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H M M - 364 S & C FILE  
Control # 0-516-70  
Copy 2 of 8

MARINE MEDIUM HELICOPTER SQUADRON 364  
Marine Aircraft Group 16  
1st Marine Aircraft Wing, FMFPac  
APO, San Francisco, California 96602

3:JNS:jmm  
5750  
Ser: 03A24870  
5 September 1970

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From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 16  
Subj: Command Chronology for period 1 through 31 August 1970

Ref: (a) WgO 5750.4  
(b) GruO 5750.1

Encl: (1) Marine Medium Helicopter Squadron 364 Command Chronology

1. In accordance with the provisions set forth in references (a) and (b) enclosure (1) is hereby submitted.
2. Downgrading Instructions. Group 4, UNCLASSIFIED upon removal of enclosure (1).

*P. C. Scaglione, Jr.*  
P. C. SCAGLIONE, JR.

HMM-364

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AUG 1970

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MARINE MEDIUM HELICOPTER SQUADRON 364  
Marine Aircraft Group 16  
1st Marine Aircraft Wing, FMFPac  
APO, San Francisco, California 96602

COMMAND CHRONOLOGY

1 August 1970 to 31 August 1970

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Enclosure (1)

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PART I  
ORGANIZATIONAL DATA

1. DESIGNATION

COMMANDER

Marine Medium Helicopter Squadron 364

LtCol P. C. SCAGLIONE, JR.  
 1 - 31 August 1970

2. LOCATION

1 - 31 August 1970. Marble Mountain Air Facility, Danang, RVN

3. STAFF OFFICERS

|                              |                         |                     |
|------------------------------|-------------------------|---------------------|
| Executive Officer            | Major W. L. BECKER      | 1 - 31 August 1970  |
| Administrative Officer       | 1stLt R. E. COMBS       | 1 - 4 August 1970   |
|                              | Major D. S. JENSEN      | 5 - 31 August 1970  |
| Operations Officer           | Major D. S. JENSEN      | 1 - 4 August 1970   |
|                              | Major N. R. VAN LEEUWEN | 5 - 31 August 1970  |
| Aircraft Maintenance Officer | Major W. D. KALAS       | 1 - 10 August 1970  |
|                              | Captain C. N. KNOX      | 11 - 31 August 1970 |
| Logistics Officer            | Captain A. C. BLADES    | 1 - 31 August 1970  |
| NATOPS Officer               | Captain A. J. GARCIA    | 1 - 31 August 1970  |
| Flight Surgeon               | LT USM (MC) R. A. MOYER | 1 - 31 August 1970  |
| Intelligence Officer         | 1stLt R. L. MARSHALL    | 1 - 7 August 1970   |
|                              | 1stLt J. A. SWENS       | 8 - 31 August 1970  |
| Motor Transport Officer      | 1stLt P. BARON          | 1 - 31 August 1970  |
| Sergeant Major               | SgtMaj R. D. BRANDT     | 1 - 31 August 1970  |

4. Average Monthly Strength

|          | <u>USMC</u> | <u>USN</u> | <u>OTHER</u> | <u>TOTAL</u> |
|----------|-------------|------------|--------------|--------------|
| Officer  | 43          | 1          | 0            | 47           |
| Enlisted | 167         | 0          | 0            | 167          |

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PART II

NARRATIVE SUMMARY

During the month of August, the "Purple Foxes" flew 1382.9 hours. This effort represented 1,639 tasks for 5,272 sorties, including the transport of 12, 721 troops/passengers and 322.4 tons of cargo. Two hundred and forty three missions were flown in support of 537 casualties. They included 123 emergency, 122 priority and 292 routine evacuees. Assisted were 442 Marines, 25 ARVN troops and 4 enemy wounded.

HH-36's helicopters were fired at fourteen times. One aircraft was shot down the night of 7 August, wherein the copilot and gunner sustained fatal injuries. Another aircraft received one small arms round through the cockpit floor while flying at 2000' AGL. The round impacted the underside of the pilot's armored seat, resulting in a certain amount of discomfort but no physical injury. No other aircraft were hit.

The "Purple Foxes" maintained an average aircraft availability of ten and an aircrew availability of fourteen. Twenty five strike flight awards and two Aircrew Wings were awarded to various members of the squadron. The most active "Fox" pilot flew 97.8 hours, with the high crew chief and gunner flying 111.2 and 106.0 respectively.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

7 August 1970 - Aircraft 152576 was shot down by enemy fire while evacuating an emergency night medevac mission. The aircraft crashed and burned, fatally injuring the copilot and gunner. Other injuries were six bravo and one foxtrot. The aircraft was destroyed.

9 August 1970 - Aircraft 153354 damaged the three forward blades on an emergency medevac mission. The blades contacted a small tree in a hillside zone.

13 August 1970 - Aircraft 153355 damaged the three aft blades on a recon emergency medevac. The aircraft was hovering over an inaccessible zone when the blades came in contact with high elephant grass.

15 August 1970 - Aircraft 153355 damaged one forward blade on a medevac mission. The aircraft was at a hover utilizing a Neil Robertson when debris, agitated by rotor wash, struck the blade.

21 August 1970 - While on a resupply mission, aircraft 154827 sustained

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damage to its belly. The aircraft had been landed in a two-wheel zone, and several small rocks penetrated the aircraft skin.

22 August 1970 - Aircraft 154827 suffered damage to both main landing gear. While on short final to Hill 65 with 15 troops aboard and outside the envelope of single engine capability, the number one engine failed. The pilot successfully executed an emergency landing on a rice paddy, with no resultant injuries. The two main mounts were sheared as a result of the landing.

23 August 1970 - The "Purple Foxes" flew a total of 46 flights for 78.6 hours. Three hundred and forty two sorties were flown for 75 tasks. One thousand one hundred and seventeen passengers were carried, 43.4 tons of cargo lifted, and 23 medevacs evacuated. This was HMM-364's busiest day of the month. While on a CAC, Aircraft 154027 was struck in the cockpit floor by a single round of small arms fire. Although the aircraft was flying at 2000' AGL, the round passed through the floor and impacted the bottom of the pilot's armored seat. There were no injuries.

25 August 1970 - Aircraft 153955 crashed and burned. There were no fatalities. The accident is now under investigation.

31 August 1970 - While on a troop insert mission, aircraft 154798 sustained damage to the mounting bracket of the nose gear strut. While landing on an uncleared hilltop, the nose gear rested in a concealed fighting hole, causing the damage.

Enclosure (1)

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PART V  
SUPPORTING DOCUMENTS

1. None.

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Enclosure (1)

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