

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

3:FEL:dpd
5750
4 February 1971
Ser:03A03571

UNCLASSIFIED

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16
Subj: Command Chronology for Period 1 through 31 January 1971

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

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

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

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

E. W. Steadman
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AMM-364

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

4 February 1971
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COMMAND CHRONOLOGY

1 January 1971 to 31 January 1971

INDEX

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

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Enclosure (1)

5750

4 February 1971

Ser: 30A03571

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PART I

ORGANIZATIONAL DATA1. DESIGNATIONCOMMANDER

Marine Medium Helicopter Squadron 364

LtCol H. W. STEADMAN

2. LOCATION

1 - 31 January 1971. Marble Mountain Air Facility, Da Nang, RVN

3. STAFF OFFICERS

Executive Officer	Major N. R. VAN LEEUWEN	1-31 January 1971
Administrative Officer	Major D. S. JENSEN	1- 9 January 1971
	Captain J. W. HORTON	10-31 January 1971
Operations Officer	Major J. M. SOLAN	1-31 January 1971
Aircraft Maintenance Officer	Major G. F. DOOLEY	1-31 January 1971
Logistics Officer	Captain D. W. NELSON	1-31 January 1971
NAIOPS Officer	Captain A. J. GARCIA	1-31 January 1971
	1stLt S. A. KUX	12-31 January 1971
Flight Surgeon	Lt USN(MC) R. A. MOYER	1-31 January 1971
Intelligence Officer	1stLt J. C. MORHARDT	1-31 January 1971
Air Transport Officer	1stLt D. COOPER	1- 2 January 1971
	1stLt P. T. BARON	3-31 January 1971
Sergeant Major	SgtMaj A. J. RAPPOLD	1-31 January 1971

4. Average Monthly Strength

	<u>USMC</u>	<u>USN</u>	<u>OTHER</u>	<u>TOTAL</u>
Officer	39	1	0	40
Enlisted	152	0	0	152

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PART IINARRATIVE SUMMARY

The "Purple Foxes" of HMM-364 flew 1191 hours during the month of January. This effort represented 1,175 tasks for 4,892 sorties including the transport of 11,763 passengers/troops and 228 tons of cargo. 107 missions were flown in support of 170 casualties. These casualties represented 44 emergency, 65 priority and 61 routine evacuees.

The "Purple Foxes" maintained an average of 12 crews and 13 aircraft for the month of January. The high pilot and crew chief flew 90 and 109 hours respectively while the high gunner flew 122 hours. A total of 15 Air Medals and 17 Air Crew Wings were awarded during this time.

On January 6th Lt BRANDT and Lt GRASSO were flying the mission 86/41 troop insert-medevac package operating in the Que Son Mountains when they were called to do an emergency medevac at AT980344. The unit was in contact and had incurred 3 emergency, 1 routine and 1 permanent routine medevac. As soon as he arrived in the area and got his zone brief Lt BRANDT started his approach to the zone. Once he was in the zone he started receiving fire from his 5-5 o'clock position. His right gunner along with the help of 2 OV-10's were suppressing the fire, but due to the difficulty of the terrain it took 4 minutes to load the medevac aboard before Swift 27 could depart the zone. Despite a horrendous amount of fire received, Lt BRANDT's aircraft received no hits as he successfully completed another Swift medevac.

On the 8th of January, Lt TENNENT and Lt GRASSO were called upon to do an emergency extract at AT955364. The team Wage Earner was in contact at the time and was in danger of being surrounded. Swift 13 arrived on the scene and waited while Scarface 55 and Hostage Eagle worked over the area around the zone. As Lt TENNENT went into the zone he started receiving fire and his gunners opened up on the surrounding area to suppress the enemy fire. Once in the zone and loaded, Lt TENNENT had to fly out of the zone momentarily LFR while receiving fire. Once clear of the area he returned to LZ Baldy with the seven man recon team safely aboard. It is of interest to note that the gunbirds said that fire was coming from several locations along the ridgeline near the zone.

It happens very seldom but on the night of the 14th of January, the mission 80 package launched out for the emergency extract of the team Wage Earner which was in contact. Capt NELSON and his co-pilot Lt LEEK were in the lead aircraft. As the section of 46's neared the area it became more and more interesting. Wage Earner had been in contact in a 360 perimeter. They were receiving small arms fire and had Chicom grenades thrown into their area. The recon team detonated a perimeter of claymores

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4 February 1971
03A03571

and after that only had movement to the west. Capt NELSON arrived on the scene and waited while Scarface 3 guided Basketball in their flare drops and also got the recon team situation. With assistance provided by Scarface Capt NELSON was able to land and retrieve the team safely.

On the 21st of January Lt THOMPSON and Lt TENNENT were flying chase bird on mission 6, an admin hop for the 1st Marines. With 18 troops aboard they approached a zone called Hill 363 (ZC172587). As they were on short final the aircraft started losing turns and despite trying to wave off the approach the aircraft started settling into the trees. The crash resulted in six Marines killed and the remaining seventeen personnel injured. The exact cause(s) of the accident remains unknown since the aircraft was completely destroyed by fire in an obscure zone.

On the 23rd of January while flying a routine admin mission, Lt KUX heard a distress call over guard from an LCH that was shot down in the Arizona Territory. Dropping off his passengers he rushed to the area to see if he could be of any assistance. The gunbirds on the scene had him wait at Hill 65 for 45 minutes while the LCH was prepared to be lifted back. In a short time it was ready and after a little delay in hooking up, the aircraft and its crew were lifted out of the area. An HMM aircraft arrived just as the job was completed and got this message, "Dinner this Swift doing your work".

The 29th of January provided a little excitement for Lt LEEK and Lt JONES flying lead bird on recon. After spending half the day inserting teams and flip flopping others off, they made an emergency extract of team Rudder. Rudder and another team Achilles, both of whom were inserted earlier in the day, were in trouble. Capt NELSON led a three plane troop insert into Achilles position to help them out while Lt LEEK extracted team Rudder. After receiving the brief Lt LEEK hovered over the team while a spie rig was dropped to them. Despite receiving fire and hovering downwind the team was safely extracted. With the team still on the spie rig Lt LEEK headed for LZ Ross to drop the team off, but enroute the team popped a red smoke meaning they were in trouble. The Crew Chief, SSgt KOZLOSKI, did an excellent job of directing Lt LEEK into a rice field where the team was let down and then loaded aboard the aircraft. One man wounded in the fire fight was an emergency medevac and this was the reason for the red smoke popped. Not 15 minutes later the medevac was being treated at 1stMed.

PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 21 January 1971 - While flying mission 6 the pilot of aircraft 153364 lost rotor turns approaching an LZ at ZC172587. Despite trying to abort the approach the aircraft settled into the trees resulting in the total loss of the aircraft and six marines killed.

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4

Enclosure (1)

DECLASSIFIED

4 February 1971
Ser: 03A03571

PART IV
SUPPORTING DOCUMENTS

1. None

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