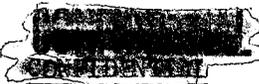


MARINE MEDIUM HELICOPTER SQUADRON 364
Marine Aircraft Group 16
1st Marine Aircraft Wing FMFPac
FPO San Francisco, California 96602

3:FEL:dpd
5750
4 December 1970
03A33870



From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16
Subj: Command Chronology for period 1 through 30 November 1970
Ref: (a) WgO 5750.4
(b) GruO 5750.1

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

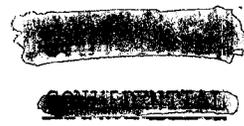
1. In accordance with the provisions set forth in references (a) and (b) enclosure (1) is hereby submitted.

2. Downgrading Instructions. Group 4, UNCLASSIFIED upon removal of enclosure (1).

H. W. Steadman
H. W. STEADMAN

HMM-364

HMM - 364 S & C FILE
Control # 0-593-70
Copy 2 of 8



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

COMMAND CHRONOLOGY

1 November 1970 to 30 November 1970

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- PART II NARRATIVE SUMMARY
- PART III SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV SUPPORTING DOCUMENTS

Enclosure(1)

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4 November 1970
03A33870PART I
ORGANIZATIONAL DATA1. DESIGNATIONCOMMANDER

Marine Medium Helicopter Squadron 364

LtCol H. W. STEADMAN
1 - 30 November 19702. LOCATION

1 - 30 November 1970. Marble Mountain Air Facility, Danang, RVN

3. STAFF OFFICERS

Executive Officer	Major W. L. BECKER	1-16 November 1970 17-30 November 1970
Administrative Officer	Major D. S. JENSEN	1-30 November 1970
Operations Officer	Major J. M. SOLAN	1-30 November 1970
Aircraft Maintenance Officer	Major G. F. DOOLEY	1-30 November 1970
Logistics Officer	1stLt J. N. STAPLES	1-13 November 1970
	Capt. D. W. NELSON	14-30 November 1970
NATOPS Officer	Capt. A. J. GARCIA	1-30 November 1970
Flight Surgeon	Lt USN (MC) R. A. MOYER	1-30 November 1970
Intelligence Officer	1stLt J. A. OWENS	1-25 November 1970
	1stLt J. C. MORHARDT	26-30 November 1970
Motor Transport Officer	1stLt E. L. COOPER	1-30 November 1970
Sergeant Major	MSGT E. P. EWING	1-30 November 1970

4. AVERAGE MONTHLY STRENGTH

	USMC	USN	OTHER	TOTAL
Officer	44	1	0	45
Enlisted	174	0	0	174

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Enclosure (1)

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PART II
NARRATIVE SUMMARY

The "Purple Foxes" of HMM-364 flew 1047 hours during the month of November 1970. This effort represented 1273 tasks for 4111 sorties including the transport of 9861 passengers/troops and 214.4 tons of cargo. There were 129 missions flown in support of 275 casualties. These casualties represented 106 emergency, 92 priority and 77 routine evacuees.

The "Purple Foxes" received fire nine times during the month and had taken six hits in their aircraft. It is of interest to note that all of the fire incidents and hits taken during the month occurred while flying medevac missions.

On the 12th of November Lt SMITH and Lt NICHOLS were part of the mission 86/41 package working out of Baldy. They were launched out on two separate occasions to medevac wounded marines. The first time zone AT988401 had two medevacs in it. Due to the nature of the zone they were unable to land and had to lift the medevacs out of the zone by a jungle penetrator. The second zone was located at AT981452 and was no different. Again Lt SMITH had to call upon the help of his Crew Chief, Sgt SHEARER to help him lift the medevac out of the zone by the jungle penetrator.

The following day Capt GARCIA, on mission 73, was called upon to extract a Recon Team from BaNa Mountain. For the past three days aircraft from MAG-16 had been trying to extract the team but due to bad weather and high altitude (4000') of the zone, were unable to get in. When the weather finally cleared and Capt GARCIA pulled the team off the side of the mountain they had an emergency medevac with them for three days and had been without food for the last four days.

Bad luck hit HMM-364 on the 17th of the month. The SDO was turning up an aircraft at night so that squadron maintenance could make some checks on it. The aircraft had no wheel brakes and just as the SDO was running the engine up the aircraft drifted into another parked aircraft throwing debris over the flight line damaging three aircraft in all.

The 24th of November started out with a NBC Drill being held in the squadron area. Everyone was required to wear their gas mask while performing their duties between the hours of 0800 - 0900, the squadron area being under a simulated gas attack.

That same day Lt BENSON was getting his aircraft commander check from Maj JENSEN on mission 86/41. During the day they were called upon to extract some medevacs from the Que Son Mountains at AT991438. Arriving at the scene the discovered that there were more medevacs than they previously informed about and that they were in several different locations. The weather was closing in as Lt BENSON started his

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approach to the first zone located at AT 991438. The clouds and visibility in the area caused Lt BENSON to lose sight of the zone and he turned control of the aircraft over to Maj JENSEN who set up for the approach to the zone. As Maj JENSEN came in on final to the zone he started receiving hostile fire, despite this fire, poor visibility and turbulence he completed the mission and flew the wounded to LZ Baldy. Outbound to the second zone at AT993437 he realized that the terrain would prevent him landing in the zone. He elected to make a low approach and had the crew chief throw a Neil Robertson to the troops in the zone. He circled overhead while the ground personnel prepared the medevac and when they were ready he again approached the zone and came to a hover over the medevac so he could be hoisted aboard in the Neil Robertson. The final zone was located in a ravine at AT 982421 and the approach had to be made head on and then the aircraft had to be turned into it and held in a hover while the ramp was lowered and the medevacs were loaded aboard. Despite the turbulence in the area and poor weather Maj JENSEN again completed a difficult mission that undoubtedly saved several Marine lives.

On the night of the 28th of November the mission 80 crews were called upon to rescue two downed Cobra pilots in the Que Son's. Due to the weather and the fact that both pilots were safe in a friendly position the package did not launch.

While on routine missions within the Danang area and close to military compounds HMM-364 received fire twice at two different locations (LZ-11 and Red Beach).

The "Purple Foxes" maintained an average aircraft availability of 12 and an aircrew availability of 20 during the month. The high pilot flew 86 hours for the month and the high crew chief and gunner flew 110 and 114 hours respectively. There were 141 Air Medals and 42 Air Crew Wings awarded during the month.

PART III
SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

3 November 1970 - While on a mission 87 strike in the Que Sons the pilot of aircraft 154014 landed on a tree stump in the zone and tore a hole in the right wing stub. The troops were disembarked and the aircraft was flown back to Marble Mountain.

8 November 1970 - The pilot of aircraft 153358 took fire while on a night medevac mission at AT815516 resulting in five holes in the aft pylon and above the pilot cockpit.

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8 November 1970 - Aircraft 153355 received fire at AT 8955 while flying at 500' in bad weather which knocked out both essential/monitor buses and the main line contactor. He continued the mission until the medevac was completed.

15 November 1970 - Aircraft 153350 had to make a precautionary landing at LZ Ross due to #1 Boost Pressure Line blowing.

17 November 1970 - Aircraft 153365 while having its ECL's positioned by the SDO started moving forward and struck another aircraft and caused damage to three aircraft in all.

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PART IV
SUPPORTING DOCUMENTS

1. None

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Enclosure (1)

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