

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

CONFIDENTIAL

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 03409269  
 4 April 1969

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

Subj: Command Chronology for Month of March 1969

Ref: (a) GruO 5750.1A

Encl: J(1) Part I Organizational Data  
 J(2) Part II Narrative Summary  
 J(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.

*B. R. Wilkinson*  
 B. R. WILKINSON

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MARINE LIGHT HELICOPTER SQUADRON 367  
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PERIOD COVERED 1 MARCH THROUGH 31 MARCH 1969

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4 April 1969PART I ORGANIZATIONAL DATA

## 1. Staff Listing

a. Commanding Officer	LtCol. B. R. WILKINSON	1-31 March 1969
b. Executive Officer	Maj. H. D. GRESS	1-31 March 1969
c. Operations Officer	Maj. C. L. DAVIS	1-31 March 1969
d. Administrative Officer	1stLt J. L. DANIEL Capt. D. J. STRAW	1-7 March 1969 8-31 March 1969
e. Aviation Safety Officer	Maj. G. W. LEE	1-31 March 1969
f. Intelligence Officer	1stLt T. D. BLAKE	1-31 March 1969
g. Material Control Officer	Capt. W. W. CREWS Capt. P. W. CULWELL	1-10 March 1969 11-31 March 1969
h. Aircraft Maintenance Officer	Maj. G. W. BROWN Maj. M. T. HORNSEY	1-23 March 1969 24-31 March 1969
i. Flight Surgeon	Lt. B. L. VANZANT Lt. G. E. WETTACH	1-11 March 1969 11-31 March 1969

## 2. MARINE LIGHT HELICOPTER SQUADRON THREE SIX SEVEN

Marine Aircraft Group Three Six  
First Marine Aircraft Wing, FMFAC  
Hue/Phu Bai, Republic of Vietnam  
1-31 March 1969

## 3. Average Monthly Strength: 43 Officers, 150 Enlisted

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Enclosure (1)

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4 April 1969PART II NARRATIVE SUMMARY

1 March 1969 - A total of 20 tasks were accomplished with 59 sorties and 33.2 flight hours. Two aircraft flew 18 sorties, 17.2 flight hours and expended 28 2.75 rockets and 5,000 rounds of 7.62 in support of Operation Prairie Fire. Early morning weather was reported as partially obscured, 300 foot ceiling 4 miles visibility slowly improving to 1000 feet and 4 miles.

On 1 March 1969 HML-367 Detachment "A" flew 47 sorties for a total of 13.5 hours. Their aircraft flew 40 sorties and 10.9 hours in support of Operation Dewey Canyon carrying a total of 44 passengers. Two aircraft flew 7 sorties and 2.6 hours in administrative and maintenance flights. A total of 26 tasks were completed.

2 March 1969 - A total of 8 tasks were accomplished with 20 sorties and 11.2 flight hours and expended 2,000 rounds of 7.62 in support of Operation Prairie Fire. The day began with bad weather improving to a broken ceiling at 800 feet and 5 miles visibility around noon. The winds were mostly westerly.

On 2 March 1969, Detachment "A" slicks flew a total of 59 sorties for 9.4 flight hours with a total of 26 tasks completed. Three aircraft flew in support of Operation Dewey Canyon carrying 54 passengers and 1 priority ARVN medevac for 55 sorties and 8.1 hours. One aircraft flew 4 sorties and 1.3 hours on administrative flights carrying 12 passengers.

3 March 1969 - A total of 24 tasks were accomplished with 69 sorties and 22.8 flight hours. Two aircraft flew 26 sorties, 10.6 hours and expended 72 2.75

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rockets and 7,000 rounds of 7.62 in support of Operation Prairie Fire. The squadron received 3 new pilots LT E. H. BROWN, LT J. G. JONES and 2ndLt R. L. BARNES. The ceiling was at 300 feet slowly rising to 500 feet and 7 miles visibility by early afternoon.

On 3 March 1969 3 aircraft in support of Dewey Canyon flew 87 sorties for 16.6 flight hours. A total of 43 passengers and 1.5 tons were carried. Four medevacs consisting of 1 emergency, 2 priority and 2 routine were evacuated. One aircraft flew sorties for .4 flight hours on a maintenance flight.

4 March 1969 - A total of 14 tasks were accomplished with 41 sorties and 12.9 flight hours and expended negative ammunition in support of Operation Prairie Fire. The day began with a 300 foot ceiling and improved to 800 feet during early afternoon.

Detachment aircraft on 4 March 1969 flew a total of 67 sorties for 11.4 flight hours with 26 tasks completed. Two aircraft flew 31 sorties for 5.0 hours carrying 37 passengers in support of Dewey Canyon. One aircraft flew 27 sorties for 4.5 hours in support of Scotland II. It carried 21 passengers, .25 tons of cargo and evacuated 3 routine medevacs. Two aircraft flew 9 sorties and 1.9 flight hours carrying 3 passengers on administrative and maintenance flights.

5 March 1969 - A total of 13 tasks were accomplished with 43 sorties and 20.8 flight hours. two aircraft flew 24 sorties, 9.4 flight hours and expended 48 2.75 rockets and 3,500 rounds of 7.62 in support of Operation Prairie Fire. Early morning weather was reported as a 1600 foot ceiling and 7 miles visibility and improving to a 2500 ceiling and 7 miles visibility by afternoon.

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On 5 March 1969 detachment aircraft flew 49 sorties and 10.8 hours carrying a total of 40 passengers for 24 tasks completed. Three aircraft carried 35 passengers for 47 sorties and 8.6 flight hours in support of Dewey Canyon. One aircraft flew 2 sorties for 2.2 hours carrying 5 passengers on administrative flights.

6 March 1969 - A total of 38 tasks were accomplished with 62 sorties and 35.8 flight hours. Two aircraft flew 22 sorties, 11.3 flight hours, carried 4 passengers and expended 34 2.75 rockets and 3,000 rounds of 7.62 in support of Operation Prairie Fire. Four aircraft flew 19 sorties, 17.4 flight hours carried 2 passengers and expended 75 2.75 rockets and 2,000 rounds of 7.62 in support of Operation Taylor Common. Early morning weather was reported as a 400 foot scattered layer and 4 miles visibility. By afternoon, the weather had improved to 600 feet scattered and 7 miles visibility.

Five aircraft on 6 March 1969 flew 52 sorties for 13.0 flight hours for a total of 32 tasks completed. Three aircraft flew 50 sorties and 11.8 hours carrying 37 passengers and .25 tons of cargo in support of Dewey Canyon. Two aircraft flew 2 sorties and 1.2 hours carrying 4 passengers on an administrative flight.

7 March 1969 - A total of 27 tasks were accomplished with 79 sorties and 37.4 flight hours. Two aircraft flew 17 sorties, 10.1 flight hours, carried 6 passengers and expended negative ammunition in support of Operation Prairie Fire.

Two aircraft flew 20 sorties, 11.2 flight hours, lifted 3 passengers and expended 60 2.75 rockets and 5,000 rounds of 7.62 in support of Operation Taylor Common.

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Two aircraft flew 20 sorties and 10.2 flight hours in support of Operation Dewey Canyon. The weather improved from a 600 foot ceiling during early morning to a 2500 foot ceiling and 7 miles visibility by afternoon.

On 7 March 1969 three aircraft flew 47 sorties and 12.7 hours carrying 47 passengers in support of Dewey Canyon. One aircraft flew 8 sorties and .9 hours on a maintenance flight.

8 March 1969 - A total of 25 tasks were accomplished with 60 sorties and 23.5 flight hours, lifted 3 passengers and expended 89 2.75 rockets and 6,500 rounds of 7.62 in support of Operation Prairie Fire. The early morning weather was reported as partially obscured with a 300 foot ceiling and  $1\frac{1}{2}$  miles visibility. The ceiling had risen to an estimated 1000 feet and the visibility increased to 7 miles by early afternoon.

On 8 March 1969 detachment aircraft flew 66 sorties and 13.5 hours carrying 47 passengers and .5 tons of cargo. Two aircraft flew 53 sorties and 9.9 hours carrying 38 passengers and .5 tons of cargo and 4 priority medevacs in support of Scotland II. One aircraft flew 13 sorties and 3.6 hours carrying 9 passengers in support of Dewey Canyon.

9 March 1969 - A total of 8 tasks were accomplished with 16 sorties and 17.0 flight hours. Two aircraft flew 7 sorties, lifted 1 passenger and flew 8.4 flight hours in support of Operation Prairie Fire. Flight operations were held to a minimum due to a 300 foot ceiling during the early morning hours. The weather decreased during the afternoon to a 100 foot ceiling and  $\frac{1}{2}$  mile visibility.

On 9 March 1969 four aircraft flew 56 sorties and 13.5 hours carrying 67

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passengers for 26 tasks completed. Three aircraft flew 52 sorties and 10.8 hours in support of Dewey Canyon. Sixty-four passengers were carried. One aircraft flew 4 sorties and 2.7 hours carrying 3 passengers on administrative flights.

10 March 1969 - A total of 15 tasks were accomplished with 52 sorties and 23.0 flight hours. Two aircraft flew 22 sorties, 9.9 flight hours and expended 40 2.75 rockets and 10,000 rounds of 7.62 in support of Operation Dewey Canyon.

Lt. F. J. CUDDY was added to the squadron roster. One aircraft was forced to make a precautionary landing because of an AC generator on fire. There was limited damage and no injuries. The early morning weather was reported as 500 feet ceiling and 7 miles visibility. The weather improved to 1400 feet and 7 miles visibility by afternoon.

On 10 March 1969 4 aircraft flew 58 sorties and 15.0 hours carrying 67 passengers for 43 tasks completed. Three aircraft flew 51 sorties and 12.1 hours carrying 63 passengers and 4 medevacs in support of Dewey Canyon. One aircraft flew 7 sorties and 2.4 hours carrying 4 passengers on administrative flights.

11 March 1969 - A total of 21 tasks were accomplished with 44 sorties and 17.0 flight hours. Two aircraft flew 10 sorties, lifted 1 passenger and flew 5.5 flight hours in support of Operation Purple Martin. The weather decreased from 400 feet and 2 miles visibility in early morning to partially obscured and 200 foot ceiling with 3/4 mile visibility during the afternoon.

Three aircraft on 11 March 1969 flew 39 sorties and 7.6 flight hours carrying

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76 passengers and 1.5 tons of cargo. Two aircraft flew 34 sorties and 6.3 hours carrying 55 passengers, 1.5 tons of cargo, and 1 medevac in support of Operation Purple Martin. One aircraft flew 5 sorties and 1.3 hours carrying 21 passengers in support of Dewey Canyon.

12 March 1969 - A total of 4 tasks were accomplished with 8 sorties and 6.6 flight hours. All flight operations were cancelled due to the inclement weather.

Five aircraft on 12 March 1969 flew 57 sorties and 12.9 hours carrying 32 passengers for 35 tasks completed. Two aircraft flew 33 sorties and 6.5 hours carrying 15 passengers in support of Purple Martin. One aircraft flew 16 sorties for 2.4 hours carrying 10 passengers in support of Dewey Canyon. Two aircraft flew 8 sorties for 4.0 hours carrying 7 passengers on administrative flights.

13 March 1969 - A total of 19 tasks were accomplished with 73 sorties and 26.1 flight hours. Two aircraft flew 46 sorties, 10.8 flight hours and expended 90 2.75 rockets and 8,000 rounds of 7.62 in support of Operation Purple Martin. Two aircraft flew 6 sorties, lifted 1 passenger and flew 4.1 flight hours in support of Operation Prairie Fire. The early morning weather was reported as partially obscured, 500 feet scattered and 2 miles visibility. By early afternoon the ceiling had risen to 800 feet and the visibility had increased to 5 miles.

One 13 March 1969 three aircraft flew 60 sorties for 11.1 hours. Fifty-two passengers were carried along with .5 tons of cargo and 1 emergency medevac in support of Dewey Canyon.

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14 March 1969 - A total of 35 tasks were accomplished with 68 sorties and 26.0 flight hours. Two aircraft flew 24 sorties, 10.4 flight hours and lifted 2 passengers in support of Operation Prairie Fire. Two aircraft flew 33 sorties 11.3 flight hours, carried 2 passengers and expended 73 2.75 rockets and 10,000 rounds of 7.62 in support of Operation Dewey Canyon. One aircraft destroyed a known 50 cal. position and took one hit. The weather consisted of partial observation and a 300 foot ceiling with  $1\frac{1}{2}$  mile visibility, during the early morning. By early afternoon the ceiling was at 500 feet and the visibility was 3 miles.

On 14 March 1969 6 aircraft flew 72 sorties and 18.4 hours carrying 110 passengers, 1.5 tons of cargo and 17 medevacs. Two aircraft in support of Dewey Canyon flew 45 sorties for 9.9 hours. Fifty-three passengers and .5 tons of cargo were carried. One emergency, 8 priority and 7 routine medevacs were carried. One aircraft flew 23 sorties and 5.8 hours carrying 44 passengers, 1.0 tons of cargo and 1 medevac in support of Kentucky. Three aircraft flew 4 sorties, 2.7 hours carrying 3 passengers on administrative and maintenance flights.

15 March 1969 - A total of 22 tasks were accomplished with 43 sorties and 22.3 flight hours. Two aircraft flew 32 sorties 14.7 flight hours and expended 22 2.75 rockets and 3,000 rounds of 7.62. By early afternoon the weather was reported as 2000 foot ceiling and 2 miles visibility.

On 15 March 1969 3 aircraft flew 80 sorties and 14.3 hours carrying 70 pass-

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engers and .5 tons of cargo in support of Dewey Canyon. Two emergency and two priority medevacs were carried. One aircraft flew 4 sorties and 2.1 flight hours carrying 18 passengers on administrative flights.

16 March 1969 - A total of 12 tasks were accomplished with 24 sorties and 14.2 flight hours. Two aircraft flew 4 sorties and 3.7 flight hours in support of Operation Prairie Fire. Operations were limited by an early morning ceiling of 500 feet and  $\frac{1}{2}$  mile visibility. The weather was partially obscured estimated 600 feet broken and 2 miles by afternoon.

On 16 March 1969 detachment aircraft flew 49 sorties for 9.7 flight hours carrying 44 passengers for 22 tasks completed. Three aircraft flew 47 sorties for 9.1 flight hours, lifting 37 passengers and 3 emergency and one priority medevac in support of Operation Purple Martin. One aircraft flew 2 sorties and .6 hours carrying 7 passengers on an administrative and maintenance flight.

17 March 1969 - A total of 29 tasks were accomplished with 59 sorties and 30.3 flight hours. Two aircraft flew 14 sorties, 8.6 flight hours and lifted 4 passengers in support of Operation Prairie Fire. Two aircraft flew 28 sorties 13.8 flight hours and expended 86 2.75 rockets and 15,000 rounds of 7.62 in support of Operation Purple Martin. LTGEN NICKERSON visited MAC-36 and presented several awards. Major M. T. HORNSBY was added to the squadron roster. The weather was an 800 foot scattered layer with 3 miles during the morning hours and increased to 1200 feet during the afternoon.

On 17 March 1969 three aircraft flew 71 sorties, 14.5 flight hours, lifting 48 passengers and 1 priority medevac in support of Operation Purple Martin.

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Two aircraft flew 4 sorties, 2.4 flight hours, carrying 8 passengers on administrative and maintenance flights. A total of 34 tasks were completed.

18 March 1969 - A total of 42 tasks were accomplished with 66 sorties and 34.9 flight hours. Two aircraft flew 10 sorties, 8.5 flight hours and expended 26 2.75 rockets and 8,000 rounds of 7.62 in support of Operation Dewey Canyon.

Two aircraft flew 30 sorties and 12.0 flight hours in support of Operation Purple Martin. Two aircraft flew 8 sorties and 5.3 flight hours in support of Operation Prairie Fire. An accidental discharge sent one M-79 round through the pilot's windshield. There was limited damage and no injuries. The weather was partially obscured and 500 foot ceiling with 2 miles visibility during the early morning. By early afternoon the ceiling had risen to 2000 feet and the visibility was 7 miles.

Four aircraft on 18 March 1969 flew 75 sorties for 21.7 hours completing 34 tasks and carrying 70 passengers. Two aircraft flew 44 sorties, 15.7 hours, carrying 32 passengers and .5 tons of cargo in support of Dewey Canyon. Two medevac missions were flown carrying 1 emergency, 2 priority and 2 routine.

One aircraft flew 29 sorties, 4.3 flight hours, carrying 32 passengers and 1 priority and 1 routine medevac in support of Purple Martin. One aircraft flew 2 sorties and 1.7 hours carrying 6 passengers on an administrative flight.

19 March 1969 - A total of 45 tasks were accomplished with 83 sorties and 40.3 flight hours. Two aircraft flew 18 sorties and 11.8 flight hours in support of Operation Prairie Fire. Two aircraft flew 30 sorties, 14.0 flight hours and expended 80 2.75 rockets and 12,000 rounds of 7.62 in support of Operation

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Scotland II. One aircraft experienced a tail rotor drive chain breaking during an approach to landing. The aircraft turned 360° prior to landing. There was limited damage and no injuries. The prevailing northerly winds brought a 5000 foot ceiling and 5 miles in visibility during the morning hours and clear skies during the afternoon.

HML-367 Detachment "A" flew 3 aircraft on 92 sorties, 18.8 hours, carrying 55 passengers and 4 medevacs in support of Purple Martin. One aircraft flew 1 sortie and .6 hours on a maintenance flight.

20 March 1969- A total of 17 tasks were accomplished with 45 sorties and 28.3 flight hours. Two aircraft flew 18 sorties 12.8 flight hours and expended 115 2.75 rockets and 10,000 rounds of 7.62 in support of Operation Prairie Fire. The weather was clear during the morning hours and remained the same during the afternoon.

HML-367 Detachment "A" flew two aircraft in support of Operation Main Craig. They flew 45 sorties, 12.7 hours, carrying 48 passengers and .5 tons of cargo. In addition 8 medevacs were carried. One aircraft flew 20 sorties, 5.8 flight hours, carrying 10 passengers and .5 tons of cargo in support of Purple Martin. One aircraft flew 4 sorties and 1.9 hours on an administrative flight.

21 March 1969 - A total of 21 tasks were accomplished with 42 sorties and 20.4 flight hours. Two aircraft flew 16 sorties and 8.2 flight hours in support of Operation Prairie Fire. The weather remained clear during the entire day.

Three aircraft from HML-367 Detachment "A", on 21 March 1969, flew 79 sorties for 19.1 hours in support of Purple Martin. Eighty-five passengers, .25 tons of

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cargo and one medevac. One aircraft flew 2 sorties and 1.4 hours carrying 10 passengers on an administrative flight.

22 March 1969 - A total of 11 tasks were accomplished with 18 sorties and 9.5 flight hours. Two aircraft flew 2 sorties and .8 flight hours in support of Operation Prairie Fire. LT T. M. HALL was added to the squadrons roster of PQM's. One aircraft was damaged while the aircraft was towed into a H-34 on the line. There was limited damage and minor injuries. The early morning weather was reported as partially obscured, estimated 500 feet broken and 2 miles in visibility. By early afternoon the weather was an estimated 1000 broken and 7 miles visibility.

Three aircraft from HML-367 Detachment "A", on 22 March 1969, flew 92 sorties for 19.0 hours carrying 88 passengers and 1 ton of cargo and 2 medevacs in support of Maine Craig. Two aircraft flew 2 sorties, 1.4 hours, carrying 9 passengers on administrative-maintenance flights.

23 March 1969 - A total of 36 tasks were accomplished with 75 sorties and 38.6 flight hours. Two aircraft flew 16 sorties, 10.9 flight hours and expended 50 2.75 rockets and 12,000 rounds of 7.62 in support of Operation Prairie Fire. Two aircraft flew 26 sorties and 12.1 flight hours in support of Operation Purple Martin. The weather was relatively clear all day.

One aircraft from HML-367 Detachment "A" on 23 March 1969 flew 20 sorties for 6.4 hours carrying 12 passengers and .5 tons of cargo in support of Maine Caig. Three aircraft flew 7 sorties for 2.0 hours, carrying 8 passengers on administrative-maintenance flights.

24 March 1969 - A total of 16 tasks were accomplished with 62 sorties and 35.1

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flight hours. Two aircraft flew 6 sorties and 7.4 flight hours in support of Operation Prairie Fire. Four aircraft flew 32 sorties, 17.9 flight hours and expended 144 2.75 rockets and 15,000 rounds of 7.62 in support of Operation Purple Martin. The early morning weather was partially obscured and cleared by early afternoon.

Three aircraft from HML-367 Detachment "A" on 24 March 1969 flew 85 sorties and 18.7 hours, carrying 76 passengers in support of Purple Martin. One aircraft flew 19 sorties and 4.4 hours carrying 34 passengers in support of III MAF. 25 March 1969 - A total of 47 tasks were accomplished with 98 sorties and 39.9 flight hours. Two aircraft flew 16 sorties and 7.6 flight hours in support of Operation Prairie Fire. Four aircraft flew 62 sorties, 21.1 flight hours and expended 82 2.75 rockets and 8,000 rounds of 7.62 in support of Operation Purple Martin. The weather was clear all day except for an early morning obscuration.

On 25 March 1969 2 aircraft from HML-367 Detachment "A" flew 58 sorties, 12.7 flight hours, carrying 51 passengers and 1 medevac in support of Purple Martin. 26 March 1969 - A total of 17 tasks were accomplished with 63 sorties and 36.5 flight hours. Two aircraft flew 14 sorties, 6.5 flight hours and expended 10 2.75 in support of Operation Purple Martin. During take-off of one aircraft, it settled to the deck striking the TAT-101 and both ammunition cans. There was limited damage and no injuries. The day began with a 500 foot ceiling but cleared during the day.

On 26 March 1969 3 aircraft from HML-367 Detachment "A" flew 80 sorties and 17.6 hours, carrying 76 passengers in support of Maine Craig. Three aircraft flew 8 sorties and 3.2 hours, carrying 13 passengers on administrative - maintenance flights.

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27 March 1969 - A total of 52 tasks were accomplished with 111 sorties and 58.4 flight hours. Two aircraft flew 6 sorties and 5.5 flight hours in support of Operation Prairie Fire. Eight aircraft flew 98 sorties, 44.7 flight hours, lifted 3 passengers, carried 1 emergency medevac and expended 225 2.75 rockets and 35,000 rounds of 7.62 in support of Operation Purple Martin. Capt. D. M. FINNANCE was given a PQM check and was given an "up". The weather was clear all day.

On 27 March 1969 three aircraft from HML-367 Detachment "A" flew 61 sorties, 14.9 hours, carrying 60 passengers and 1.0 tons of cargo in support of Maine Craig. Two aircraft flew 4 sorties for 1.8 hours, carrying 3 passengers on administrative-maintenance flight.

28 March 1969 - A total of 21 tasks were accomplished with 51 sorties and 30.7 flight hours. Two aircraft flew 24 sorties, 15.2 flight hours, lifted 1 passenger and expended 76 2.75 rockets and 14,000 rounds of 7.62 in support of Operation Purple Martin. Two aircraft flew 12 sorties, 7.4 flight hours and expended 400 rounds of 7.62 in support of Operation Prairie Fire. There was one aircraft accident during the month and it's presently under investigation. The accident occurred on this day. The weather was clear for the entire day.

On 28 March 1969 one aircraft flew 22 sorties, 5.8 hours, carrying 8 passengers in support of Maine Craig. Two aircraft flew 6 sorties, 1.4 flight hours, carrying one passenger on maintenance and III MAF flight.

29 March 1969 - A total of 31 tasks were accomplished with 54 sorties and 27.1 flight hours. Two aircraft flew 12 sorties, 6.6 flight hours and expended 8 2.75 rockets and 6,000 rounds of 7.62 in support of Operation Prairie Fire. Four aircraft flew 34 sorties and 15.1 flight hours in support of Operation Purple Martin. The weather



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remained clear the entire day with visibility from 5 to 7 miles.

One aircraft from HML-367 Detachment "A" on 29 March 1969 flew 27 sorties, 5.0 hours, carrying 20 passengers, and .5 tons of cargo in support of Maine Craig. One aircraft flew 2 rockets and 1.5 hours on an administrative flight. 30 March 1969 - A total of 30 tasks were accomplished with 59 sorties and 29.7 flight hours. Four aircraft flew 46 sorties, 21.1 flight hours and lifted 2 passengers in support of Operation Purple Martin and Main Crag. The early morning weather was reported to be an estimated 500 foot ceiling and 4 miles visibility. The weather improved to a 1000 foot ceiling and 7 miles visibility by early afternoon.

Two aircraft from HML-367 Detachment "A" on 30 March 1969 flew 53 sorties, 9.8 flight hours, carrying 41 passengers, and 6 emergency and 10 priority medevacs, in support of Purple Martin.

31 March 1969 - A total of 7 tasks were accomplished with 17 sorties and 15.1 flight hours. Two aircraft flew 6 sorties and 4.2 flight hours in support of Operation Purple Martin. MAJ B. H. ADAMS and LT R. R. CRAWFORD were added to the squadron's roster. The weather was an estimated 600 feet and 5 miles during the early morning. By early afternoon the weather had improved to 1000 feet ceiling and 7 miles visibility.

Two aircraft from HML-367 Detachment "A" on 31 March 1969 flew 48 sorties, 8.5 hours, carrying 40 passengers and .5 tons of cargo. Two medevac missions were flown carrying 2 emergency and 2 priority. Two aircraft flew 2 sorties and 1.4 hours on administrative flights.

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a. During the reporting period this squadron joined nine (9) officers and fifteen (15) enlisted personnel. Six (6) officers and six (6) enlisted men were transferred.

b. The below listed personnel were promoted to rank indicated:

Op1 R. D. CHESSE	2185821/6242	To Sergeant
Op1 L. R. LOMBER	2271815/3071	To Sergeant
Op1 W. D. MELLORS	2145174/6511	To Sergeant
Op1 H. B. MORAN	2250729/3071	To Sergeant
Op1 K. L. RATZ	2161908/6212	To Sergeant
Op1 R. J. WELBORN	2280254/2111	To Sergeant
Op1 R. B. YOWELL	2214485/6341	To Sergeant
LOp1 C. T. HADLOW	2257602/6311	To Corporal
Pvt J. J. DEREMER	2353116/6319	To Private First Class

c. Corporal David W. STEPHENS 2349138/6319 was listed as a casualty.

2. Awards

a. There were 18 Air Medals presented under the Flight/Strike system.

b. The following individual decorations were presented:

Maj. Joseph F. KLINE 0084694	Distinguished Flying Cross
1stLt. Robert D. MABEY 0100448	Distinguished Flying Cross
Op1. Norman P. GUTZWILER 2251344	Purple Heart

3. Intelligence/Counter Intelligence

a. During the month of March this squadron received hostile fire 25 times resulting in three hits, with no casualties. The squadron pilots gave 5 spot reports during the month.

b. The Intelligence SOP was rewritten and briefing and debriefing procedures were revised to improve reporting.

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c. This section conducted six (6) briefs on the current enemy situation to the officers and two (2) briefs to the enlisted personnel.

#### 4. Safety

a. There was one aircraft accident during the month presently under investigation which occurred on 28 March 1969.

b. There were four (4) aircraft incidents during the month.

(1) 10 Mar 69 - AC generator caught on fire during flight; precautionary landing was made. Limited damage and no injuries.

(2) 18 Mar 69 - Accidental discharge sent one M-79 round through pilot's windshield. Limited damage and no injuries.

(3) 19 Mar 69 - Tail rotor drive chain broke during approach to landing; aircraft turned four (4) 360° turns prior to landing. Limited damage and no injuries.

(4) 26 Mar 69 - During take-off run, aircraft settled to the deck striking the TAT-101 and both ammo cans. Limited damage and no injuries.

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

(1) 2 Mar 69 - One 30 cal. round thru throttle linkage and accumulator wires, one 30 cal. round thru right front skid, and one 30 cal. round thru left cargo door panel. No injuries.

(2) 2 Mar 69 - One 30 cal. round thru oil cooler; transmission oil drained out and forced landing was accomplished. No injuries.

(3) 10 Mar 69 - One small arms round thru port fuel line and fuel cell. No injuries.

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(4) 14 Mar 69 - One small arms round thru tail pylon. No injuries.

(5) 19 Mar 69 - One large caliber round thru main rotor blade. No injuries.

d. There were two ground accidents this month.

(1) 15 Mar 69 - Engine cowling destroyed by shrapnel. Limited damage and no injuries.

(2) 22 Mar 69 - Aircraft was towed into UH-34 on the line. Limited damage and minor injuries.

e. Ground Safety - There was one ground accident during the month involving an accidental discharge on 30 March 1969. Crewchief was checking his M-16 during pre-flight; the weapon accidentally discharged striking him one time in the right ankle. Bravo injuries.

f. MAG-36 A&M Inspection - 14 March 1969 - Aviation and Ground Safety were inspected this month; the results of the inspection were satisfactory with minor discrepancies for both departments.

5. NATOPS - Three (3) pilots and one (1) crew chief received their yearly checks during the month. One (1) pilot received his instrument card during the month.

6. Maintenance -

a. Maintenance for the month of March was performed as to expectations.

(1) Maintenance Control issued a total of 1,002 JCN's.

(2) Approximately 200 reports/documents were processed by the Maintenance Administrative section.

(3) We had an availability of 56% for the month.

(4) Five (5) aircraft received battle damage, (VT-5, VT-1, VT-8, VT-14, VT-17).

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Total Hours Flown -	1,265.4
Total Gun Hours -	659.5
Total Slick Hours -	605.9
Total Sorties -	3,625
Total Medevacs -	91
Total Passengers Carried -	1,940
Total Cargo Carried -	10.75 tons
7.62 Rounds Expended -	212,900
2.75 Rockets Expended -	1,704
Armed Helo Sorties -	1,083
Armed Helo Tasks -	471
Prairie Fire Sorties -	406
Prairie Fire Hours -	233.6

8. Major Operations Supported

PRAIRIE FIRE, KENTUCKY, TAYLOR COMMON, DEWEY CANYON, PURPLE MARTIN, MAIN CRAG, SCOTLAND II.

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