

MARINE LIGHT HELICOPTER SQUADRON 367  
 Marine Aircraft Group 36  
 1st Marine Aircraft Wing, FMFPac  
 FPO San Francisco, 96602

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 4 November 1968

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


Subj: Command Chronology for Month of October 1968

Ref: (a) GruO 5750.1

Encl: ✓(1) Part I Organizational Data  
 ✓(2) Part II Narrative Summary  
 ✓(3) Part III Significant Events

1. As directed by reference (a), the subject report is submitted as enclosures (1), (2), and (3).

2. Upon removal of the enclosures, this letter is down-graded to unclassified.

  
 R. L. ROBINSON

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4 November 1968

MARINE LIGHT HELICOPTER SQUADRON 367  
Marine Aircraft Group 36  
1st Marine Aircraft Wing, FMFPac  
APO San Francisco, 96602

PERIOD COVERED 1 OCTOBER THROUGH 31 OCTOBER 1968

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4 November 1968PART I ORGANIZATIONAL DATA

## 1. Staff Listing

a. Commanding Officer	LtCol R. L. ROBINSON	1-310ct68
b. Executive Officer	LtCol J. B. BELL	1-310ct68
c. Operations Officer	Maj. D. P. HANSEN	1-270ct68
	Maj. J. A. McGINN	28-310ct68
d. Administrative Officer	1stLt J. L. DANIEL	1-310ct68
e. Aviation Safety Officer	1stLt J. R. TURNER	1-270ct68
	Maj. C. L. DAVIS	28-310ct68
f. Intelligence Officer	Capt. W. W. CREWS	1-270ct68
	1stLt T. D. BLAKE	28-310ct68
g. Material Officer	Capt. G. W. BROWN	1-270ct68
	Capt. W. W. CREWS	28-310ct68
h. Aircraft Maintenance Officer	Maj. W. J. GASH	1-310ct68
i. Flight Surgeon	Lt. D. L. JOHNSON	1-310ct68

## 2. MARINE LIGHT HELICOPTER SQUADRON THREE SIX SEVEN

Marine Aircraft Group Three Six  
First Marine Aircraft Wing, FMFPac  
Hue/Phu Bai, Republic of Vietnam  
1-31 October 1968

## 3. Average Monthly Strength: 47 Officers; 151 Enlisted

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Enclosure (1)

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1. The weather during the month of October was generally good for flight operations, with the exception of five days on which there were excessively low ceilings. The cloud cover did lessen to a degree the number of sorties that were flown during this period. This reduction in the flight time was mainly due to the fact the operating area for HML-367 was almost entirely in the Danang and Quang Tri AO's. The often greatly differing weather in the two AO's sometimes precluded the aircraft of this command from flying in one of those areas while normal or almost normal operations were able to be carried out in the other. Since the Army has taken over the Hue/Phu Bai AO, the only missions flown in this AO by this command have been proficiency flights and night visual reconnaissance to spot possible or actual positions of attack over the Hue Phu Bai complex. On the last two days of the month, a special mission operating with the Army Special Forces from Forward Operating Base One, has been reinstituted into the squadron operations. On 15 October a new method of assigning event numbers was instituted. With the exception of one through six, which were assigned by billets, the pilots were assigned numbers by lineal order. Thus the event number of the flight now indicates the pilot in command of the aircraft.

1 Oct 1968: Three aircraft flew 59 sorties during 20.8 flight hours, carrying 3 passengers and expending 7000 rounds and 25 rockets in support of Dragon Palace III. Scarface 6-1 and 6-2 conducted armed escort for one troop lift, three medevacs, and three resupplies, and made one strike on a target observed by ground personnel. Scarface 6-7 flew single aircraft

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support in relief of 6-1 and 6-2. The flight performed six resupply escort and one medevac escort mission for the ROK Marines. At the first LZ the UH-1E took heavy fire from the NW and SW of the LZ while covering the transport helicopter in the zone. The fire was suppressed by the lone gunship despite the fact that one of its rocket pods failed to fire and succeeded in completing the resupply.

Two aircraft flew 22 sorties during 8.6 flight hours, carrying 8 passengers and expending 9000 rounds and 25 rockets in support of Operation LANCASTER II. Scarface 6-11 and 6-12 performed armed helo support for one resupply and one medevac. In addition the flight had one strike mission on which sporadic fire was received and suppressed with guns and rockets resulting in one confirmed and two possible VC/NVA killed by air.

Two aircraft flew 36 sorties during 11.0 flight hours, carrying 3 passengers and expending 8000 rounds and 52 rockets in support of Operation SCOTLAND II. Scarface 6-4 and 6-5 performed three visual reconnaissance missions of the area. They were then contacted by Fingerprint 22 (an observation aircraft) and controlled on an observed target. Upon attacking the target, observed to be a partially concealed bridge, five huts, and a number of well fortified bunkers, the flight received intense small arms fire from the enemy. The flight expended its ordnance load, rearmed, and delivered a second strike on the target, resulting in partial destruction of the bridge and an unconfirmed amount of damage to the built-up area.

Scarface 6-3 flew 22 sorties during 6.6 flight hours, carrying 12 passengers and expending no ordnance. The flight performed one guard mail

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run, one VIP run, a photo reconnaissance of the area from Phu Bai to Phu Gia Pass and a crash site. 6-3 then made four logistics runs and flew "Rockcrusher 6" on a tour of this AO.

2 Oct 1968: Four aircraft flew 56 sorties during 19.5 flight hours, carrying one passenger in support of Operation MAMELUKE THRUST. Scarface 6-8 and 6-9 performed armed helo escort for six resupplies in the An Hoa area. No fire was delivered or received. Scarface 6-1 and 6-2 provided armed helo escort for three resupplies, one troop lift and one medevac. No fire was delivered or received.

Four aircraft flew 80 sorties during 21.3 flight hours and carried 2 passengers in support of LANCASTER II. Scarface 6-6 provided armed helo escort for 3 resupplies. Scarface 6-7 provided armed helo escort for 2 resupplies. Scarface 6-4 and 6-5 provided armed helo escort for 12 resupplies.

3 Oct 1968: Four aircraft flew 58 sorties during 18.7 flight hours, carrying 5 passengers, expending 200 rounds and 20 rockets in support of Operation MAMELUKE THRUST. Scarface 6-5 and 6-6 flew armed helo escort for five resupplies. Scarface 6-1 and 6-2 flew helo escort for 3 resupplies in the An Hoa area. While in the process of resupplying, Danang Dasc diverted the flight to an emergency mission NW of Danang. A CH-46 had made a forced landing in a stream bed. Two recon teams were enroute to the area in order to protect the aircraft. The crew of the downed aircraft had been safely rescued from the LZ and an attempt was to be made to helilift the

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CH-46 out of the stream bed. The Scarface flight was assigned to relieve the Hostage UH-1E's that were already on station. Upon reaching the area the flight, under the control of a Hostage OV-10A, was assigned to cover the advance of the two teams and to protect the downed aircraft from the enemy. The observation aircraft observed movement to the north and fired white phosphorous rockets into the area. The movement ceased abruptly before the Scarface aircraft could attack. Upon reaching the CH-46 the recon teams started to receive fire from the north and east. At this point the recon teams were instructed to withdraw across the river. The Scarface flight then delivered suppressive fire on the enemy positions. Upon the safe withdrawal of the teams, the flight was relieved on station.

Four aircraft flew 68 sorties during 18.2 flight hours in support of Operation LANCASTER II. Scarface 6-3 and 6-4 provided helo escort for 3 resupplies. No fire was delivered or received. Scarface 6-6 on local mortar watch received fire and took one hit in the main rotor blade.

4 Oct 1968: Two aircraft flew 11 sorties during 6.5 flight hours in support of Operation HOUSTON. Scarface 6-3 and 6-4 provided armed helo escort for four resupplies and two medevacs.

Four aircraft flew 46 sorties during 20.9 flight hours in support of Operation LANCASTER II. Scarface 6-1 and 6-2 provided armed support of seven resupplies and one medevac. Scarface 6-5 and 6-6 launched in relief of 6-1 and 6-2. 6-6 went down for mechanical difficulties at Vandegrift Base and had to be externalled by a U. S. Army CH-54 to Phu Bai. Scarface

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6-9 flew 17 sorties for a total of 5.6 hours augmenting MAG-16 accomplishing two visual reconnaissance of the Danang area. Scarface 6-10 flew 12 sorties during 2.8 hours, carrying six passengers on a combined administration and training flight.

5 Oct 1968: Five aircraft flew 64 sorties during 30.0 flight hours, firing 1000 rounds and 28 rockets in support of Operation SCOTLAND II. Scarface 6-1 and 6-2 provided armed helo support for inserts and extracts of recon teams. Flying 11.4 hours, the flight covered four inserts and extracts and controlled three flights of fixed wing aircraft in the preparation of the landing zones. During an attempt at an insert, the flight received intense automatic weapons fire. The Scarface aircraft then expended its ordnance load in the area from which it was taking fire. No immediate assessment of damage was available. Scarface 6-10 and 6-11 launched in relief of 6-1 and 6-2. The flight provided escort for 4 resupplies. Scarface 6-5 provided VIP transportation into six zones in the SCOTLAND II area carrying a total of 25 passengers.

Scarface 6-3 and 6-4 flew 36 sorties during 5.5 flight hours, expending 4500 rounds and 21 rockets in support of Operation LANCASTER II. The flight provided armed escort for 6 resupplies and two medevacs. The flight was then given a target by Sandbox 14 Actual upon which all available ordnance was expended.

Scarface 6-8 and 6-9 flew 16 sorties during 2.1 hours in support of MAMELUKE THRUST. The flight flew escort for three resupplies. The flight was diverted by Danang DASC on an emergency mission in support of Operation

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PRAIRIE FIRE. An HH- 3 had been shot down in a classified area and UH-1E gun coverage was needed to support the link-up of the crew of the aircraft with the team the aircraft had been attempting to extract. Controlled by Covey 258, the Scarface flight expended its ordnance (1000 rounds and 28 rockets) in the area near the zone from which the team had been under fire. In the same operation, Scarface 6-15 and 6-12 were launched to provide cover for rescue operations of the crew and team. The flight remained on station until the rescue was completed.

Scarface 6-6 and 6-7 flew 16 sorties during 7.1 flight hours and carried six passengers in support of Operation HOUSTON. The flight flew armed helo escort for HMM 164 (Press 1-1 through 1-11) on a troop lift of approximately 720 people.

6 Oct 1968: 6 aircraft flew 55 sorties during 16.2 flight hours, carrying one emergency medevac and expending 8000 rounds and 23 rockets in support of Operation MAMELUKE THRUST.

Scarface 6-8 and 6-9 flew armed helo escort for a team insert and extract in the An Hoa area. Scarface 6-8 received fire from the ridgeline directly above the LZ. The flight immediately returned fire with guns and rockets silencing the hostile fire. Scarface 6-3 transported a Coordination and Control Team to two separate LZ's. Upon returning to the zone to pick up the team, the flight performed a medevac of one Vietnamese civilian. Scarface 6-1 and 6-2 flew armed escort for three inserts, five extracts, and one emergency extract. During the emergency extract the transport aircraft and gunships received fire from near the LZ. Prompt suppressive fire was

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effectively laid down by the Scarface flight, resulting in a safe extraction of the team.

Scarface 6-4 and 6-5 flew 28 sorties during 13.9 flight hours in support of Operation SCOTLAND II. The flight flew armed support for four resupplies and two troop lifts. Scarface 6-10 and 6-11 flew 12 sorties during 7.4 flight hours in support of Operation LANCASTER II. The Scarface UH-1E's flew escort for Cattlecall 5-12 and 5-14 on a troop lift from Sandbox's position to LZ Klondike. The troop lift was approximately 150 people.

7 Oct 1968: Seven aircraft flew 79 sorties during 34.0 flight hours, expending 10,500 rounds and 82 rockets in support of Operation MAMELUKE THRUST. Scarface 6-5 and 6-6 flew gunship escort on two resupplies, two visual reconnaissance, one troop lift, one emergency medevac, and participated in two strikes for recon team Page Avenue. Scarface 6-3 and 6-4 flew escort for Scarface 6-7 on an Automatic Personnel Detector flight. Scarface 6-10 and 6-11 flew escort on a prisoner pick-up and delivered a strike on an observed target.

Four aircraft flew 52 sorties during 21.6 flight hours, expending 5000 rounds and 49 rockets in support of Operation SCOTLAND II. Scarface 6-1 and 6-2 flew as gun escort on these resupplies. Small arms fire was encountered. A strike was flown on an assigned LZ for a zone preparation mission in support of a recon insertion. Scarface 6-8 and 6-9 flew gun escort for 4 resupply missions and covered a 70 man troop lift. The flight took fire on this mission.

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Scarface 6-12 flew 24 sorties during 7.4 hours, carrying 24 passengers and 2 tons of cargo in support of LANCASTER II.

8 Oct 1968: Five Scarface aircraft flew 71 sorties and 27.6 flight hours in support of MAMELUKE THRUST. Scarface 6-7 and 6-8 flew as gun escort on six resupplies. Scarface 6-3 flew passenger flights and one visual recon. Scarface 6-1 and 6-2 flew as gun escort for four resupplies, two medevacs and one troop lift.

Four aircraft flew 62 sorties during 23.7 flight hours in support of Operation SCOTLAND II. Scarface 6-4 and 6-5 flew helo escort on five routine resupplies and one VR. Scarface 6-9 and 6-10 flew gun escort on 9 resupplies. The flight expended ordnance on suspected bunker sites.

Scarface 6-6 flew 12 sorties during 4.8 hours in support of Operation LANCASTER II.

9 Oct 1968: Five aircraft flew 52 sorties during 20.1 flight hours in support of MAMELUKE THRUST. Scarface 6-1 and 6-2 flew helo escort on four resupplies. The flight received fire and promptly suppressed it. Scarface 6-3 flew a resupply, one VR and one APD flight.

Scarface 6-8 and 6-9 flew 30 sorties and 13.2 hours in support of LANCASTER II. The flight flew gunship escort on 12 resupply and one medevac. Scarface 6-4 and 6-5 flew 22 sorties in support of SCOTLAND II. The flight flew gunship escort on four resupply missions, received and returned enemy fire and controlled a flight of fixed wing on the area from which they received fire.

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10 Oct 1968: Scarface 6-9 and 6-10 flew 38 sorties during 15.9 flight hours in support of SCOTLAND II. The flight flew armed escort on nine resupply missions. The flight was diverted to Ice Boat's position where it took observed NVA personnel under intense fire with rockets and guns, which was returned by the NVA. Upon rearming and refueling the flight returned to deliver more ordnance upon the NVA position. The recon teams swept the area and gave the Scarface flight one confirmed NVA KBA.

Scarface 6-5 and 6-6 flew 20 sorties expending 3000 rounds and 20 rockets in support of MAMELUKE THRUST. The flight was diverted from its original mission to be controlled by Sweet Nostril on an observed target. The Scarface flight delivered its ordnance upon an enemy mortar and a recoilless rifle position. The controlling aircraft gave the flight a BDA as ordnance on target silenced the mortars.

Scarface 6-1 and 6-2 flew 30 sorties expending 7,500 rounds and 84 rockets in support of LANCASTER II. The flight flew armed helo escort on five inserts and 2 extractions. The flight performed three strikes on designated targets. Scarface 6-3 and 6-4 flew 8 sorties and 9.8 hours in support of the 7th Marines. They flew armed helo escort for two resupplies and a gunship cover for a downed pilot.

11 Oct 1968: Scarface 6-1 and 6-2 flew 26 sorties expending 3000 rounds and 24 rockets in escorting three resupplies and receiving and returning fire at Quizmaster E positions. Scarface 6-3 and 6-4 flew 40 sorties expending 10,000 rounds and 56 rockets in covering 10 resupply missions.

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The flight also delivered ordnance on two enemy bunker positions and a strike on an NVA patrol, results were not reported. Scarface 6-11 and 6-12 flew 18 sorties expended 9000 rounds and 50 rockets in support of MAMELUKE THRUST. The flight covered a medevac that was shot out of the zone on two occasions. Each time the flight went in they received heavy automatic and small arms fire, all available ordnance was delivered on the zone, 6-11 took one hit from the enemy fire. Scarface 6-7 and 6-8 flew 17 sorties in covering a resupply. Scarface 6-5 flew 11 sorties in support of III MAF on administrative and VIP flights on which they carried Major General TOMPKINS.

12 Oct 1968: Four aircraft flew 46 sorties in support of MAMELUKE THRUST. Scarface 6-3 and 6-4 flew armed helo escort on 10 resupply missions and one emergency resupply. The flight took fire on way to Hill 55. Scarface 6-5 and 6-6 flew 10 sorties carrying 16 passengers on passenger runs to Danang.

13 Oct 1968: Scarface 6-5 and 6-6 flew 32 sorties, 10.4 flight hours, expending 9000 rounds and 28 rockets in support of MAMELUKE THRUST. The flight flew armed escort on five resupply missions. Scarface 6-3 and 6-4 flew 33 sorties in support of SCOTLAND II. The flight flew armed helo escort for six resupply missions. Scarface 6-1 and 6-2 flew 34 sorties and 14 hours flying armed escort for six resupply, one VR into the DMZ. The flight took airbursts and .50 caliber fire returning to Vandegrift LZ.

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14 Oct 1968: Scarface 6-5 and 6-6 flew 8 sorties and 4.2 flight hours in support of Operation HOUSTON. Operations were limited on this date due to weather.

15 Oct 1968: Scarface 6-19 and 6-44 flew 26 sorties in 11.7 hours in support of MAMELUKE THRUST. The flight flew armed escort on 4 resupply missions. Scarface 6-17 and 6-52 flew 30 sorties and 8.9 flight hours in support of LANCASTER II. The flight flew armed helo escort for nine resupply missions and one medevac.

16 Oct 1968: Four aircraft flew 38 sorties and 17.2 flight hours, expending 3500 rounds, and 56 rockets in support of SCOTLAND II. Scarface 6-38 and 6-24 were diverted from a resupply mission to fly cover on a troop insert. At the insert site the transports received heavy small arms and automatic weapons fire. The Scarface flight returned the fire and suppressed it. The insert was reattempted in a secondary zone. The gunships and the transports received heavy fire again and the UH-1E's returned the fire. The insert was finally aborted only after 24 troops had been inserted and then extracted again. After refueling and rearming the Scarface flight, controlled by Fingerprint, delivered ordnance on an observed target. Scarface 6-3 and 6-40 flew as gun escort on resupply and medevac missions. The flight received small arms fire from a village near Coloo Beach returning to Phu Bai.

17 Oct 1968: Four aircraft flew 42 sorties during 18.7 flight hours in support of MAMELUKE THRUST. Scarface 6-19 and 6-31 flew gun cover on two

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resupply missions, covered a stranded jeep, flew armed escort for two emergency medevacs, and armed escort on 3 extracts of recon personnel. Scarface 6-17 flew administration and VIP flights carrying Brigadier General DWYER.

Four aircraft flew 44 sorties during 25.8 flight hours, expending 1000 rounds and 2 rockets in support of SCOTLAND II. Scarface 6-12 and 6-45 flew armed escort on 4 resupply missions, two inserts, and one extraction. Scarface 6-50 and 6-42 flew armed escort on 4 resupply missions, flew weather VR's into the DMZ to check on availability of LZ's for resupply and armed escort for Cattle Call 5-11 and 5-12. The flight then flew resupply escort in the area in very marginal weather conditions. Both the Cattle Call flight and the Scarface flight received "well done" for a most outstanding performance.

18 Oct 1968: Four aircraft flew 32 sorties during 17.2 flight hours in support of SCOTLAND II. Scarface 6-30 and 6-35 flew as armed escort for trooplifts and medevacs. Scarface 6-4 and 6-24 flew gun cover for two resupply missions and flew one VR.

Scarface 6-17 flew 5 sorties and 2.2 flight hours in support of Operation LANCASTER II.

19 Oct 1968: Scarface 6-42 and 6-19 flew 5 sorties and 5.6 flight hours in support of LANCASTER II. Flight operations were limited due to weather.

20 Oct 1968: Scarface 6-4 and 6-35 flew 22 sorties during 8.9 flight hours, expending 21 rockets in support of LANCASTER II. The flight controlled Ringneck 541 flight on a LZ preparation for the insertion of recon team "Bigshot". The ringneck flight received a 100/100 bomb damage assessment

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from the team. However heavy fire was received on the insert and the Scarface flight returned the fire with guns and rockets. The insert had to be aborted, but Ringneck 541 was still on station and immediately delivered remaining ordnance on the enemy under the control of Scarface 6-4.

Scarface 6-21 and 6-24 flew 16 sorties and 8.8 flight hours delivering 2000 rounds in support of MAMELUKE THRUST. The flight flew gun support for a troop lift of 120 troops and equipment. While returning to Phu Bai Base, the flight was diverted to a body snatch mission. An aircraft had spotted a body on the beach near Phu Loc and Jolly Green 04 with cover by the Scarface flight, was to have retrieved the body. Upon close inspection by the flight the body appeared to be that of a caucasian male. Due to the bad weather, the body was unable to be recovered by the HH-3.

Three aircraft flew 38 sorties during 14.2 flight hours, carrying 14 passengers and expending 2 rockets in support of SCOTLAND II. Scarface 6-50 and 6-52 flew armed helo escort for four recon inserts and one extract. They also tactically controlled 3 flights of fixed wing aircraft for zone preparations. Scarface 6-16 and 6-31 launched on an emergency mission to provide gunship support for the recovery of a downed CH-46.

21 Oct 1968: Three aircraft flew 37 sorties during 17.0 flight hours in support of MAMELUKE THRUST. Scarface 6-4 and 6-42 flew one VR and gun escort on 5 resupply missions. Scarface 6-43 and 6-52 flew 28 sorties during 10.6 flight hours in support of LANCASTER II. The flight flew

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gunship cover on three recon team extracts and two inserts. Scarface 6-12 and 6-24 flew gunship support in an attempt to recover a downed CH-46.

22 Oct 1968: Four aircraft flew 66 sorties during 24.9 flight hours, expending 7700 rounds and 64 rockets in support of MAMELUKE THRUST. Scarface 6-20 and 6-33 flew armed escort on seven resupply missions. Scarface 6-19 and 6-40 flew gunship support on five recon team inserts. The Scarface aircraft prepped the zone with guns and rockets prior to each insert. The flight also provided gun cover for an emergency extract, prior to which they controlled two flights of fixed wing, Hellborne 214 and Love Bug 1-1 with suppressive bombing around the zone. The flight then escorted a transport to hoist a recon team member from an LZ.

Scarface 6-50 and 6-35 flew 16 sorties during 12.6 flight hours, expending 6000 rounds and 21 rockets in support of Operation LANCASTER II. The flight provided gunship support for three company size troop lifts.

Three aircraft flew 21 sorties during 7.7 flight hours, expending 7500 rounds and 7 rockets in support of SCOTLAND II. Scarface 6-17, 6-4, and 6-52 flew an APD mission north of Con Thien. The aircraft with the APD equipment, 6-17, drew fire which was promptly returned and suppressed by 6-4 and 6-52. With this incident the mission was terminated.

23 Oct 68: 4 aircraft flew 52 sorties during 18.4 flight hours, expending 12,000 rounds and 28 rockets in support of Operation MAMELUKE THRUST. Scarface 6-50 and 6-37 flew armed helo escort for three retro loads. The flight took light sniper fire twice. Scarface 6-41 and 6-39 flew armed helo

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support for three resupply missions, 2 troop lifts and one insert. The Flight expended all of its ordnance on VC/NVA in the open. The following strike resulted in five structures damaged and 4 enemy KBA.

24 Oct 1968: Six aircraft flew 82 sorties during 32.7 flight hours expending 15,000 rounds and 46 rockets in support of MAMELUKE THRUST. Scarface 6-19 and 6-40 flew armed helo escort on four resupply missions in the ROK TAOR. The flight delivered ordnance at an observed target and received fire from the same area. Scarface 6-41 and 6-31 flew armed helo escort for nine resupplies in the ROK TAOR. The flight took small arms fire near LZ 211 and returned suppressive fire. Fired upon suspected enemy battalion CP area after movements had been reported in the area. The flight observed two VC in the area. Scarface 6-43 and 6-6 flew armed helo support on five flip-flop type inserts and extracts. They also covered two zones by prepping them with their own guns and rockets.

Scarface 6-4 and 6-35 flew 18 sorties during 10.7 flight hours, expending 7500 rounds and 20 rockets in support of SCOTLAND II. The flight flew armed helo escort on one insert, preparing the zone with their own ordnance. The flight was diverted to support an emergency extract of the first team they had inserted. Dong Ha DASC then diverted the Scarface flight to another emergency extract of a team that was in contact with the NVA and pinned down by heavy automatic weapons fire. The Scarface flight covered Cattle Call 5-12 and 5-13 on the extract after Scarface 6-4 had controlled suppressive bombing of the area. While the transports made the extract, the Scarface flight helped contain some of the enemy fire. The extract was successful.

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Scarface 6-18 and 6-11 flew armed helo escort on inserts and extracts in MAG-39 TAOR. The flight flew 30 sorties and 12.4 hours escorting four inserts and one flip flop. The flight controlled a flight of F-4's, Ringneck 508 on an observed target. Scarface flight took fire and returned same on an attempted insert which finally had to be aborted.

25 Oct 1968: Three aircraft flew 48 sorties during 14.2 flight hours in support of MAMELUKE THRUST. Scarface 6-37 and 6-31 flew armed helo escort of Swift 5-3 and 5-4 on inserts and extracts of recon teams. The flight flew escort on two team resupplies, two flip flops, one extract and a weather VR of another's team position.

Scarface 6-50 and 6-35 flew 18 sorties and 5.4 flight hours in an attempt to insert two recon teams. The mission had to be aborted because of poor weather. Scarface flight was diverted to pick up an emergency medevac for 3rd Med Battalion.

26 Oct 1968: Two aircraft flew 14 sorties during 6.8 flight hours, carried one emergency medevac in support of Operation LANCASTER II. Scarface 6-18 and 6-34 flew armed helo escort for a Hurricane (CH-54) and picked up an emergency medevac. Scarface 6-20 flew 2 sorties and 3.2 hours in support of SCOTLAND II. Scarface 6-12 and 6-52 flew cover on resupplies, and a VR of the Khe Sahn area.

27 Oct 1968: Seven aircraft flew 116 sorties during 38.3 flight hours, expending 14000 rounds and 49 rockets in support of MAMELUKE THRUST. Scarface 6-20 flew a series of passenger drops and a VR. Scarface 6-6 and 6-11 flew armed escort for 3 resupplies and delivered a strike.

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Scarface 6-43 and 6-33 flew armed escort for three troop lifts and one resupply. Scarface 6-41 and 6-39 flew armed escort for Retrograve pick up, three medevacs and two troop lifts. The transports took rounds in the zone and Scarface flight delivered ordnance on the target. Upon continuing the lift, 6-39 was fired upon and took hits. It returned to LZ 412 streaming fuel and went down with a hole in the fuel line. Scarface 6-4 and 6-44 flew armed escort for 4 inserts, two flip flops and two resupplies. The flight also controlled the fixed wing flights Hellborne 205, Ringneck 106, Icon 03 and Hellborne 513.

Scarface 6-18 flew 11 sorties, 5.2 flight hours, expending 200 rounds in support of LANCASTER II. The flight VR'd near Camp Evans, ran an APD, and made a photo recon of an NVA road network for which Scarface 6-18 had to fly into North Vietnam.

Four aircraft flew 68 sorties during 34.9 flight hours, expending 17,000 rounds and 82 rockets in support of SCOTLAND II. Scarface 6-12 and 6-22 flew gunship escort for 2 resupplies and to cover Hurricane 429 moving 155 mm guns to five different LZ's. The flight was diverted to make a recon of suspected enemy boat activity on the Cam Lo River. The flight was again diverted to deliver ordnance on a suspected enemy bunker complex. Upon expending all available ordnance Scarface flight received a BDA of 100/80 from Fingerprint 22.

28 Oct 1968: Four aircraft flew 66 sorties during 26.3 flight hours, expending 30,000 rounds and 110 rockets in support of Henderson Hill. Scarface 6-43 and 6-52 flew armed escort on resupply, Retrograde pick-up, delivered ordnance for Native Bird, took fire and returned it. Rearmed

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and returned to position to deliver more ordnance. Again the flight took fire and returned it. The flight then escorted a troop lift.

Scarface 6-19 and 6-39 flew armed escort on 10 resupply missions. During the resupplies the flight delivered fire in order to suppress sniper fire in zone.

Scarface 6-44 and 6-34 flew 12 sorties during 12.6 flight hours, expending 10,500 rounds and 46 rockets in support of SCOTLAND II. The flight flew armed helo escort on one extract, and expended ordnance on two observed targets for recon teams. The flight also took enemy fire on two separate occasions.

Scarface 6-50 and 6-44 flew 22 sorties during 10.6 flight hours expending 6,000 rounds and 21 rockets in support of Operation LANCASTER II. The flight flew armed helo escort on 6 inserts, on one insert the flight took and returned fire and eventually made an emergency extraction of the team.

29 Oct 1968: Four aircraft flew 50 sorties during 22.4 flight hours, expending 22,000 rounds and 74 rockets in support of Henderson Hill. Scarface 6-41 and 6-40 flew armed helo escort on four resupplies. The flight then delivered ordnance on suspected anti-aircraft position and bunker complex. The flight was fired upon and returned fire. After refueling and rearming the flight returned to the same area and delivered more ordnance on the enemy positions. Scarface 6-50 and 6-35 flew armed escort for 3 resupply missions taking fire on one of them. The flight also attacked and destroyed a bunker and possible rocket site.

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Scarface 6-19 and 6-42 flew 14 sorties during 5.0 flight hours in support of SCOTLAND II. The flight flew armed escort on one resupply and expended 4000 rounds and 27 rockets on a strike of an unfriendly village.

Scarface 6-16 flew 18 sorties during 5.0 flight hours in support of Operation LANCASTER II. The flight picked up "Fancy Dan 6" and Brigadier General GARRETSON "Task Force Hotel 6" and flew a VR of the Fancy Dan TAOR landing at each Battalion Command Post.

30 Oct 1968: Scarface 6-4 and 6-33 flew 26 sorties during 5.8 flight hours expending 3,000 rounds and 77 rockets in support of Henderson Hill. The flight flew armed helo escort on 2 inserts, 1 resupply and 4 extractions. The Scarface flight also expended ordnance on 2 suspected VC bunker positions and tactically controlled two flights of fixed wing (Hallborne 507 and 207) on four enemy rocket and bunker positions.

Scarface 6-12 flew 25 sorties and 7.7 hours on admin and liaison flights in support of SCOTLAND II. Scarface 6-19 and 6-44 flew 28 sorties during 12.8 flight hours expending 6,500 rounds and 21 rockets in support of LANCASTER II. The flight flew armed helo escort on two resupplies and expended ordnance on an observed NVA position.

Scarface 6-18 and 6-6 flew 10 sorties and 8.0 flight hours, expending 4,000 rounds in support of Operation PRAIRIE FIRE. The operation is of a classified nature and cannot be discussed in this report. The flight received and returned fire in four separate LZ's.

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31 Oct 1968: Scarface 6-20 and 6-45 flew 24 sorties during 9.0 flight hours expending 2,000 rounds and 57 rockets in support of HENDERSON HILL. The flight flew armed halo escort on one insert, two extractions, and four flip flops. The flight received and returned fire on one of the extractions. Scarface 6-18 and 6-38 flew 4 sorties and 3.8 flight hours in support of PRAIRIE FIRE.

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a. Promotions: During the month of October 1968 there were eight promotions -

To Lieutenant Colonel: James B. BELL 059938/7563

To Sergeant: Wendell D. WILSON 2161725/6511  
Arturo URQUIDES 2238353/6341

To Corporal: Herman B. DAVIS Jr. 2256362/1411 (meritorious)  
Edward G. DINSMORE 2258765/6511

To Lance Corporal: Irvin S. BRULTE 2304122/7041  
Jeffrey C. FARLEY 2286131/6311  
John W. REID 2411954/0141

b. Five Officers were joined and four Officers were transferred; eleven enlisted men were joined and nine transferred.

c. At present there are 43 pilots in the squadron, of which two are TAD. Projecting to next month, the squadron will lose four more pilots with no data on incoming pilots.

2. Administration. On 21 October 1968 series 461 Military Payment Certificates was recalled and replaced with series 661.

3. Awards. On 30 October 1968, Lieutenant General WALT, Assistant Commandant of the Marine Corps, presented Distinguished Flying Crosses to Major William J. GASH 067136/USMC and Sergeant Dennis L. GUSTAFSON 2202176/USMC and a Purple Heart to Lance Corporal Raymond E. BAKER 2210853/USMC.

4. Casualties. There were no casualties during the month of October 1968.

6. Civic Action. A special holiday party was given for the children at the Tuy Luong Orphanage. The Squadron commanding officer participated in giving surprise packages and cookies to the children. The squadron has

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been constructing desks and benches for the school at the orphanage and the first of these were presented to the school on 31 October 1968.

7. Informational Services. News releases were submitted by all squadron pilots upon the reception of the Presidential Unit Citation for its work up to 17 November 1967.

8. Intelligence/Counterintelligence.

a. During the month of October 1968 a new intelligence chief checked in and the section changed Intelligence Officers.

b. There was a complete revamping of the entire S-2 section, including new boards (OOB/FI), a new filing system for unclassified and classified material, and a general overhaul of all office procedures and intelligence collection and dissemination.

c. Intelligence Liaison with MAG-16 and MAG-39 was accomplished, resulting in a valuable information service. Liaison was also arranged with Third CAG, which should provide up to date raw information on the local area.

d. During the month of October the squadron had a total of 72 fire incidents with 5 of the squadron's aircraft receiving hits.

e. The number of spot reports increased from 6 to 13.

f. The squadron was fraggged on 30 October 1968 for Operation PRAIRIE FIRE, a classified special operation working with the Army Special Forces out of FOB-1. This operation will be of continuous nature from this date.

11. Air Operations.

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Total Hours Flown	1449.8
Total Gun Hours	1136.7
Total Slick Hours	313.1
Total Sorties Flown	3375
Total Medevacs	2
Total passengers carried	653
Tons of Cargo carried	2.7
7.62 Rounds expended	299,210
2.75 Rockets expended	1,541
Structures destroyed	12
Structures Damaged	11
Confirmed KBA	3
Possible KBA	3
Armed Helo Sorties	2502
Armed Helo Tasks	1142
Casualties	0

14. Special Operations.

LANCASTER II, SCOTLAND II, HOUSTON, MAMELUKE THRUST, PRAIRIE FIRE,  
HENDERSON HILL.

17. Training.

a. General Military Subjects Training. Instruction concerning operation and maintenance of the M-16 rifle was provided to every member of the squadron. In addition, each officer and enlisted man FAM fired the weapon.

b. Technical Training. Enlisted training consisted of 544 hours of formal classes and 3920 hours of informal training. Officer training consisted of 133 hours of formal classes.

c. Pilot Training. Training for those pilots selected to fly VIP missions in the UH-1E slicks is being carried on daily. Captain Joseph J. KOLLAR was trained and NATOPS S qualified during October. Captain Joseph W. PINSON was requalified as NATOPS Instructor. Instrument training flights

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and proficiency flights are flown when scheduling permits. TAC(A), section leader, and command pilot training is carried on daily when the opportunity presents itself.

d. Enlisted Crew Training. Corporal Harry M. LYNCH and Corporal Bruce E. CHARBONNEAU were NATOPS qualified.

e. Formal School Training. 1stLt John M. BIKLE and 1stLt Charles B. BLACKWELDER attended FAC School. Captain Joseph F. KLINE and 1stLt William C. CLAYTON attended JEST School. Sergeant Dempsey SHORT and Sergeant Michael J. SULLIVAN attended NCO Leadership School. SSgt RITT attended KY-28 School, Lance Corporal John L. SHARKEY attended Corrosion Control School, 1st Lt Vance BAKER attended Embarkation School, and Captain Gerald W. HUBBELL attended Career Advisory School.

23. Maintenance.

a. Aircraft availability for the month averaged 60%. Toward the end of the month there were a number of days that every aircraft, not down for lack of parts or an engine, was available.

b. The maintenance department and test pilots deserve a well done for the long hours and amount of night work they have contributed in order to provide the squadron with the aircraft needed to complete its commitments.

c. The installation of new 3M telephones now enables Maintenance Control to immediately contact all of the shops.

d. The squadron received 3 aircraft to replace those that we had lost. There are now 24 aircraft assigned to the squadron.

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f. Aircraft Maintenance Control issued 949 Job Control Numbers for a total of 7506 completed maintenance manhours.

27. Safety.

a. During the month of October there were no aircraft of ground accidents.

b. There were three aircraft incidents during the month.

(1) 18 Oct 1968: An aircraft caught fire in the fuel pits while hot refueling. Lance Corporal YEVICH, the crew chief, was burned and medevaced to the REPOSE. As a result of this incident, refueling operations SOP was reviewed and recommendations were made to MAG-36.

(2) 30 Oct 1968: An aircraft landed in an LZ and struck an unobserved stump surrounded by tall grass. Only minor damage and no injuries resulted.

(3) 30 Oct 1968: Left rocket pod separated from the sway braces after an accidental ripple fire of that pod.

c. There were five DEA's during the month.

(1) 3 Oct 1968: Aircraft received small arms round through the main rotor blade during a GCA final approach.

(2) 10 Oct 1968: Aircraft received 30 caliber round through starboard fuselage station #66.

(3) 27 Oct 1968: Aircraft received 30 caliber round through underside of rear fuselage.

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(4) 28 Oct 1968: Aircraft received three hits from small arms fire; one through the area 2 inches aft of station 23.5 and two rounds through the aft portion of the tail pylon.

(5) 29 Oct 1968: Aircraft took a round through bottom of station number 123.

d. On 21 October 1968, HML-367 AAR #3-69A was submitted with the first endorsement.

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