

DET. "A" MARINE HEAVY HELICOPTER SQUADRON 463
 Headquarters And Maintenance Squadron 16
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMF Pacific
 FPO San Francisco, Calif. 96602

OPS:HLM:pmb
 5750
 3 Mar 1967
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From: Officer in Charge

To: Commanding Officer, Marine Aircraft Group 16

Subj: Command Chronology for February 1967

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

Encl: ✓(1) Marine Heavy Helicopter Squadron 463 Det. "A" Command
 Chronology for February 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
 Lt Col USMC

MAG-16 SEC
 LOG 00315-67
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DETACHMENT "A" MARINE HEAVY HELICOPTER SQUADRON 463
MARBLE MOUNTAIN AIR FACILITY
REPUBLIC OF SOUTH VIETNAM
1 FEBRUARY 1967 - 28 FEBRUARY 1967

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PART I. Organizational Data

1. OIC LtCol William R. BEELER 23 December 1966
XO Maj Myrddyn E. EDWARDS 18 January 1967
S-1 1stLt Benjamin F. COLLINS 30 January 1967
S-2 2ndLt Samuel J. NICKELE 30 December 1966
S-3 Capt Donald M. FERRIS 30 December 1966
S-4 Capt Richard L. PHILLIPS 30 December 1966
Maintenance Officer Maj James L. SHELTON 23 December 1966
2. (C) Detachment "A" Marine Heavy Helicopter Squadron 463, Marble Mountain Air Facility, Republic of South Vietnam, 23 December 1966 - 28 February 1967.
3. (C) Average Monthly Strength:
Officer 11 NA
Enlisted 39
4. (U) Important Visitors to Command: None.

PART II. Summary of Significant Activities

2 February 1967 - 8,500lb. earth mover was dropped due to sling failure. Failure was caused by improper locking of adjustable straps.

3 February 1967 - One aircraft hit by small arms fire. Minor damage was discovered on post flight inspection.

5 February 1967 - One UH-34 and one UH-1E recovered. Both aircraft carried from 130° radial 9 miles HUE TACAN to PHU BAI.

6 February 1967 - One UH-34 recovered from Hill 52 to MMAF.

7 February 1967 - Four ONTOS lifted from Quang Ngai to Nui Dang.

9 February 1967 - One UH-34 recovered from HUE TACAN 280° radial 7NM to PHU BAI.

13 February 1967 - One UH-34 recovered from YD828178 to PHU BAI.

14 February 1967 - Two cases of external cargo sling failure. Both incidents caused by one leg of four point sling separating. One aircraft received minor damage from flapping strap. The other aircraft jettisoned load in flight to prevent aircraft damage.

16 February 1967 - KY HA taxi accident. four main rotor blades damaged

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by contact with a static CH-46 rotor blade. Pilot had lined up on wrong taxi line causing a one foot overlap of the rotor blades. Investigation revealed a margin of only two feet of rotor clearance when CH-53 is centered in taxi ways at KY HA.

19 February 1967 - One aircraft hit by small arms fire during climb out from NUI DANG. Round hit first stage hydraulic line causing loss of first stage hydraulic pressure. Precautionary landing executed at KY HA.

20 February 1967 - Two UH-34 aircraft recovered. One carried from QUANG NGAI to KY HA and one from KY HA to MMAF.

22 February 1967 - One aircraft hit while enroute from KY HA to NUI DANG. Round passed through a pocket of the main rotor blade. Four aircraft recovered this day. One CH-46 was carried from DONG HA to PHU BAI. Three UH-34 aircraft were carried; one from AT976595 to MMAF, one from QUANG NGAI to PHU BAI, and one from PHU BAI to MMAF.

23 February 1967 - One UH-34 recovered from QUANG NGAI to KY HA.

24 February 1967 - Aircraft began operating from LPD VANCOUVER and LPH IWO JIMA, carrying external fuel loads to NUI DANG. Coordination was excellent which enabled one aircraft to transport 104,600lbs. of cargo in 8.1 hours.

25 February 1967 - One UH-34 recovered from YD817058 to KY HA. Ship to shore external fuel lifts continued.

PART III. Significant Events

1. (C) Personnel

- a. Transferred: 1 Officer 0 Enlisted
- b. Joined: 0 Officer 4 Enlisted
- c. Promoted: 1 Sergeant to Staff Sergeant

2. (U) Administration

3. (U) Awards: Recommendations for Air Medals have been submitted for thirty Detachment personnel.

4. (U) Casualties: None.

5. (U) Civic Action: None.

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6. (U) Morale/Welfare Programs:

7. (U) Informational Services: Thirteen home town News Releases were prepared on Detachment personnel.

8. (C) Intelligence/Counter-Intelligence: Only five fire incidents reported, of which three were hits by small arms fire. One round damaged the hydraulic system of an aircraft causing a precautionary landing. This was the first time this month a round had hit the main fuselage of a CH-53. All other hits had been taken in the rotor blades. Fire is more frequently taken on climg out from zones rather than on the approach or while enroute.

9. (C) Air Operations:

a. Hours Flown: 216.5

b. Sorties: 464

c. Passengers: 1,031

d. Cargo: TOTAL 650.5T(1) Internal: No. Lifts 6105 Ave. Load 2.9T TOTAL 303.3T(2) External: No. Lifts 68 Ave. Load 4.9T TOTAL 291.0T(3) TAR: No. Recoveries 13 TOTAL 56.2T

(A) Type Aircraft Recovered:

UH-34D	<u>11</u>	Ave. Wt.	<u>4.3T</u>
UH-1E	<u>1</u>	Ave. Wt.	<u>3.3T</u>
CH-46A	<u>1</u>	Ave. Wt.	<u>6.2T</u>

10. (C) Air Control:

a. Detachment Aircraft Radar Controlled: 11

b. Hours of GCA Operation: 2.8

11. (U) Special Operations

12. (U) Ground Defense

13. (U) NBC Warfare

14. (U) Command Relationships/Command and Control

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15. (U) Training:

- a. Completed JEST School: 6
- b. Crew Chiefs in training: 4
- c. Aerial Gunners in training: 4

16. (U) Logistics

17. (U) Supply

18. (U) Motor Transport

19. (U) Engineering

20. (U) Maintenance:

- a. Two Main rotor head changes
- b. Two Blade spindle changes
- c. Four engines changed for 75 hour hot section inspection
- d. One engine changed due to high iron content of engine oil
- e. Four winch-engine start pumps changed due to pump failures
- f. One aircraft main transmission change due to metal contamination
- g. One aircraft down for main rotor head change due to damage caused by inflight failure of blade damper bearing.

21. (U) Avionics

22. (U) Base Development/Military Construction

23. (U) Communications/Electronics

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PART IV. Supporting Documents

✓Appendix A: Table of Operational Statistics

✓Appendix B; Daily Narrative Summary

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OPERATIONAL STATISTICS

FEB DAY	TOTAL				III MAF				ARVN				ROK				CARGO				TAR		
	HRS	SOR	CGO	PAX	HRS	SOR	CGO	PAX	HRS	SOR	CGO	PAX	HRS	SOR	CGO	PAX	LIFT	INT	LIFT	EXT	TYPE	WT	
1	6.4	8	17.0	0	6.4	8	17.0	0									5	17.0					
2	17.4	38	37.9	22	17.4	38	37.9	22									15	33.6	2	4.8			
3	11.9	17	24.2	115	11.1	15	24.2	7	0.8	2	0	108					10	24.2					
4	17.6	50	41.4	32	17.6	50	41.4	32									8	21.3	5	20.1			
5	16.4	33	50.8	23	16.4	33	50.8	23									13	39.5	2	4.0	4H-34D 4H-1E	4.0 3.3	
6	17.1	32	51.6	33	17.1	32	51.6	33									8	30.8	4	16.5	4H-34D	4.8	
7	9.0	20	31.3	26	9.0	20	31.3	26									9	22.8	2	8.5			
8	18.0	38	61.4	448	9.3	20	61.4	37	8.7	18	0	411					8	34.9	4	26.5			
9	7.7	22	28.5	29	7.7	22	28.5	29									6	24.2			4H-34D	4.3	
10	0.0	0.0	0.0	0.0																			
11	0.0	0	0.0	0																			
12	0.0	0	0.0	0																			
13	11.9	24	21.4	204	3.5	14	13.7	10	8.4	10	7.7	194					6	17.2			4H-34D	4.2	
14	8.5	21	21.0	1	8.5	21	21.0	1									4	6.0	6	15.0			
15	0.0	0	0.0	0																			
16	7.1	14	14.0	4	7.1	14	14.0	4										4	14.0				
17	14.0	28	53.5	16	14.0	28	53.5	16									1	1.5	11	52.0			
18	0.0	0	0.0	0																			
19	8.7	17	16.0	9	8.6	16	16.0	8	0.1	1	0.0	1					6	15.0	2	1.0			
20	6.7	14	8.5	2	6.7	14	8.5	2													24H-34D	8.5	
21	0.8	2	0.0	0	0.8	2	0.0	0															
22	9.9	16	41.0	28	9.9	16	41.0	28									1	6.2	3	15.8	3H-34 1H-46	19.0	
23	6.7	14	31.6	14	6.7	14	31.6	14										5	27.3	1H-34	4.3		
24	9.8	29	52.6	17	9.8	29	52.6	17									4	4.6	10	48.0			
25	8.4	24	42.3	8	8.4	24	42.3	8										8	38.0	1H-34	4.3		
26	2.5	3	4.5	0	2.5	3	4.5	0									1	4.5					
27	0	0	0	0																			
28	0	0	0	0																			
29																							
30																							
31																							
TOT	216.5	464	650.5	1031	197.8	433	642.8	217	18.7	31	7.7	714					105	303.3	68	291.0	13	56.2	
P.MC	72.1	132	161.3	143	71.3	132	161.3	129	0.8	0	0	14					20	134.6	22	17.5	2	9.2	
HVN	288.6	596	811.8	1174	269.1	565	804.1	346	19.5	31	7.7	728					125	437.9	90	308.5	.15	65.4	

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 1 FEBRUARY 1967

MISSION DELAYED DUE TO WEATHER. FOUR INTERNAL LOADS DELIVERED TO
MING LONG FROM MMAF.

TOTAL CARGO 34,000 LBS.
TOTAL TIME 6.4 HRS.
NO DISCREPANCIES NOTED.

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 2 FEBRUARY 1967

TWO EXTERNAL LOADS WERE FLOWN FROM CHU LAI TO DUC PHO AND TWO INTERNAL LOADS FROM KY HA TO DUC PHO. FOUR EXTERNAL LOADS WERE FLOWN FROM BATO TO MINH LONG AND THREE INTERNAL LOADS WERE FLOWN TO MINH LONG, ~~AND THREE INTERNAL LOADS WERE FLOWN TO MINH LONG FROM MMAF.~~

TOTALS: CARGO: 75,800 LBS. TIME: 17.4 HOURS.

OPERATIONAL DISCREPANCIES

1. THERE WAS NO COORDINATION ON LOCATION OF EXTERNAL LOADS OR HOOK-UP CREWS AT CHU LAI, RESULTING IN EXCESSIVE GROUND DELAY.
2. THE TOWER AT KY HA HAD NOT BEEN INFORMED OF LOCATION OF INTERNAL LOADS TO DUC PHO AND DID NOT KNOW WHO TO CONTACT CONCERNING THEM.
3. THE EXTERNAL LIFT OF THE BATH UNIT TO DUC PHO WAS CANCELLED FOR LACK OF A SLING.
4. THE NUMBER 2 AIRCRAFT UNINTENTIONALLY DROPPED AN EARTH MOVER WHEN CARGO SLING SEVERED AT BATO.
5. MISSION 40 WAS INCOMPLETED DUE TO DIVERSION OF AIRCRAFT TO MMAF FOR A TROOP LIFT. THE TROOPS NEVER SHOWED UP.

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MISSION NUMBER 50 COMPLETED. LIFTED FOUR INTERNAL LOADS INTO MINH LONG FROM MMAF. TRANSPORTED 108 ARVN TROOPS FROM TIEN PHUOC TO MMAF AND LIFTED 2 INTERNAL LOADS INTO HA THANH FROM MMAF.

TOTAL TIME: 11.8

TOTAL CARGO: 24.2 TONS

OPERATIONAL DISCREPANCIES: LOADING SLOW AT MMAF AIR FREIGHT.

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HMH-463 DET "A" NARRATIVE SUMMARY FOR 4 February 1967

TWO AIRCRAFT ACCOMPLISHED MISSION #36 AND MOST OF MISSION #50. TWO LOADS LEFT TO BE LIFTED FROM BATO TO MINH LONG.

TAC LOG LAUNCHED FOR HUE/PHU BAI, DONG HA AND RETURN. ON RETURN TRIP AIRCRAFT WENT INTO HUE/PHU BAI WITH A LOAD FROM DONG HA. AIRCRAFT WAS SHUT DOWN TO FACILITATE OFF LOADING AND APP FAILED ON ATTEMPTING START. 1 HU1A TOOK PARTS AND ONE MAN TO FIX AIRCRAFT AND IT WAS RECOVERED AT MMAF WITH NO FURTHER PROBLEMS.

TOTAL TIME: 17.6

TOTAL CARGO LIFTED: 41.4 TONS

OPERATIONAL DISCREPANCIES: NO RADIO COMMUNICATION WITH STRIDER INSOLE ON PRIMARY FREQUENCY PART WAY THROUGH MISSION. FIRE MISSION WAS CHANGER 180° WHICH PLACED THE ROUTE THE AIRCRAFT WERE USING IN A DANGER AREA. NO NOTIFICATION OF THE CHANGE IN FIRE MISSION WAS GIVEN TO THE AIRCRAFT.

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TWO AIRCRAFT ACCOMPLISHED MISSIONS 34 AND 35. MISSION 101 WAS NOT COMPLETED DUE TO DARKNESS. MISSION 108 WAS LAUNCHED TO RECOVER AN H-34. UPON ARRIVAL THE PILOT WAS INFORMED A UH-1E WAS DOWN ALSO. BOTH AIRCRAFT WERE TAKEN TO PHU BAI.

TOTALS: CARGO: INTERNAL: 39.5 1 UH-34 FLIGHT TIME: 16.4 HOURS
EXTERNAL: 4.0 1 UH-1E

DISCREPANCIES:

1. THE WRONG CONTACT AT TAN KY WAS GIVEN ON MISSION 35. THE PEOPLE DID NOT KNOW AIRCRAFT WERE COMING. BECAUSE OF LOW FUEL STATE THE AIRCRAFT WERE NOT ABLE TO WAIT.
2. LIGHT WEIGHT BULK LOADS DO NOT GIVE PROPER UTILIZATION TO THE CH-53A'S LIFT CAPABILITY.

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TWO AIRCRAFT WORKED MISSIONS 45 AND 48. MISSION 48 WAS COMPLETED. MISSION 45 WAS INCOMPLETE DUE TO DARKNESS. THE LEAD AIRCRAFT MADE A PRECAUTIONARY LANDING AT THE ROK CP FOR A CHIP LITE. NO DEFECTS WERE FOUND. ONE AIRCRAFT LAUNCHED WITH ESCORT FOR A UH-34 RETIEVAL AT HILL 52. COORDINATION WAS EXCELLANT AND THE PICKUP AND RETURN SMOOTH.

TOTALS: CARGO: INTERNAL: 30.8 TONS FLIGHT TIME: 17.1
EXTERNAL: 20.8 TONS

DISCREPANCIES: NONE NOTED.

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TWO AIRCRAFT WORKED MISSIONS 34 AND 49. MISSION 49 WAS COMPLETED. MISSION 34 WAS NOT COMPLETED AS FRAGGED, BECAUSE ONLY ONE ONTOS WAS PREPARED FOR LIFT.

TOTALS: CARGO: INTERNAL: 22.8 FLIGHT TIME: 9.0
EXTERNAL: 8.5

DISCREPANCIES:

MISSION 34:

1. TROOPS WERE WANDERING AROUND THE LANDING ZONE DURING APPROACH WITH A 13,000 POUND EXTERNAL LOAD. THE PILOT WAS FORCED TO DROP LOAD SHORT OF PLANNED TOUCH DOWN POINT TO AVOID INJURING PERSONNEL. LOAD WAS RELEASED FROM 5 FEET AND 30 KTS IAS. UPON IMPACT LOAD TURNED OVER, BUT NO DAMAGE WAS DONE.
2. DURING EXTERNAL LIFT OF CONEX CONTAINER INTO LANDING ZONE, "CREPE MYRTLE" WISHED TO RE-POSITION LOAD TO SOUTH END OF LANDING ZONE. PILOT WARNED CONTROLLER ON FM OF EXCESSIVE DOWN WASH FROM AIRCRAFT. CONTROLL PERSISTED IN MOVING LOAD. AS AIRCRAFT MOVED TO NEW POSITION A PRAM TENT WAS BLOWN DOWN.
3. NO RADIO CONTACT MOST OF THE MORNING WITH "CREPE MYRTLE" ALTHOUGH OTHER AIRCRAFT IN THE AREA WERE RECEIVING PILOTS TRANSMISSIONS.
4. THERE WAS UNCONTROLLED NAVAL GUNFIRE IN THE AREA AND NO SAV-A-PLANE NOTICES REGARDING IT.
5. NO ONE COORDINATED LOADING AT QUANG NGAI. 2 HOURS AND 45 MINUTES WAS WASTED IN GROUND TIME. ONLY ONE FORKLIFT WAS AVAILABLE.

MISSION 49:

1. "ROGUES GALLERY" WAS NOT AWARE OF THE FRAG. THE LOAD WAS NOT READY FOR LIFT AT BLOCK TIME OF 1330. AT 1425 TAKEOFF FOR THIEN PHOUA ONLY ONE AIRCRAFT WAS LOADED WHEN TWO AIRCRAFT HAD BEEN FRAGGED.

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MISSION # 36 AND 38 COMPLETED. LIFTED FOUR ONTOS.

TOTALS: CARGO: INTERNAL: 34.9 TONS FLIGHT TIME: 18.0
EXTERNAL: 26.5 TONS

OPERATIONAL DISCREPANCIES:

1. NO COORDINATION ON LOADING CARGO AT QUANG NGAI ON MISSION #36.~~CONFIDENTIAL~~

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INTERNAL CARGO WAS SHUTTLED FROM QUANG NGAI TO NUI DANG. SMALL ARMS FIRE WAS RECEIVED ON BOTH TRIPS. MISSION 104 WAS COMPLETED RECOVERING ONE UH-34. CARGO AND PASSENGERS WERE CARRIED BOTH WAYS TO PHU BAI.

TOTALS: CARGO: INTERNAL: 24.25 TONS, FLIGHT TIME: 7.7 HOURS
ONE UH-34D RECOVERED
24 PASSENGERS

DISCREPANCIES:

1. LSA AT QUANG NGAI DID NOT KNOW THE AIRCRAFT WERE COMING. GROUND TIME BETWEEN LOADS WAS EXCESSIVE AND PALLETS WERE IN POOR CONDITION.
2. DIRECTIONS FOR DROP POSITION AT PHU BAI WERE FOR FLIGHT LINE AREA, RECOMMEND EACH PRIMARY FIELD HAVE A DESIGNATED EXTERNAL DROP AREA.

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DET "A" HMH-463 NARRATIVE SUMMARY FOR 10 FEBRUARY 1967

NO MISSIONS SCHEDULED FOR 10 FEB. NEGATIVE REPORT SUBMITTED.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 11 FEBRUARY 1967

NO MISSIONS SCHEDULED FOR 11 FEB., NEGATIVE REPORT SUBMITTED.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 12 FEBRUARY 1967

NO MISSIONS SCHEDULED FOR THE MORNING. A FLIGHT TO DONG HA THIS AFTERNOON CANCELED DUE TO WEATHER. NEGATIVE REPORT SUBMITTED.

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MISSION 105 COMPLETED. MISSION 26B COMPLETED AND INCLUDED ONE RETREIVAL OF UH-34D.

TOTALS: CARGO: INTERNAL: 17.2 FLIGHT TIME: 11.9 HOURS
EXTERNAL: 4.2

OPERATIONAL DISCREPANCIES:

MISSION 103 WAS ABORTED DUE TO LOADS NOT BEING PALLETIZED?

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MISSION 46 WAS COMPLETED. MISSION 102 WAS INCOMPLETE. DIFFICULTY WITH THE SLINGS ON THE FUEL BLADDERS RESULTED IN ONE INTENTIONAL DROP DUE TO SEVERE OSCILLATIONS AND ONE AIRCRAFT WITH SLIGHT SKIN DAMAGE WHEN ONE STRAP OF THE SLING CAME LOOSE.

TOTALS: CARGO: INTERNAL: 6.0 FLIGHT TIME: 8.5 HOURS
EXTERNAL: 15.0

DISCREPANCIES:

1. THE OFFICER IN CHARGE OF LOADING AT KY HA DID NOT KNOW AIRCRAFT WERE COMING.
2. SLINGS WERE FRAYED AND TORN.
3. AN HOA TOWER WAS NOT UP ON 45.6.
4. LOAD WEIGHTS AT LZ 22 & 23 WERE 12,000 VICE 20,000.
5. 8,000 LBS OF CARGO AT LZ 23 WAS NOT PALLETIZED.

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DET. "A" HMM-463 NARRATIVE SUMMARY FOR 15 FEBRUARY 1967

MISSION 41 CANCELLED. CG FIRST MAW MSG 141615Z FEB 67. NEGATIVE REPORT SUBMITTED.

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EXTERNAL CARGO LIFTED FROM KY HA TO NUI DANG. MISSION 41 INCOMPLETE
DUE TO GROUND ACCIDENT AT KY HA INVOLVING A CH-53A AND A CH-46A.

TOTALS: CARGO: EXTERNAL 14.0 TONS FLIGHT TIME: 7.1 HOURS

DISCREPANCIES: NONE NOTED

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LIFTED 30 500 GALLON FUEL BLADDERS FROM KY HA TO NUI DANG.

TOTAL CARGO: 107,000 POUNDS
TOTAL TIME: 14.0 HOURS

OPERATIONAL DISCREPANCIES:

USING 10,000 LB. UNIVERSAL SLING ON FUEL BLADDERS IS HAZARDOUS
DUE TO THE STRAPS CHAFING ON THE SIDES OF THE BAG. SOME WERE OLD AND
WORN TO BEGIN WITH AND LASTED ONLY THREE TRIPS. ESTIMATE NEW SLINGS
WILL LAST APPROXIMATELY 10 LIFTS.~~CONFIDENTIAL~~
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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 18 FEBRUARY 1967

ALL FLIGHTS FOR 18 FEB 67 CANCELLED DUE TO WEATHER. NEGATIVE REPORT SUBMITTED.

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MISSION 109 LAUNCHED LATE DUE TO WEATHER. THE AIRCRAFT SWITCHED 105S BETWEEN LZ COBRA AND TIEN PHOU AND CARRIED FUEL BLADDERS TO NUI DANG. LEAD AIRCRAFT WAS HIT ON CLIMB OUT FROM NUI DANG AND RETURNED TO KY HA IN A DOWN STATUS. NO. 2 AIRCRAFT RETURNED TO MMAF FOR PARTS AND RETURNED TO KY HA. UPON COMPLETION OF MAINTENANCE BOTH AIRCRAFT RETURNED TO MMAF. AIRCRAFT CARRIED FIFTH PROVINCE CHIEF FROM TIEN PHOU TO CHULAI.

TOTALS: CARGO: INTERNAL: 15.0
EXTERNAL: 1.0

DISCREPANCIES: NONE NOTED.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 20 FEBRUARY 1967

LIFTED TWO UH-34s IN SUPPORT OF MAG 36. NO PROBLEMS ENCOUNTERED.

TOTAL FLIGHT TIME: 6.7 HOURS.

TOTAL CARGO: (EXTERNAL) 8.5 TONS

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 21 FEBRUARY 1967

MISSION ABORTED DUETO AIRCRAFT AVAILABILITY.

TOTAL HOURS FLOWN: 0.8

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LIFTED THREE H-34s AND ONE H-46. H-46 RETRIEVAL WAS INCOMPLETE DUE TO NO WIND CONDITION CREATING RECIRCULATION PROBLEMS. AIRCRAFT WAS CARRIED FROM DONG HA TO HUE PHU BAI WHERE THE H-53 HAD TO REFUEL. ONE AIRCRAFT LIFTED 4,500 GALLONS OF FUEL FROM KY HA TO NUI DANG. ONE AIRCRAFT DOWN AT KY HA OVERNIGHT AWAITING PARTS.

TOTAL CARGO: 48.0 TONS

TOTAL FLIGHT TIME: 9.7 HOURS

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 23 FEBRUARY 1967

LIFTED FOUR LOADS OF FUEL, ONE UH-34D, AND ONE ONTOS.
NO PROBLEMS ENCOUNTERED.

TOTAL CARGO, EXTERNAL: 31.6 TONS

TOTAL PASSENGERS: 14

TOTAL FLIGHT TIME: 7.1 HOURS (INCLUDES 0.4 HRS FLOWN BY DOWNED A/C
ON 22 FEB.)

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CARRIED FUEL FROM KY HA TO NUI DANG. MAG 16 S-4 CHANGED THE SHUTTLE TO RUN FROM THE USS IWO JIMA TO NUI DANG VICE KY HA. 1-2 HAD MECHANICAL DIFFICULTIES AND ABORTED.

TOTAL CARGO: EXTERNAL: 48.0
INTERNAL: 4.6

PASSENGERS: 17

FLIGHT TIME: ~~8.1~~ 9.8

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 25 FEBRUARY 1967

ONE UH-34D RECOVERED. MISSION 38 DELAYED DUE TO AIRCRAFT AVAILABILITY.

TOTAL CARGO: EXTERNAL: 42.3 TONS

TOTAL PASSENGERS: 8

TOTAL FLIGHT TIME: 8.4

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DET. "A" HMM-463 NARRATIVE SUMMARY FOR 26 FEB 1967

MISSION 41 WAS ABORTED WHEN ACFT WENT DOWN AT QUANG NGAI. THE ACFT IS STILL AT QUANG NGAI PENDING EVALUATION BY MAINTENANCE OFFICER. MISSION 36 WAS CANCELLED.

TOTAL FLIGHT TIME: 2.5

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DET. "A" HMM-463 NARRATIVE SUMMARY FOR 27 FEB 1967

NEGATIVE REPORT SUBMITTED.

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DET. "A" HMM-463 NARRATIVE SUMMARY FOR 28 FEBRUARY 1967

ATTACHED AFTER ACTION REPORT FROM 26 FEBRUARY 1967 IS LATE DUE PILOT
REMAINING AT KY HA. STATISTICS WERE REPORTED ON 26 FEB 67. NEGATIVE
REPORT SUBMITTED.

FLIGHT TIME FOR MONTH: 216.5 HOURS

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