

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

3:RCW:fe
5750
9 Dec 1966



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

Subj: Command Chronology Report for Period 1-30 November 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.

K. E. Huntington
K. E. HUNTINGTON

MAG-36 626 Files

66168 6
copy <i>sent</i>

HMM-363

Encls Chrono



Nov 1966

[REDACTED]

PART I - ORGANIZATIONAL DATA

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

Commanding Officer	1-30 Nov 66	LtCol. K. E. HUNTINGTON
Executive Officer	1-30 Nov 66	Major M. E. DAY
Operations Officer	1-30 Nov 66	Major R. P. ECKMANN
Administrative Officer	1-30 Nov 66	Capt. G. E. THIRY
Logistics Officer	1-30 Nov 66	Capt. D. L. STIEGMAN
Maintenance Officer	1-30 Nov 66	Major E. J. MURPHY
Safety Officer	1-30 Nov 66	Capt. R. M. NEBEL
Intelligence Officer	1-30 Nov 66	2ndLt. R. W. BOLTON

b. Task Organization and unit location:

HMM-363, MAG-36, 1stMAW, FMFPac.	1-30 Nov 66
MCAF Ky Ha, RVN	1-30 Nov 66

c. Average monthly strength of squadron:

Officers: 46 USMC, 1 Navy
Enlisted: 154

d. Important visitors to the squadron:

Major General L. B. ROBERTSHAW visited the squadron on 19 November to award Purple Heart Medals to wounded crew members.

[REDACTED]

PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD

1 November 1966

The start of this month found six Millpoint aircraft sent to Marble Mountain Air Facility at Da Nang in support of MAG-16. One of these aircraft stood med-evac at Hue Phu Bai, and during a twenty-four hour period, evacuated nineteen troops to "B" Med.

Squadron aircraft at Da Nang flew courier, resupply, and aerial recon missions during the day. Two aircraft on a courier run encountered enemy small arms fire departing LZ Railbird (AT 988677). There were no hits and suppressing fire was not used.

Squadron aircraft at Ky Ha flew admin, VIP and courier runs. No enemy fire was reported.

2 November 1966

This day, Millpoint aircraft at Marble Mountain returned to Ky Ha.

Two squadron aircraft flew direct support missions for the ROKMC forces throughout the morning. A total of forty-two passengers and 20,300 pounds of cargo were transported to the various field units without incident.

3 November 1966

Flight operations began this date when two Millpoint aircraft launched for SAR duty at Chu Lai in support of MAG-12. One Millpoint aircraft stood med-evac standby throughout the day, and in the process, evacuated a total of twenty U. S. and allied troops, to either the 1st Med Bn. at Ky Ha, or to the Quang Ngai Hospital.

Flight operations for the remainder of the day consisted of routine VIP, and passenger shuttles around the Chu Lai complex and Quang Ngai. No enemy fire was reported this date.

4 November 1966

Two Millpoint aircraft departed Ky Ha at 0650 as the direct support aircraft for the ROKMC forces. During a ten hour flying period 19,575 pounds of cargo and 104 passengers were shuttled to the various field positions at coordinates BS 584833, BS 547857, BS 554882, BS 655833, BS 677860, and BS 674892. No enemy fire was reported.

Two aircraft were launched to LZ Quail, where they picked up four recon Marines and flew them on an aerial recon of the Song Tra Bong Valley. Flight operations for the remainder of the day consisted of routine admin and passenger shuttles from Chu Lai to Quang Ngai.

5 November 1966

One Millpoint aircraft departed Ky Ha at 0715H to chase a Klondike gunship on an aerial recon of grid square BS 4087. A platoon size formation of enemy troops was spotted at BS 406892. As the formation began moving west Klondike continued to pop smoke on their position and called for an artillery strike. The gunship received fire from this enemy group at BS 382876, but reported no hits. The enemy formation was last seen in the vicinity of coordinates BS 365825.

Four Millpoint aircraft flew an ARVN resupply during the morning from Tam Ky to coordinates BS 115156. Twenty thousand and nine hundred pounds of cargo and forty-three troops were transported. No enemy fire was reported.

Three Millpoint aircraft departed Ky Ha at 1345H for Hill 211 (BT 116157) where they began a resupply for ARVN forces. Twenty-two troops and 11,800 pounds of cargo were transported from Tam Ky to Hill 211. No enemy fire was reported.

6 November 1966

Two Millpoint aircraft departed Ky Ha at 0630H for LZ Quail. There, they joined two Buffalo City aircraft for a recon insertion. These aircraft, escorted by Klondike gunships and Condole F-8's, inserted a recon team of 1st Recon Bn. into coordinates BT 012180. No enemy fire was encountered.

Three aircraft departed Ky Ha at 1345H. A sixteen man recon team of the 1st Recon Bn. was retracted from BS 411851 without incident. Two Klondike gunships and two Swiss jets from MAG-13 provided cover.

Marginal weather restricted most missions on this date, however, two Millpoint aircraft transported forty-six passengers and 16,700 pounds of cargo in support of the ROKMC forces to their various field units. No enemy fire was encountered.

7 November 1966

Six Millpoint aircraft departed Ky Ha at 0713H for coordinates AT 914598. There, they began lifting U. S. Marines into a strike zone at coordinates AT 986572. Three trips were required to complete the strike, which consisted of 154 troops. Jet aircraft provided cover for the troop lift, and no enemy fire was encountered.

One Millpoint aircraft, escorted by one Klondike gunship, departed Ky Ha at 1030H for BS 575359 to pick-up two ARVN med-evacs. While sitting in the zone, the aircraft came under enemy automatic weapons fire. One round entered the cockpit and shattered, and a minute sliver hit the pilot on the forehead. The aircraft sustained minor damage, and the med-evacs were evacuated to Quang Ngai Hospital. The same aircraft then departed Quang Ngai for BS 555901 to pick-up two U. S.

[REDACTED]

WIA. Enemy automatic weapons fire was encountered approaching the zone and the aircraft used suppressing fire. There were no hits or injuries and the WIA were successfully evacuated to the 1st Medical Bn. at Ky Ha without further incident.

8 November 1966

Two aircraft on night med-evac standby departed Ky Ha at 0610H for BS675967 to pick-up two Korean WIA. Enemy small arms fire was encountered departing the zone, but there were no hits or injuries. Suppressing fire was not used and the WIA were evacuated to the 1st Medical Bn. at Ky Ha without further incident.

Four aircraft departed Ky Ha at 0720H for LZ Dove (BS 565956). There, they began lifting U. S. Marines to coordinates BS 546531. Two trips were required to complete the lift, which was accomplished without incident.

Two aircraft flew direct support missions for the Korean Marines throughout the morning. Twenty-seven passengers and 7.6 tons of cargo were transported from the ROKMC CP to various units located at BS 482783, BS 517778, and BS 547785. Enemy small arms fire was encountered approaching all three zones and suppressing fire was used at BS 482783 and BS 547785. There were no hits or injuries.

Five aircraft departed Ky Ha at 0958H for LZ Quail. There, they picked up an eighteen man recon team and inserted them into coordinates BT 062164. Four of the aircraft returned to LZ Quail and picked up a fourteen man recon team and inserted them into coordinates BT 038169. Klondike gunships provided escort for the lifts, and no enemy fire was encountered.

9 November 1966

One aircraft on med-evac standby departed Ky Ha with one Klondike gunship to BS 693955 to pick-up one U. S. WIA. Intense enemy small arms fire forced the aircraft to wave-off the first approach. The aircraft used suppressing fire, and there were no hits. Two additional gunships joined the Klondike escort and they began an air strike. After the air strike, the Millpoint med-evac landed in the zone and lifted out the WIA. Enroute to the 1st Medical Bn. at Ky Ha, the aircraft again encountered enemy small arms fire in the vicinity of coordinates BS 694954. There were no hits or injuries, and suppressing fire was not used.

10 November 1966

Two Millpoint aircraft provided direct support for the ROKMC forces throughout the day. Twenty-six passengers and 13 tons of cargo were transported to their various field positions without incident.

Six squadron aircraft flew birthday cakes to the various Marine posi-

[REDACTED]

tions around the Chu Lai TAOR during the day. While delivering cake and ice cream to one company of the 1st Bn., 7th Marines at BS 505893, two aircraft encountered enemy small arms fire departing the zone. There were no hits, and suppressing fire was not used.

Two aircraft departed Ky Ha at 2045H to the ROKMC CP for an emergency ammo resupply. Two Klondike gunships provided escort for the lift and one flareship was utilized. Twelve-hundred pounds of ammo was lifted to BS 558814. Eight Korean WIA and 1 KIA were evacuated from the zone and carried to the 1st Medical Bn. at Ky Ha. The two aircraft refueled and returned to the ROKMC CP where they picked up 1,000 pounds of ammunition. This load was transported to BS 556791. No enemy fire was encountered. The courage and skill of the pilots and crews of these aircraft contributed to the successful completion of this mission. Not only was it done at night, but very marginal weather added to the hazard already present in this mission.

11 November 1966

Squadron aircraft flew med-evac missions throughout the day and were escorted by one Klondike gunship. The med-evac aircraft departed Ky Ha at 1425H to pick-up one Korean WIA at BS 537766. When the pilot arrived over the LZ, radio contact was made with the ground troops and the ground unit informed the pilot that small arms fire was entering the LZ from 360°. Enemy troops were reported as being very close to friendly troops, thus prohibiting the gunship, or the Millpoint aircraft, from using suppressing fire. The med-evac aircraft made the best approach possible to the zone, and upon landing, had to wait 30 seconds before a Korean Marine appeared and told the pilot to leave the zone immediately. While departing the zone, the aircraft sustained seven hits. All of the aircraft's radios were shot out and, a small fire started in the cabin, but was immediately suppressed by the crew. Quang Ngai airstrip was the nearest secure area, and while on final, the fire again broke out in the cabin, and again was suppressed by the crew. The aircraft remained down at Quang Ngai due to battle damage until maintenance repairs could be effected. There were no injuries.

A second med-evac aircraft, with one Klondike gunship, departed Ky Ha at 1550H to pick-up 4 ROKMC WIA at BS 535765. Enemy automatic weapons fire was encountered approaching the zone, and the aircraft sustained one hit through one tail rotor blade. The Klondike gunship suppressed the enemy fire, and the med-evacs were returned to the 1st Medical Bn. at Ky Ha without further incident.

12 November 1966

Two aircraft, shuttling cargo and passengers between LZ Dove and coordinates BS 504893, were diverted on an emergency med-evac mission. Three U. S. WIA were at coordinates BS 485895. Approaching the zone, one aircraft encountered enemy small arms fire and sustained one hit in the engine compartment. The med-evacs were lifted out of the zone

[REDACTED]

and both aircraft started for the 1st Medical Bn. Approaching LZ Dove, the damaged aircraft's engine failed, necessitating an auto-rotative landing into LZ Dove. Fuel lines had been shot out resulting in fuel starvation. The aircraft's wingman picked up the med-evacs and flew them on to the 1st Medical Bn.

Fourteen missions were flown this date by Millpoint aircraft in support of the ROKMC forces. Sixty-one troops and twenty-two tons of cargo were lifted from the ROKMC CP to various outlying units. No enemy fire was reported.

13 November 1966

Med-evac missions dominated this day's flight operations. Eighteen missions were flown carrying a total of forty med-evacs to the various aid stations at Da Nang, Quang Ngai, and Ky Ha. During one med-evac mission, the wife of a civilian, American missionary was evacuated from Quang Ngai to G-4 Hospital in Da Nang. The lady was suffering from serious pregnancy complications, and Millpoint was later advised that the quick reaction of the med-evac crew saved the woman's life.

Four Millpoint aircraft departed Ky Ha at 0630H for coordinates BS504893 and began shuttling 25 tons of captured rice from the LZ to LZ Dove. Two of the aircraft encountered enemy fire while sitting in the zone, but there were no hits.

14 November 1966

Two aircraft departed Ky Ha at 0655H for Hill 69 (BT 463073), where they picked up passengers and cargo for BT 503038 and BS 471957. Enemy small arms fire was encountered departing the last LZ. There were no hits, and suppressing fire was not used.

Most missions this date were either restricted or cancelled because of poor weather.

15 November 1966

Very marginal weather again restricted most of this day's flights. One aircraft departed Ky Ha at 1055H with Klondike escort to pick-up 1 U. S. WIA at BS 573473. Enemy automatic weapons fire was encountered in the vicinity of the zone, and the aircraft used suppressing fire. There were no hits or injuries.

16 November 1966

Marginal weather again restricted most of this day's flight operations. Two aircraft flew direct support missions for the ROKMC forces for most of the morning, until bad weather forced them to return to KyHa. On one resupply mission to BS 675892, the aircraft encountered enemy sniper fire landing in and departing the zone. There were no hits and suppressing fire was not used.

17 November 1966

Millpoint aircraft flew thirteen med-evac missions this date. Thirty-two patients were evacuated to the various aid stations at Ky Ha, Da Nang and Quang Ngai. On one mission the Millpoint aircraft encountered enemy fire orbiting a zone at BS 557767. The aircraft landed in the zone and received enemy sniper fire. The two Korean WIA and one KIA were loaded aboard the aircraft, and the aircraft departed using suppressing fire. The enemy fire continued and the aircraft's gunner received one .30 cal round through his ankle. Even though wounded, the gunner continued to fire, contributing greatly to the successful completion of this mission. The aircraft sustained three hits and flew the Korean Marine WIA and U. S. Marine WIA to the 1st Medical Bn. at Ky Ha.

The med-evac aircraft departed Ky Ha at 1105H with Klondike escort to BT 232188 to pick-up four ARVN WIA. Departing the zone, the aircraft encountered enemy fire, but there were no hits, and the WIA were evacuated to the ARVN hospital at Da Nang.

The afternoon med-evac aircraft departed Ky Ha at 1333H with Klondike escort for BS 646979 to pick-up 1 VCS WIA. Enemy small arms fire was encountered departing the zone. There were no hits, and suppressing fire was not used.

The afternoon med-evac aircraft launched again at 1638H with Klondike escort for BT 330113 to pick-up 3 U. S. sick. Enemy fire was encountered departing the zone. There were no hits or injuries.

18 November 1966

Seven missions were flown in support of ROKMC forces by Millpoint aircraft this date. One hundred and twenty-one troops and 14.1 tons of cargo were lifted to the various ROKMC units in the field.

Two aircraft departed Ky Ha at 1540H to coordinates BT 401148 to lift combat cargo to a 1st Marine Division unit at BT 205134. The first aircraft entering the LZ with cargo encountered intense, enemy, small arms fire. One round entered the magneto causing the engine to quit just as the aircraft touched down in the zone. The second aircraft began an approach to the zone, but was ordered to wave-off by the first aircraft's pilot. The number two aircraft climbed to altitude and called for Klondike gunships to aid in retracting the down crew from the zone. Two additional Millpoint aircraft arrived over the zone in the mean time, and when the gunships arrived the lead aircraft of this section went into the zone, under the gunship cover. This aircraft also encountered enemy fire approaching and departing the zone, but there were no hits or injuries and the crew was returned to Ky Ha safely. The downed aircraft remained in the zone over-night and was provided security by the ground unit.

19 November 1966

Two aircraft departed Ky Ha at 0825H with the maintenance crew, and

[REDACTED]

parts necessary to recover the downed aircraft at BT 205134. The lead aircraft landed in the zone and its co-pilot got out to fly the damaged aircraft out after repairs. The aircraft with one pilot then departed the zone and encountered no fire. The number two aircraft was asked to "check out" a hill just east of the zone. While doing so, the aircraft encountered intense enemy small arms fire. A higher altitude in clouds was immediately gained, and there were no hits. The ground unit then sent out a patrol to "check out" the hill, and four of the patrol members were wounded by a booby trap almost immediately. The number two aircraft then descended to the zone to evacuate the wounded. Again enemy fire was encountered, but the aircraft used suppressing fire and there were no hits. Meanwhile, the damaged aircraft had been repaired, and as it lifted from the zone, it too encountered enemy fire and sustained one hit in the forward fuel cell. All three aircraft joined over Tam Ky and flew back to Ky Ha without further incident.

Most missions this date were cancelled because of bad weather.

20 November 1966

Operation Rio Blanco began this date for Marine Medium Helicopter Squadron 363 when four aircraft departed MCAF Ky Ha at 0628H for LZ Quail (BT 561044). The aircraft picked up a seventeen man recon team of the 1st Recon Bn. and inserted them into coordinates BS 457815 without incident. The four aircraft then returned to LZ Quail and picked up an eighteen man recon team and inserted them into coordinates BS 417775. Klondike gunships of VMO-6 provided escort for both insertions, and no enemy fire was encountered.

Four additional aircraft departed Ky Ha at 0654H for the ROKMC CP at BS 628892. There, they were joined by the previous four aircraft for an admin troop lift of Korean Marines from coordinates BS 678860, BS 628855, BS 553775 and BS 589831 to coordinates BS 553775, BS 628775 and BS 632820. Enemy fire was encountered in the vicinity of BS 553775. One aircraft used suppressing fire, and no hits were received. Two of the eight aircraft went down because of maintenance problems, but the remaining six aircraft flew throughout the morning and into mid-afternoon in support of the Korean Marines.

Six Millpoint aircraft departed Ky Ha at 0812H for Quang Ngai. There, they joined fifteen Buffalo City CH-46's and ten Tarbush UH-34D's for a strike with ARVN troops. The troops were picked up at Quang Ngai airstrip and transported to the first strike zone at coordinates BS 495689. Six gunships of VMO-6 provided escort for the lift and Jake 41 was TACA for the jet aircraft that were used to prep the zone. The Buffalo City and Tarbush aircraft encountered enemy small arms fire, and one Millpoint aircraft sustained one hit, resulting in minor damage to the helicopter. Two Millpoint aircraft used suppressing fire and there were no injuries.

All aircraft returned to Quang Ngai and picked up additional ARVN

[REDACTED]

troops and transported them to a second strike zone at coordinates BS 475695 in three trips. Klondike again provided escort, and no enemy fire was encountered.

The same six aircraft then flew to LZ Magnolia (BS 625995) to participate in a third strike. Ten Buffalo City, ten Tarbush and six Millpoint aircraft lifted elements of the 7th Marines from LZ Magnolia to coordinates BS 427755 in two trips. Three Klondike gunships provided escort for the lift, and no enemy fire was reported by Millpoint aircraft.

Four aircraft were assigned standby duty at Quang Ngai airstrip during the afternoon for med-evac and direct support missions. Two of the aircraft departed Quang Ngai at 1620H with combat cargo for U. S. Marines at coordinates BS 458972, BS 457780 and BS 453778. Enemy small arms fire was encountered in the vicinity of coordinates BS 453778. No hits were received and suppressing fire was not used.

21 November 1966

Two aircraft departed Ky Ha at 0700H for Buddha Mountain (BS 660755) where they assumed a Condition III standby for admin and VIP missions in support of Operation Rio Blanco. The aircraft departed Buddha Mountain on an aerial recon with one Code 7 aboard. Enemy small arms fire was encountered in the vicinity of BS 425760 and suppressing fire was used. There were no hits or injuries.

Four aircraft departed Ky Ha at 0905H for Quang Ngai as direct support aircraft for the operation. Combat cargo and med-evac missions of U. S. and Korean Marines were flown throughout the day. Two of the aircraft encountered enemy small arms fire in the vicinity of coordinates BS 547768 and BS 545720 while evacuating a Korean WIA. No hits were received and suppressing fire was not used.

Eight Millpoint and five Tarbush aircraft departed Ky Ha for Tien Phouc where they picked up ninety-eight ARVN troops and their American advisors. The troops were then transported to a strike zone at BS 440320. Two Klondike gunships and four Oxwood A-4's provided escort for the troop lift. No enemy fire was encountered.

One aircraft on med-evac standby at Ky Ha departed at 1110H for BS 431962 with one Klondike gunship, to pick-up two U. S. WIA. The aircraft received two hits while sitting in the zone. The enemy fire slightly wounded the pilot and co-pilot, and the aircraft sustained minor damage. The aircraft used suppressing fire, and there were no further hits or injuries.

Three aircraft departed Ky Ha at 1720H for coordinates BS 445700 to pick-up sixty-four, Vietnamese, displaced persons. Enemy fire was encountered departing the zone, and one aircraft used suppressing fire. There were no hits and the aircraft proceeded to Ha Thanh Special Forces Camp (BS 380698) where they dropped the passengers. Enroute to Quang

[REDACTED]

Ngai to refuel, the aircraft encountered intense, enemy automatic weapons fire in the vicinity of BS 600730. Again, one aircraft used suppressing fire, and there were no hits.

22 November 1966

Two aircraft departed Ky Ha at 0700H to fly direct support missions for the ROKMC forces. Cargo and passengers were shuttled from coordinates BS 563762 to Nui Tron (BS 520778). Enroute to Quang Ngai to refuel, the two aircraft encountered enemy small arms fire. There were no hits, and suppressing fire was not used.

Four aircraft departed Ky Ha for LZ Quail and then to BS 415775 for an emergency recon retraction. When the Millpoint aircraft arrived, an air strike was in progress and was being controlled by Jake 47. When the attack aircraft completed their runs, the Millpoint aircraft, under the cover of two Klondike gunships, landed in the zone and retracted a fifteen man recon team of the 1st Recon Bn. Enemy fire was encountered departing the zone, and suppressing fire was used. There were no hits or injuries. The aircraft refueled at Quang Ngai and returned the team to LZ Quail without further incident.

The four aircraft then departed LZ Quail with a twelve man recon team for BS 459815. At the same time this team was being inserted, the aircraft retracted an eighteen man recon team, and returned them to LZ Quail. No enemy fire was reported.

23 November 1966

Two aircraft departed Ky Ha at 1420H for Quang Ngai airstrip where they picked up cargo for an emergency resupply to coordinates BS 460784. No enemy fire was encountered.

24 November 1966

Millpoint aircraft were involved in no significant flights this date in support of Operation Rio Blanco.

Two aircraft flew to the MACV compound at Tam Ky where they picked up two enemy defectors and interpreters. The defectors were then flown on an aerial recon between coordinates BT 3507 and BT 3308. During the flight, the defectors pointed out various Viet Cong positions and supply centers along with a complex cave and tunnel system.

25 November 1966

Marginal to IFR weather restricted most flights on this date. Four Millpoint aircraft were on standby throughout the day and night at Quang Ngai airstrip for med-evac and resupply missions in support of the operation. Two of these aircraft departed Quang Ngai with combat cargo for coordinates BS 519836. Enemy small arms fire was encountered near the zone and the lead aircraft received one hit resulting in minor damage to

the aircraft. There were no injuries, and suppressing fire was not used.

26 November 1966

The two Millpoint aircraft that stood night med-evac at Quang Ngai in support of the operation, could not be relieved this date by Tarbush because of IFR weather. The aircraft at Quang Ngai, however, flew emergency resupply and med-evac missions throughout the day, and on two occasions encountered enemy small arms fire. The first fire incident occurred when the aircraft were launched from Quang Ngai to BS 516825 to pick-up one U. S. WIA. The med-evac was picked up, and while returning him to the Battalion Aid Station at Quang Ngai, the aircraft encountered enemy small arms fire. One aircraft was hit resulting in minor damage. There were no injuries and suppressing fire was not used.

The same two aircraft then departed Quang Ngai for BS 516825 and BS 513832 to pick-up additional U. S. WIA. The aircraft again encountered enemy fire returning the med-evac to Quang Ngai, but no hits were received and suppressing fire was not used.

27 November 1966

Millpoint aircraft flew admin runs this date to conclude their participation in Operation Rio Blanco.

One aircraft, with Klondike escort, departed Ky Ha at 0730H to pick-up a priority med-evac at BS 386704. Just west of Quang Ngai, the weather deteriorated down to 300 feet and 1/4 mile visibility, so the pilots cancelled the mission. Enroute, the aircraft encountered enemy automatic weapons fire, but there were no hits or injuries.

28 November 1966

All flight operations ceased this date due to monsoon weather. Aircraft departed Ky Ha on several occasions, but had to return because of the bad weather.


29 November 1966

Eight aircraft departed Ky Ha at 0955H and transported 123 troops and 3000 pounds of cargo from Ky Ha to Que Son (BT 041351). No enemy fire was reported.

Four aircraft departed Ky Ha at 1330H for Marble Mountain to provide direct support for MAG-16. The aircraft transported cargo from Marble Mountain to AT 814384 and Loc Son (BT 020290). Enemy fire was encountered on the second trip to Loc Son, but there were no hits or injuries.

30 November 1966

One aircraft departed Marble Mountain at 1311H for an aerial recon of AT 8747. The aircraft then proceeded to the III MAF pad and picked up two passengers and 700 pounds of cargo for Hill 55 (AT 980659). Enemy fire was



encountered approaching the zone, but there were no hits or injuries.

Six aircraft flew direct support for the ROKMC forces this date. These aircraft lifted eighty-three troops and 24.5 tons of cargo to the various Korean units


Squadron aircraft flew a total of 1540 hours during the month, and an average of 39 Naval Aviators were assigned during the period.

PART III - MISCELLANEOUS

a. Awards

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

<u>NAME</u>	<u>RANK</u>	<u>SERNO</u>	<u>AWARD</u>
OWLETT, F.	Major	067974	DFC
BACKLUND, S. E.	PFC	2148722	Purple Heart
ECKMANN, R. P.	Major	055176	1st Air Medal
MURPHY, E. J.	Major	066064	" " "
BASINGER, R. L.	1stLt	090501	" " "
FRANCIS, R. C.	1stLt	091692	" " "
GARCIA, A. J.	1stLt	089404	" " "
JANIKOWSKI, D.	1stLt	090514	" " "
LAVIOLETTE, D. F.	1stLt	090934	" " "
MORIN, R. A.	1stLt	092211	" " "
SCANLON, E. F.	1stLt	088974	" " "
DARRAN, D. C.	2ndLt	092797	" " "
LONG, L. D.	2ndLt	089233	" " "
VANZWALUWENBURG, J. H.	2ndLt	094084	" " "
HOWARD, M. L.	SSgt	1401610	" " "
BOLEN, V. L.	Sgt	1682430	" " "
GEIST, R. J.	Sgt	1992264	" " "
MC COY, N.	Sgt	1637012	" " "
REED, F. D.	Sgt	1903796	" " "
WAGNER, J. A.	Sgt	1860092	" " "
BARTA, T. A.	Cpl	2059548	" " "
COOK, G. J.	Cpl	2100825	" " "
FREGER, E. L.	Cpl	2104733	" " "
HEADLEY, D. J.	Sgt	2013400	" " "
HLAVA, E. R.	Sgt	2062841	" " "
LINK, L. A.	Cpl	2091457	" " "
GRELSON, D. C.	LCpl	2110229	" " "
GROGAN, D. R.	LCpl	2141866	" " "
KELLY, R. S.	LCpl	2129233	" " "
LEWIS, G. V. III	LCpl	2175329	" " "
MARTIN, D. R.	LCpl	2145016	" " "
MOYER, W. C.	LCpl	2145011	" " "
RAINES, R. C.	LCpl	2141360	" " "
RUFFIN, B. L.	LCpl	2136471	" " "
SCOTT, C. E.	LCpl	2134196	" " "
TADEN, D. P.	LCpl	2138214	" " "
TRIPP, M. W.	LCpl	2136885	" " "
WOOD, P. L.	LCpl	2141848	" " "
ZIMMERMAN, R. E.	LCpl	2144013	" " "
BACKLUND, S. E.	PFC	2148722	" " "
BURKE, J. K.	PFC	2133086	" " "
FADE, J. W.	PFC	2154078	" " "
LAMBERT, R. H.	PFC	2141500	" " "
MC BRIDE, M. J.	PFC	2150983	" " "
NEMETZ, R. T.	PFC	2174393	" " "



<u>NAME</u>	<u>RANK</u>	<u>SERNO</u>	<u>AWARD</u>
VALLIERE, A. J.	PFC	2148804	1st Air Medal
WILSON, E. H.	LCpl	2128670	" " "

b. Casualties

Circumstances surrounding the below listed crew member's injuries are described in the narrative portion of this report for 17 November:

SHELTON, M. G. GySgt 1315421/6615 WIA (17 Nov 66)