BS 7885 in an apparent attempt to lure the aircraft into a false zone.

12 October 1966:

Thirteen squadron aircraft flew resupply, med-evac, escort and aerial recon missions this date in support of I Corps, 1st MarDiv, 3rd MarDiv, KMC forces and the 7th Marines.

Vietnamese military, KMC and Vietnamese civilian med-evacs were picked up throughout the day and evacuated to Quang Ngai hospital or the 1st Med Bn., at Ky Ha. No enemy fire incidents were reported throughout the day's activities.

13 October 1966:

The majority of the missions flown this date were resupply and combat troop lifts.

The day's operations began when four aircraft departed Ky Ha with two Klondike gunships for LZ Quail. There they picked up a twenty-one man recon team and inserted them into coordinates BS 322849. The aircraft then refueled and returned to LZ Quail where they picked up a second recon team and transported them to Minh Long (BS 533515). At Minh Long they picked up another recon team and returned them to LZ Quail.

Two aircraft worked steadily throughout the morning lifting water, rations and ammo in support of KMC units. The supplies were transported from the KMC CP to various field units at coordinates BS 708935, BS 695925, BS 554874, BS 589833 and BS 598899. Two trips were made to most of the positions to complete the lift, and no enemy fire was encountered.

Two additional aircraft departed Ky Ha at 1335H for the KMC CP to brief for a combat troop and cargo lift. There they were joined by the two KMC direct support aircraft already on station. The four aircraft lifted troops of one KMC company from coordinates BS 779859 into coordinates BS 731839. The four aircraft made two trips as briefed, and the direct support aircraft returned to the KMC CP to continue the routine cargo lifts while the remaining aircraft continued the troop lift. Approximately half-way through the lift, the lead aircraft encountered enemy small arms fire departing the pick-up zone and had to make a forced landing in the zone because of the battle damage. The necessary parts were flown to the zone from Ky Ha, and the aircraft was repaired in the field. Shortly after the first aircraft was hit, his wingman encountered enemy automatic weapons fire departing the zone and sustained one hit in the main spar of one rotor blade. This aircraft then flew to Ky Ha to have the battle damage repaired, and the two direct support aircraft returned to the zone to continue the lift which was still not complete when darkness fell. The company commander then cancelled the lift until the next day. Three aircraft departed Ky Ha at 1515H with two Klondike gunships and proceeded to coordinates BS 459855. There they extracted an eighteen man, U. S. Marine, recon team and returned them to LZ Quail. Two additional aircraft joined the three aircraft at LZ Quail, and they departed to coordinates BT 389035. There they inserted a fifteen man recon team, and at the same time retracted a seventeen man recon team, which they returned to LZ Quail. Oxwood aircraft provided cover for the lifts and no enemy fire was encountered.

14 October 1966:

Six aircraft participated in a strike troop lift to begin this day's operations. The aircraft departed Ky Ha at 0620H for coordinates BT 505023 where they picked up troops of the 3rd Bn., 5th Marines. One hundred forty-three troops were lifted into a strike zone at coordinates BS 433954 in three trips. There was no Klondike gunship escort, but the zone was prepped by artillery for ten minutes, and two Oxwood A-4's strafed and bombed the zone just prior to the first wave's landing. Two of the Millpoint aircraft used precautionary, suppressing fire entering the zone the first time, and no enemy fire was encountered.

Four aircraft departed Ky Ha at 1340H for Quang Ngai airstrip where they picked up logistic cargo and began transporting it to Vietnamese, military outposts at coordinates BS 520778, BS 874325, and BS 730568. Enemy small arms fire was encountered in the vicinity of coordinates BS 730568, but there were no hits and suppressing fire was not used.

Two aircraft standing SAR at Chu Lai were launched at 1640H to coordinates BS 395595 to search for a downed pilot. The lead aircraft made an emergency landing at BS 395645 because the aircraft's engine quit. The number two aircraft picked up the crew and encountered enemy small arms fire while doing so. Suppressing fire was used and there were no hits. The aircraft then flew to an ARVN outpost at BT 385692 and landed because of a low fuel state.

The four aircraft lifting cargo from Quang Ngai flew to the vicinity of the downed SAR aircraft and orbited until it was determined whether or not they would be needed in helo recovery operations. While orbiting the downed aircraft all the airborne aircraft encountered enemy small arms and automatic weapons fire. The number four aircraft sustained two hits resulting in minor damage. No suppressing fire was used and the flight returned to Ky Ha without further incident.

Two aircraft departed Ky Ha at 1825H for coordinates BT 385692 to take fuel to the SAR aircraft shut down there. The aircraft encountered enemy fire approaching and while sitting in the zone. There were no hits and suppressing fire was not used.

One aircraft on night med-evac standby departed Ky Ha with one Klondike gunship to pick-up two U. S. WIA at coordinates BS 327853. Because of the terrain around the zone a flare ship was utilized as the Millpoint aircraft went in for the pick-up. There was no suitable landing spot available, so the aircraft had to hoist the WIA from the zone. Enemy fire was encountered as the aircraft departed the zone, but there were no hits. The aircraft then landed at Tra Bong outpost (BS 344875) where it had to refuel before evacuating the WIA to the 1st Med Bn.

15 October 1966:

Most missions flown this date were routine in nature, and no enemy fire

was encountered throughout the day's activities. Twelve squadron aircraft flew missions supporting MAG-12, KMC, III MAF, I Corps and the 1st MarDiv.

Four aircraft with two Klondike gunships departed Ky Ha for coordinates BT 315015 and retracted a twenty-one man recon team. No enemy fire was encountered and the team was returned to LZ Quail without incident.

16 October 1966:

Four aircraft departed Ky Ha at 0800H for Quang Ngai where they picked up logistic cargo for An Hoa (BS 473864). Two trips were made to the zone and enemy small arms fire was encountered leaving the zone the second time. The number two and number four aircraft both sustained hits resulting in minor damage to each aircraft. There were no injuries and suppressing fire was not used.

One aircraft with one Klondike gunship departed Ky Ha at 0950H to pick-up two U. S. WIA at BS 547895. Enemy small arms fire was encountered departing the zone, but there were no hits or injuries and suppressing fire was not used.

Fifteen squadron aircraft flew resupply, med-evac, VIP and administrative missions in support of I Corps, KMC, MAG-12 and the 1st Mar Div.

17 October 1966:

Thirteen squadron aircraft flew convoy escort, recon retraction, resupply and med-evac missions during this day's activities.

Two aircraft flying direct support missions for the KMC forces encountered enemy sniper fire on final approach to a zone at coordinates BS 517779. There were no hits and suppressing fire was not used. The same two aircraft then flew to coordinates BS 553874 and began lifting the 10th Co. CP to coordinates BS 547857. Three trips were made into the zone by each aircraft and on each approach enemy small arms fire was encountered. The number two aircraft used suppressing fire on the second and third approach and finally had to wave the third approach off because the enemy fire was increasing in intensity. There were no hits or injuries. The aircraft discontinued the lift until the zone could be better secured.

Five aircraft departed Ky Ha with two Klondike gunships at 1546H for coordinates BT 388035. There they retracted a sixteen man recon team and returned them to LZ Quail without incident. Two Oxwood A-4's provided cover for the lift.

18 October 1966:

Marginal weather caused most of this day's missions to be cancelled. Med-evac missions were flown throughout the day and into the night.

One aircraft with one Klondike gunship departed Ky Ha at 0747H to pick-up 1 U. S. WIA at coordinates BS 663888. Enemy small arms fire was encountered approaching the zone. There were no hits, and suppressing fire was not used. The same aircraft departed Ky Ha at 1040H for coordinates BS 556916 to pick-up 1 U. S. WIA. Enemy fire was encountered approaching the zone and the aircraft sustained one hit. There were no injuries and suppressing fire was not used. The WIA was then evacuated to the 1st Med Bn., at Ky Ha without further incident. No further fire incidents were reported for the remainder of the day.

19 October 1966:

Marginal weather during the morning held flight operations to a minimum.

Four Millpoint aircraft and four Tarbush aircraft participated in a strike with troops of the 1st MarDiv. The U. S. Marines were picked up at coordinates BS 578989 at 1200H and transported to the strike zone at coordinates BT 670015. Two trips were made into the zone which had a five minute artillery prep. One Millpoint aircraft was hit by enemy small arms fire while departing the zone the second time. There were no injuries and suppressing fire was not used.

Four additional Millpoint aircraft, with two Klondike gunships, departed Ky Ha at 1336H for an emergency recon retraction. The recon team's position had been compromised by enemy forces, resulting in the team getting split up into two different zones. Seven members of the team were first picked up at coordinates BS 556476 without incident. The second recon team's position was obscured in low cloud cover at this time and their retraction had to be delayed until they moved down the mountain to a zone that would make their pick-up possible. The Klondike gunships provided excellent cover for the recon team and maintained radio contact with them while they were on the move. When the team got into the clear three of the Millpoint aircraft retracted them from coordinates BS 560489. The last aircraft encountered enemy small arms fire while sitting in the zone, and began using suppressing fire. There were no hits and the team was returned to LZ Quail without incident.

Other squadron aircraft flew med-evac, admin, and KMC direct support missions throughout the afternoon without incident.

20 October 1966:

Marginal weather again caused most of this day's missions to be cancelled.

Two squadron aircraft provided SAR at Chu Lai, and one aircraft flew med-evac missions throughout the day without incident.

Two additional squadron aircraft flew a convoy escort mission from

Da Nang to Dong Ha. The mission was completed, but the two aircraft had to RON at Hue Phu Bai because of weather.

There were no fire incidents reported on this day.

21 October 1966:

Marginal weather caused this day's flight operations to be limited to two missions. Two Millpoint and two Klondike aircraft flew from Hue Phu Bai to Dong Ha, where they picked up a Third Division convoy commander and flew airborne escort for his convoy to its destination at Da Nang.

The second mission involved five Millpoint aircraft and two Klondike gunships. All aircraft departed Ky Ha bound for BT 366067 to pick-up an eighteen man recon team of the First Marine Division. No fire was received during the retraction.

22 October 1966:

Flight operations this date consisted of two Millpoint aircraft flying to Chu Lai Airfield for SAR duty and various med-evac missions.

Due to the IFR conditions, the initial med-evac mission of the day had to be aborted, however, four other med-evac missions were flown during the day and a total of twelve troops were evacuated to various military aid stations around Chu Lai. Due to very marginal weather, the aircraft had to fly below one thousand feet. This resulted in enemy fire being received from the ground and one aircraft received two hits causing minor damage.

23 October 1966:

Intermittent lifting of the weather this date allowed squadron aircraft to complete three missions.

Six Millpoint aircraft were sent to the ROK CP at BS 605918, where they picked up supplies and transported them to various ROK units.

Two aircraft were used to shuttle VIP's around the Chu Lai area and the remaining mission was a med-evac from First Med Bn. to G-4 Hospital at Da Nang. No fire incidents were reported this date.

24 October 1966:

HMM-363 was responsible for SAR duty at Chu Lai, med-evac in the I Corps area, and standard TAOR sweeps as escort for Klondike during this day's flight operations. Seven additional aircraft were launched in support of the KMC and flew resupply and troop shuttles between various units. A total of 44,525 lbs. of cargo and fifty troops were lifted during the operations with the KMC and no fire incidents were reported.

25 October 1966:

Flight operations commenced this date with three First Division recon retractions. Klondike and Oxwood aircraft provided escort and no enemy fire was received during the retractions.

During the day's operations, four Millpoint aircraft were launched to the KMC CP to provide direct support to various KMC units. Sixty-two passengers and 18,600 lbs. of cargo were lifted during the morning support and seventy-three passengers and 15,500 lbs. of cargo were lifted during the afternoon support. YZ-62 received fire on approach to one LZ at BS 589898 and a mortar round struck in the zone as the aircraft landed. No damage was received by the aircraft and there were no injuries.

Flight operations during the remainder of the day involved nine Millpoint aircraft. These aircraft flew routine passenger runs in support of the First Marine Division. Passengers were shuttled between landing zones and airfields from Quang Ngai, Chu Lai and Da Nang. No fire was reported by any of the pilots.

26 October 1966:

The majority of flight operations this date were routine passenger shuttles and med-evacs throughout the Chu Lai area with most missions being in support of the First Marine Division.

Two Millpoint aircraft were launched on convoy escort duty. The first convoy was escorted from LZ Marlin to Tam Ky, then back to Chu Lai. The convoy consisted of forty-two vehicles of the First Marine Division.

During the afternoon, two aircraft launched and escorted a U. S. Army flying crane from Ky Ha to BS 390656 where YZ-74 was down in a rice paddy. Maintenance personnel were dropped into the rice paddy where they rigged a cable to the downed aircraft so that the crane could external it back to Ky Ha. EOD men checked the aircraft in the paddy and after it had been returned to Ky Ha with negative results. No fire was received during the salvage operation. 563

27 October 1966:

Four squadron aircraft were launched to the KMC CP for direct support missions throughout the KMC area. A total of 36,300 lbs. of cargo and ninety-six passengers were carried in completing the missions.

Eight additional aircraft were launched in support of the First Marine Division. These aircraft flew routine passenger shuttles between Chu Lai, Quang Ngai, and Da Nang. No fire was reported by any of the crews.

28 October 1966:

On the 28th of this month twelve Millpoint aircraft were flown to Marble Mountain and remained there through the 31st to help support MAG-16, and HMM-263. Four aircraft were flown to Hue Phu Bai where they flew routine resupply, passenger, and med-evac flights.

During the day's flight operations at Marble Mountain, six Millpoint aircraft flew resupply and VIP flights around the Da Nang TAOR. Whenever the aircraft flew outside of the TAOR, they received small arms sniper fire, however, no hits were reported by any of the crews.

29 October 1966:

During this day's flight operations, four Millpoint aircraft were launched to Hue Phu Bai. Three of these aircraft flew resupply, VIP and aerial recon hops in support of the Third Marine Division. One helicopter was assigned to Phu Bai each day as a med-evac aircraft. Three med-evac missions were flown this date, one of which was a search mission for the Navy off the coast of Phu Bai, looking for a man thought to have fallen over-board.

Six helicopters were utilized at Marble Mountain to fly courier runs between Da Nang and Chu Lai. Resupply, VIP, and routine passenger missions were flown around Da Nang and outside its TAOR. One fire incident was reported during the day, but no hits or injuries were received.

30 October 1966:

Four aircraft were launched to Hue Phu Bai where they flew resupply, and passenger shuttle missions and one additional aircraft was utilized as a med-evac aircraft.

Six aircraft were launched from Marble Mountain during the day's operations. Their missions consisted of courier runs to Chu Lai and around the Da Nang area. One aerial recon, and one recon insertion was also flown. Fire was received on the insertion, but no hits or injuries were received.

The remainder of the day's missions were routine VIP, and troop shuttles around the Da Nang TAOR.

31 October 1966:

Four aircraft were again launched to Hue Phu Bai. A total of two recon insertions, and two recon retractions were flown at Phu Bai in support of the Third Marine Division Recon. Fire was received on two missions, however, no hits or injuries were received.

Six aircraft were utilized at Marble Mountain. Two aircraft were assigned the Chu Lai courier run, and two aircraft were assigned the First Division courier run. Fire was received by one Millpoint aircraft, however, no hits were received.

Flight operations for the remainder of the day consisted of routine passenger and VIP shuttles.

Squadron aircraft flew a total of 1531.9 hours during the month and an average of 38 Naval Aviators were assigned during the period.

PART III - MISCELLANEOUS

a. Awards

The following personnel were decorated as indicated during the month of October:

<u>NAME</u>	<u>RANK</u>	<u>SERNO</u>	<u>AWARD</u>
James A. BAREFIELD	Sgt	1934581	7th Air Medal
James A. BELL	Capt	088712	13th Air Medal
Richard J. FLINK	Cpl	2049270	8th Air Medal
Wellington G. FRY	Sgt	1874754	9th Air Medal
Darrell C. GRELSON	LCpl	2110229	3rd Air Medal
Anthony C. HUEBNER	Capt	074791	8th Air Medal
Benjamin T. INMAN	Capt	083714	14th Air Medal
Ralph D. LAWSON	SSgt	1383216	6th Air Medal
Robert C. MARSHALL	Capt	083494	18th Air Medal
Raymond G. MARTIN	Sgt	1805132	9th Air Medal
Rudolf M. NEBEL	Capt	077134	3rd Air Medal
Fred OWLETT	Maj	067974	8th Air Medal
James H. PRESCOTT	Sgt	1512212	5th Air Medal
Ronald W. RENSCH	Capt	087806	13th Air Medal
Terril J. RICHARDSON	Capt	087381	DFC
Terril J. RICHARDSON	Capt	087381	16th Air Medal
Leopoldo RODRIGUEZ	LCpl	1934111	5th Air Medal
Barry L. RUFFIN	LCpl	2136471	2nd Air Medal
Samuel J. SHEPPARD	Cpl	2040647	5th Air Medal
Gary D. SHIELDS	2ndLt	092620	5th Air Medal
Donald L. STIEGMAN	Capt	080186	5th Air Medal
Gary E. THIRY	Capt	088356	10th Air Medal
Lloyd R. WADE	1stLt	089987	3rd Air Medal
Thomas P. WALSH, Jr.	LCpl	2048091	3rd Air Medal
Earl P. WALLIS	2ndLt	092556	9th Air Medal
Robert C. WHITENER, Jr.	Capt	087685	14th Air Medal
Frank WILLIAMS	Sgt	1315655	3rd Air Medal
Thomas B. WOOLCOTT	Capt	085478	8th Air Medal
Donald W. WRIGHT	1stLt	090617	13th Air Medal
Thomas M. VANVOORHIS	Capt	087675	13th Air Medal