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MARINE HEAVY HELICOPTER SQUADRON 463 DET "A"

Marine Aircraft Group 16

1st Marine Aircraft Wing, FMF Pacific

FPO San Francisco, Calif. 96602

OPS:HIM:gac

5750

3 Feb 1967

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From: Officer in Charge
To: Commanding Officer, Marine Aircraft Group 16

Subj: Command Chronology; January 1967

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

Encl: ✓(1) Marine Heavy Helicopter Squadron 463 Detachment "A" Command Chronology for January 1967

1. In accordance with reference (a) and (b), the subject report is submitted as enclosure (1).
2. Upon removal of enclosure (1), downgrade to unclassified.

William R. Beeler

William R. BEELER

MAG-16 SAC
LOG # 0157-67
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DET "A" HANHARD

CMD CHRON

23 DEC 1966 JAN 1967

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MARINE HEAVY HELICOPTER SQUADRON 463 DETACHMENT "A"
MARBLE MOUNTAIN AIR FACILITY
REPUBLIC OF SOUTH VIET NAM
1 JANUARY 1967 - 31 JANUARY 1967

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PART I. Organizational Data

1. (C) OIC LtCol William R. BEELER	23 December 1966 -
XO Maj Myrddyn E. EDWARDS	18 January 1967 -
S-1 Capt Orlando L. BUSBY	8 - 30 January 1967
S-1 1stLt Benjamin F. COLLINS	30 January 1967 -
S-2 2ndLt Samuel J. NICKELE	30 December 1967 -
S-3 Capt Donald M. FERRIS	30 December 1967 -
S-4 Capt Richard L. PHILLIPS	30 December 1967 -
Maintenance Officer Maj James L. SHELTON	30 December 1967 -

2. (C) Heavy Helicopter Squadron 463 Detachment "A", Marble Mountain Air Facility, Republic of South Viet Nam, 23 December 1966 - 31 January 1967.

3. (C) Average Monthly Strength:

Officer 10 NA 1 Ground

Enlisted 36

4. (C) Important Visitors to Command:

15 January 1967 - Major General R. L. ROBERTSHAW, CG, First Marine Aircraft Wing, escorted by Colonel F. M. HELPER, CO, Marine Aircraft Group 16, visited the squadron area to observe squadron activities.

25 January 1967 - Brigadier General OWENS, Assistant CG, First Marine Aircraft Wing, escorted by Colonel G. M. CLOUD Assistant Chief of Staff, G-3, First MAW, visited the squadron area to observe squadron activities.

PART II. Chronological Summary of Month's Activities

23 December 1966 - LtCol BEELER, OIC, and Maj SHELTON, Maintenance Officer, with factory Tech Reps arrived In-country.

30 December 1966 - Majority of detachment personnel arrived In-country and began preparations to unload cargo ship.

2 January 1967 - Cargo ship arrived in port and unloading began,

5 January 1967 - Unloading complete, all cargo accounted for,

8 January 1967 - USS CROATAN arrived with aircraft and remainder of detachment personnel. Three aircraft ferried to Marble Mountain Air Facility.

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9 January 1967 - The fourth aircraft was ferried to Marble Mountain. The aircraft had a serious control problem and Capt M. J. WASKO Jr. was recommended for a Certificate of Commendation for his skill in landing the aircraft at Marble Mountain. See PART III, paragraph 19 for engineering details. All aircraft placed in down status until completion of maintenance and corrosion inspections.

11 January 1967 - Maintenance and corrosion inspections complete, aircraft armor and armament installed.

12 January 1967 - Three hops flown for area familiarization and gunnery practice.

13 January 1967 - Area FAM/Gunnery hop and first cargo hop flown. Cargo of 3,700lbs. delivered to DONG HA after loading at PHU BAI. Both air facilities adequate for CH-53A operations.

14 January 1967 - Days activities netted 20,800lbs. cargo and 18 passengers transferred to PHU BAI and DONG HA. Refueling at DONG HA found to be very awkward for CH-53.

15 January 1967 - All missions canceled due to weather.

16 January 1967 - Normal operations. QUANG NGAI found to be suitable for CH-53 operations.

17 January 1967 - Normal operations. Two aircraft received hits on mission to BATO area. See Appendix B, page 9, 17 January Narrative summary.

18 January 1967 - Normal operations. One aircraft forced to release external load in IFR conditions. Later same aircraft fired upon during GCA approach to DA NANG.

19 January 1967 - All missions cancelled due to emergency hold of all CH-53A aircraft. Reference HMM-463 message 180615Z Jan 67. All detachment aircraft inspected with negative findings.

20 January 1967 - 24 January 1967 - All CH-53A being held.

25 January 1967 - One aircraft launched on a one time basis for extraction of one UH-34D from USHS REPOSE to MMAF. No problems encountered.

26 January - 28 January 1967 - All CH-53A being held.

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29 January 1967 - 1st MAW message P290341Z Jan 67 was received, which authorized return of CH-53A to normal flight operations.

30 January 1967 - Operations delayed until 1200 due to weather. At completion of daylight operations total cargo lifted for day was 164,000lbs. in 17.5 flight hours. A 10,600lb. grader was dropped due to a faulty sling. The sling parted as the aircraft passed through 700' after lift off from QUANG NGAI.

31 January 1967 - Normal operations. Total cargo 84,000lbs. in 15.1 flight hours. A badly damaged H-34 fuselage being externalized from QUANG NGAI began violent oscillations enroute and was dropped to prevent aircraft damage.

PART III. Significant Events

1. (C) Personnel

- a. Transferred: 0 Officer 1 Enlisted
- b. Joined: 2 Officers 4 Enlisted
- c. Promoted: One PFC to LCpl, one LCpl to Cpl

2. (U) Administration

3. (U) Awards: None

4. (U) Casualties: None

5. (U) Civil Action: None

6. (U) Morale/Welfare Programs: Ten squadron personnel are presently enrolled in USAFI or MCI courses.

7. (U) Informational Services: None

8. (C) Intelligence/Counter-Intelligence: During the month of January this squadron reported 8 fire incidents. A total of 13 aircraft received hits. No fire was encountered in landing zones or approaches with the exception of small arms fire received when aircraft were forced to fly below 1800 feet due to low ceilings. All hits were received while aircraft were below low ceilings and forward speed was reduced below 100kts to safely carry external loads. On one occasion a flight was fired upon as it circled above BATO attempting to establish FM communications.

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The two aircraft hits could have been avoided if MAG-16 S-2 had received prompt intelligence reports. The day after the fire incidents squadron S-2 received intelligence, dated two days earlier, on enemy AA positions located in immediate area in which squadron aircraft were hit.

9. (C) Air Operations: See Appendix A for additional information.

a. Hours Flown: 72.1
b. Sorties Flown: 132
c. Passengers: 143
d. Cargo: 161.3 Tons
 Internal 134.6 Tons
 External 26.7 Tons
e. Med Evacs: None

10. (C) Air Control:

a. Squadron aircraft radar controlled: 6
b. Hours of GCA operations: 2.7

11. (U) Special Operations: None

12. (C) Ground Defense: NA

13. (U) NBC Warfare: All NBC equipment inventoried and personal equipment issued to individuals.

14. (U) Command Relationships/Command and Control

15. (U) Training:

a. All detachment personnel were trained in combat First Aid, utilization of the detachment's large survival kit, and the operation and care of the M-16 automatic rifle. Crew chiefs and gunners were trained in the operation and care of the aviation 50 caliber machine gun.
b. Aerial gunners in training: 4
c. Crew chiefs in training: 4

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16. (U) Logistics:

a. A great amount of confusion and wasted time was encountered while unloading the cargo ship due to lack of communications between MMAF and the deep water pier.

b. Delay in the commencement of detachment operations unavoidable due to the initial absence of office and shop buildings and the lack of communications capability.

17. (U) Supply: First month of operation required replacement of IFF, TACAN, fuelflow indicator, and T5 indicator which revealed lack of depth in this area of supply support. One aircraft ACCP ten days awaiting replacement bell cranks.

18. (U) Motor Transport

19. (U) Engineering:

a. Bent pylon bell crank was repaired prior to ferry of BuNo 151697 from ship to MMAF. Ferry flight resulted in flight incident. Post flight revealed replacement bell crank installed upside down and reversed, causing limited pitch control of tail rotor. Special attention is required to prevent this Murphy on replacement of pylon cranks.

b. After grounding of all Ch-53 aircraft all detachment "A" aircraft were inspected with negative results. Normal operations now resumed, with inspection of suspect airframe included on every post flight inspection.

20. (U) Maintenance:

a. Averages and percentages of aircraft utilization for month are not significant due to limited flight time and unusual problems which resulted from open deck ferry of aircraft.

b. Significant Maintenance

- (1) One main rotor blade change due to pocket bond separation.
- (2) One aircraft tail rotor pitch change links replaced.
- (3) Pylon bell crank change on one aircraft.
- (4) Repair of battle damage on one aircraft.

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21. (U) Avionics
22. (U) Base Development/Military Construction
23. (U) Communications/Electronics

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PART IV. Supporting Documents

- 1. Table of Operationsl Statistics
- 2. Daily Narrative Summary

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Appendix A (Table of Operation Statistics) to HMH-463 DET "A" Command
Chronology for January 1967.

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MONTH OF JANUARY

SUPPORT PROVIDED FOR:

DAY	HRS	TOTAL		ARVN			III MAF			CARGO		A/C RECOVERIES		
		SRTY	CARGO	PAX	SRTY	CARGO	PAX	HRS	SRTY	CARGO	PAX	INT	EXT	TYPE
8	1.2	3	0	0										
9	0.3	1	0	0										
10	0.0	0	0	0										
11	0.8	1	0	0										
12	5.8	3	0	0										
13	4.0	5	3.0	37	0.5	0	0	6	3.5	5	3.0	31	3.0	
14	7.5	6	10.4	21				7.5	6	10.4	21	10.4		
15	0.0	0	0	0										
16	7.7	7	6.3	8				7.7	9	6.3	8	6.3		
17	8.0	12	6.5	12				8.0	12	6.5	12	6.5		
18	2.8	6	5.5	25				2.8	5	5.5	25	2.5	3.0	
25	1.2	1	5.0	0				1.2	1	5.0	0			4.34 5.0
30	17.5	47	82.9	27	0.2	7	0	17.2	47	82.7	17	37.7	1.0	11.34 41.2
31	15.2	37	41.7	13	0	0	0	15.2	39	41.7	13	34.7	7.0	
Mo. Tot.	72.1	132	161.3	143	0.8	0	0	71.3	132	161.3	129	134.8	17.5	2.76 9.2

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Appendix B (Daily Narrative Summary) to HMH 463 DET "A" Command
Chronology for January 1967.

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THREE AIRCRAFT OFF-LOADED FROM USNS CROATAN WITH DELAY DUE TO MAINTENANCE DIFFICULTIES. AIRCRAFT WERE COCOONED FOR TWENTY-TWO DAYS. ONE AIRCRAFT DELAYED OFF-LOADING DUE TO MAINTENANCE. ETA MMAF 9 JAN. TOTAL TIME FLOWN IN TRANSIT TO SHORE: 1.3 HOURS.
(TEST HOPS)

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ONE AIRCRAFT OFF-LOADED FROM USNS CROATAN. OFF-LOADING DELAYED DUE TO SAME MAINTENANCE DIFFICULTIES DESCRIBED IN 8 JAN NARRATIVE SUMMARY. TOTAL TIME FLOWN: 0.3 HRS IN SHIP TO SHORE TEST HOP. ALL AIRCRAFT IN DOWN STATUS FOR MAINTENANCE INSPECTION AFTER ENROUTE OPEN DECK TRANSPORTATION. ESTIMATE COMPLETION 11 JAN.

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HMH-463 DET A NARRATIVE SUMMARY FOR 10 JANUARY 1967

THE DAY WAS DEVOTED TO CORROSION INSPECTIONS, ARMAMENT AND ARMOR
INSTALLATION. TEST HOPS WILL BE CONDUCTED ON 11 JANUARY 1967.

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HMH-463 DET A NARRATIVE SUMMARY FOR 11 JANUARY 1967

ONE TEST HOP WAS FLOWN FOR 0.8 HRS. THREE A/C SCHEDULED FOR TEST/
AREA FAM/TRAINING HOPS FOR 12 JAN 67/

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HMH-463 NARRATIVE SUMMARY FOR 12 JANUARY FOR 12 JANUARY 1967

THREE HOPS WERE CONDUCTED TO PROVIDE AREA FAMILIARIZATION FOR THE PILOTS, AND GUNNERY PRACTICE FOR THE GUNNERS AND CREWCHIEFS. TOTAL FLIGHT TIME AMOUNTED TO 5.8 HOURS FOR THE DAY.

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TWO HOPS WERE FLOWN TODAY. ONE FLIGHT DEPARTED MMAF AND FLEW TO PHU BAI, DONG HA, AND RETURNED TO MMAF. AIR FREIGHT LOAD AT MMAF WAS 6 PALLETS @ 3700 LBS. THE LOAD CUBED OUT THE HELO AT $\frac{1}{2}$ GROSS. AIRFIELDS AT PHU BAI AND DONG HA HAVE ADEQUATE LANDING SPACE AND REFUELING AREAS FOR THE 53A. LZ AT DONG HA IS ADEQUATE IN SIZE FOR THE CH-53A, BUT A LARGE ~~THE~~ DUST PROBLEM IS APPARENT WHEN THE AREA DRIES OUT. ADDITIONALLY THIS SUPPORT FACILITY IS UNSUITABLE FOR THE CH-53A, PENDING THE ARRIVAL OF 3000 LB. ROUGHTERAIN FORK LIFTS.

THE 2ND HOP PROVIDED SOUTHERN AREA FAMILIARIZATION FOR THE PILOTS, CREW GUNNERY PRACTICE WAS HELD AT THE END OF THE HOP. TOTAL FLIGHT TIME FOR BOTH HOPS WAS 4.0 HOURS.

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HMH-463 DET A NARRATIVE SUMMARY FOR 14 JANUARY 1967

SIX (6) SORTIES / SEVEN (7) TASKS WERE FLOWN IN SUPPORT OF MMAF AIR FREIGHT/III MAF, LIFTING 20,800LBS OF CARGO AND 18 U. S. PAX IN INCLEMENT WEATHER, TO PHU BAI AND DONG HA. TOTAL TIME OF 7.5 HRS. WERE FLOWN, OF WHICH 5.4 HOURS WAS ACTUAL INSTRUMENT TIME. ONE AIRCRAFT WAS CALLED ON TO FLY OUT 3 LITTER PATIENTS FROM PHU BAI TO CHARLIE MED. THE LANDING PAD PROVED TO BE ADEQUATE FOR THE CH-53A.

DISCREPANCIES NOTED:

DONG HA TAFDS VERY AWKWARD FOR OUR TYPE AIRCRAFT TO UTILIZE. IT IS IMPOSSIBLE TO GROUND TAXI INTO FUEL PITS AND AIR TAXI TO OBTAIN LEFT SIDE PRESENTATION FOR PRESSURE REFUELING IS EXTREMELY HAZARDOUS IN CLOSE PROXIMITY TO BULK FUEL STORES AND OTHER AIRCRAFT.

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 15 JANUARY 1967

MISSIONS SCHEDULED FOR THE DAY WERE CANCELLED DUE TO INCLEMENT WEATHER.
TOTAL FLIGHT TIME TO DATE FOR THE MONTH OF JANUARY: 1917 HOURS.

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TWO AIRCRAFT WERE LAUNCHED IN SUPPORT OF MISSION 1-16-50, AND PROCEEDED TO QUANG NGAI, WHERE GROUND COORDINATION WAS EFFECTED. LIFTING SLINGS WERE FOUND TO BE WITH LOADS AT BATO. AIRCRAFT PROCEEDED TO BATO FOR COMMENCEMENT OF LIFT TO M^{DN} LONG, BUT ENROUTE WEATHER WAS UNFAVORABLE INTO THE ~~DROP~~ ZONE. MISSION WAS ABORTED AND ONE RADIO JEEP AND THREE PASSENGERS WERE TRANSPORTED FROM QUANG NGAI TO MMAF. REFUELING PITS AT QUANG NGAI FOUND TO BE SATISFACTORY FOR CH-53A.

ONE AIRCRAFT COMPLETED AIRFREIGHT/III MAF LOGISTICS LIFT TO DONG HA, 9,000 LBS OF LUMBER WERE DELIVERED, AND ONE PASSENGER DELIVERED TO HUE PHU BAI. RETURN TRIP HOME: TRANSPORTED COL. GIBSON FROM DONG HA TO MMAF.

DISCREPANCIES NOTED:

1. A 105 GUN EMPLACEMENT, LOCATED 50 FEET BEHIND QUANG NGAI TOWER FIRED OVER THE WEST END OF THE RUNWAY WITH OUT WARNING. AN APPROACH FROM THE WEST COULD HAVE BEEN FATAL.
2. THERE IS NO COMPLETE IFR CAPABILITY BETWEEN HUE PHU BAI AND DAN ANG. HELICOPTERS RETURNING FROM THE NORTHERN AREA NEED RADAR/IFR HANDLING. FACILITIES. TOTAL FLIGHT TIME FOR THE DAY WAS 7.7 HOURS.

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TWO AIRCRAFT LAUNCHED FOR BA TO ON MISSION NUMBER 01-17-48. WEATHER WAS MARGINALLY ADEQUATE FOR EXTERNAL LIFTS. BOTH AIRCRAFT RECEIVED FIRE MIDWAY BETWEEN ~~MINH~~ LONG AND BA TO. EVASIVE ACTION WAS TAKEN AND NEITHER AIRCRAFT WAS HIT. AT BA TO, TWO EXTERNALS WERE LIFTED OUT AND THE AIRCRAFT PROCEEDED TO QUANG NGAI ON DIFFERENT ROUTE THAN TAKEN IN. THE #1 AIRCRAFT WAS FIRED ON AND TOOK ONE HIT THROUGH THE TAIL PYLON. THE PORT OPENED FIRE ON THREE VC. ONE FELL, THE OTHER TWO RAN INTO A HUT. SUSPECT ONE VC SERIOUSLY WOUNDED OR KILLED. #2 AIRCRAFT WAS INFORMED OF THE FIRE INCIDENT, BUT DUE TO WEATHER, WAS UNABLE TO FOLLOW ANY OTHER ROUTE OUT. #2 AIRCRAFT TOOK FIRE AT APPROXIMATELY THE SAME SITE, AND ONE ROUND DESTROYED THE PORT M-60. THUS, UNABLE TO RETURN FIRE. AFTER THE DROPPING THE EXTERNALS, AT QUANG NGAI THE #1 AIRCRAFT RETURNED TO BA TO FOR THE LAST EXTERNAL LOAD TO QUANG NGAI WITHOUT FURTHER INCIDENT. NO INJURIES TO EITHER AIRCRAFT'S CREWMEMBERS. AT THIS ~~TIME~~ THE WEATHER DETERIORATED AND MISSION WAS ABORTED. BOTH AIRCRAFT PROCEEDED BACK TO MMAF. 13,000 LBS OF CARGO LIFTED. FLIGHT TIME: 6.8 HOURS.

ONE AIRCRAFT LAUNCHED TO DONG HA IN SUPPORT OF AIR FREIGHT/II MAF. AIRCRAFT DOWN AT DONG HA DUE TO HYDRAULIC TROUBLE. FLIGHT TIME AND CARGO LIFTED WILL BE COVERED IN 18 JANUARY 1967 REPORT.

DISCREPANCIES NOTED:

1. DUE TO EXISTING TIME DELAY BETWEEN MAG-36 AND MAG-16 S-2s, NO RECORD OF VC ACTIVITY IN THE BA TO AREA WAS AVAILABLE AT MAG-16 PRIOR TO TAKE-OFF.
2. DUE TO AN ALL NIGHT ATTACK ON BA TO THE LOADS WERE NOT READY TO BE LIFTED, CAUSING DELAY ON THE GROUND.
3. NO COORDINATION FOR LOADS AT QUANG NGAI. AFTER EXCESSIVE GROUND TIME, ONE LOAD WAS FINALLY FOUND, CONSISTING OF A 2000 LB GENERATOR AND 400 LBS OF "C" RATIONS.

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ROUTINE LOGISTICS HOP FLOWN TO DONG HA 1/17/67. AIRCRAFT RON AT DONG HA DUE TO MECHANICAL DIFFICULTIES. THE AIRCRAFT WAS INITIATED.

A 3/4 TON TRUCK EXTERNAL LOAD PICKED UP AT DONG HA FOR BA LONG. HOWEVER THE AIRCRAFT WAS FORCED INADVERTANT IFR AND HAD TO RELEASE THE LOAD DUE TO UNCORRECTABLE OSCILLATION OF THE LOAD. AN ACTUAL GCA WAS MADE ON RETURN TO DONG HA.

RETURNED TO MMAF WITH A PAX DROP/PICKUP AT PHU BAI. AIRCRAFT RECEIVED FIRE AT APPROXIMATELY 180°R 5 MI. DME, GCA FINAL TO DA NANG. RW. 35L; SUSPECT 30 CALIBER WEAPON.

FLIGHT TIME FOR 17 JANUARY 1967: 2.8 HRS.

DISCREPANCIES NOTED:

WEATHER FORECAST RECEIVED AT DONG HA FOR BA LONG WAS INACCURATE.

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 19 JANUARY 1967

MISSIONS SCHEDULED FOR THE DAY WERE CANCELED DUE TO EMERGENCY HOLD ON
ALL CH-53A AIRCRAFT REF MARHEVHELRON FOUR SIX THREE MESSAGE 180615Z JAN
67. TOTAL FLIGHT TIME FOR MONTH OF JANUARY: 38.2

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 20 JANUARY 1967

ALL AIRCRAFT DOWN DUE TO EMERGENCY HOLD REF MARHEVHELRON 463 MSG
280615Z JAN 67. NEGATIVE REPORT SUBMITTED.

TOTAL FLIGHT HOURS FOR MONTH OF JANUARY: 38.2

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 21 JANUARY 1967

ALL AIRCRAFT DOWN DUE TO EMERGENCY HOLD REF MARHEVHELRON 463 MSG 180615Z JAN 67. NEGATIVE REPORT SUBMITTED.

TOTAL FLIGHT HOURS FOR MONTH OF JANUARY: 38.2 HOURS.

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 22 JANUARY 1967

ALL AIRCRAFT DOWN DUE TO EMERGENCY HOLD REF MARHEVHELRON 463 MSG 180615Z JAN 67. NEGATIVE REPORT SUBMITTED.

TOTAL FLIGHT HOURS FOR MONTH OF JANUARY: 38.2 HOURS.

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 23 JAN 1967

ALL AIRCRAFT DOWN DUE TO EMERGENCY HOLD REF MARHEVHELON 463 MSG
180615Z JAN 67. NEGATIVE REPORT SUBMITTED.
TOTAL FLIGHT HOURS FOR MONTH OF JANUARY 38.2 HOURS.

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 24 JANUARY 1967

ALL AIRCRAFT DOWN DUE TO EMERGENCY HOLD, REF MARHEVHELRON 463 MSG 180615Z JAN 67. NEGATIVE REPORT SUBMITTED.

TOTAL FLIGHT HOURS FOR MONTH OF JANUARY: 38.2 HOURS.

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 25 JANUARY 1967

ONE AIRCRAFT LAUNCHED ON A ONE TIME BASIS FOR EXTRACTION OF ONE UH-34D FROM THE USS REPOSE TO MMAF. AUTHORIZATION FOR FLIGHT; REF TELECON LTCOL MENDENHALL AT 1630 THIS DATE. NO PROBLEMS ENCOUNTERED.

TOTAL FLIGHT HOURS FOR MONTH OF JANUARY: 39.4 HOURS.

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~~MMI-463 DET "A" NARRATIVE SUMMARY FOR 26 JANUARY 1967~~

ALL AIRCRAFT DOWN DUE TO EMERGENCY HOLD, REF MARHEVHELRON 463 MSG
180615Z JAN 67. NEGATIVE REPORT SUBMITTED.

TOTAL FLIGHT HOURS FOR MONTH OF JANUARY: 39.4

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 27 JANUARY 1967

ALL AIRCRAFT DOWN DUE TO EMERGENCY HOLD, REF MARHEVHELRON 463 MSG 180615Z JAN67. NEGATIVE REPORT SUBMITTED.

TOTAL FLIGHT HOURS FOR MONTH OF JANUARY: 39.4

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 28 JANUARY 1967

ALL AIRCRAFT DOWN DUE TO EMERGENCY HOLD, REF MARHEVHEL RON 463 MSG 180615Z JAN 67. NEGATIVE REPORT SUBMITTED.

TOTAL FLIGHT HOURS FOR MONTH OF JANUARY: 39.4

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 29 JANUARY 1967

ALL AIRCRAFT DOWN THROUGH THIS DATE DUE TO EMERGENCY HOLD, REF MARHEVHELRON
MSG 180615Z JAN 67. NEGATIVE REPORT SUBMITTED. 1st MAW MSG 290341Z JAN67
AUTHORIZES SCHEDULING OF FLIGHTS FOR HMH-463 DET "A" AIRCRAFT AS OF THIS DATE.

TOTAL FLIGHT HOURS FOR MONTH OF JANUARY: 39.4 HOURS.

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MISSION 49 LIFTED 18,000LBS. OF AMMO INTERNALLY FROM MMAF TO HA THAN (BS386704). ON MISSION 48, TEN EXTERNAL LOADS WERE FLOWN FROM QUANG NGAI TO MINH LONG AND ONE EXTERNAL FLOWN FROM MINH LONG TO QUANG NGAI. FIRE WAS RECEIVED APPROACHING BATO FROM ONE MILE NORTH. UNABLE TO COMPLETE MISSION 48 DUE TO DARKNESS, EST. 50% COMPLETED.

MISSION 38 TWO ACFT LIFTED 155 AMMO FROM LZ 22 TO AN HOA. ACFT RECEIVED SMALL ARMS FIRE FROM THREE SEPARATE LOCATIONS ON THREE DIFFERENT SORTIES. LZ 23 PORTION OF MISSION 38 INCOMPLETE DUE TO DIVERSION OF ONE ACFT FOR UH-34 TAR.

MISSION 104 RECOVERED ONE UH-34 FROM MONG SON COAL MINE TO MMAF.

TOTAL CARGO LIFTED FOR DAY: 164,900LBS.

TOTAL TIME FOR DAY: 17.5

OPERATIONAL DISCREPANCIES:

1. #2 ACFT, MISSION 48, UNINTENTIONALLY DROPPED 10,600LBS. ROAD GRADER WHEN CARGO SLING SEVERED. SUPPORT PERSONNEL MUST CHECK LIFTING SLINGS FOR DURABILITY.
2. MISSION 38; IT WOULD BE EXPEDITIOUS IF ALL AMMO LOADS WERE PALLETIZED. ALSO, A 3000LB FORK LIFT WOULD ALLOW GREATER UTILIZATION OF CH-53A CAPABILITY. TIME LOST IN GROUND DELAY UNDERMINES EFFICIENCY.
3. MISSION 104 COORDINATES GIVEN (BT022288) FOR ACFT RECOVERY DIFFERED FROM ACTUAL ACFT POSITION (AT825392).

~~CONFIDENTIAL~~MMH-463 DET "A" NARRATIVE SUMMARY FOR 31 JANUARY 1967

MISSION 30 LIFTED "C" RATIONS, PASSENGERS, AND ONE JEEP TO AN HOA. THE MISSION WAS POSTPONED UNTIL AFTERNOON WHEN 2-2 RECEIVED SMALL ARMS DAMAGE TO ONE MAIN ROTOR BLADE. THE MISSION WAS COMPLETED IN THE AFTERNOON IN CONJUNCTION WITH 104. TWO BODY TANKS WERE PICKED UP FOR DELIVERY TO TINSHAW PIER. ONE TANK WAS DEPOSITED ON A SAND BAR TO PREVENT DAMAGE TO THE AIRCRAFT WHEN ONE CABLE STARTED TO GIVE WAY. MISSION 39 AND 40 WERE CANCELLED, MISSION 39 FOR SIZE OF LOAD AND 40 FOR WEATHER. MAG-36 REQUESTED THE MISSION 40 AIRCRAFT TO PICK UP A H-34 FUSELAGE AT QUANG NGAI AND DELIVER IT TO KY HA. PICKUP WAS ROUTINE, BUT DUE TO IN FLIGHT OSCILLATION THE LOAD WAS DROPPED TO PREVENT AIRCRAFT DAMAGE.

TOTAL CARGO LIFTED FOR DAY: 84,600LBS.

TOTAL FLIGHT HOURS FOR DAY: 15.1

OPERATIONAL DISCREPANCIES:

1. LANDING ZONE 23 NEEDS MODIFICATION TO FACILITATE LOADING BY FORKLIFT.
2. MISSION 39 WAS CANCELLED ON BASIS OF THE D-4 TRACTOR WEIGHING 21,000LBS. THE BRAGGED WEIGHT AND ACTUAL WEIGHT WERE 12,500.
3. THE VEHICLE TO BE PICKED UP ON MISSION 104 WAS NOT READY FOR PICK UP AND FM CONTACT COULD NOT BE ESTABLISHED WITH "C" MED.