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DET "A" - Hornet - 463  
DETACHMENT "A" MARINE HEAVY HELICOPTER SQUADRON 463  
MARBLE MOUNTAIN AIR FACILITY  
REPUBLIC OF SOUTH VIET NAM  
1 May 1967 - 23 May 1967

DET "A" - Hornet - 463

CMD CHRON

1-23 MAY 1967

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## PART I Organizational Data

1. (C) OIC LtCol William R. BEELER	23Dec1966 - 23May1967
XO Maj Myrddyn E. EDWARDS	18Jan1966 - 23May1967
S-1 1stLt Benjamin F. COLLINS	30Jan1966 - 23May1967
S-2 2ndLt Samuel J. NICKELE	30Dec1966 - 23May1967
S-3 Capt D. M. FERRIS	30Dec1966 - 23May1967
S-4 Capt R. L. PHILLIPS	30Dec1966 - 23May1967
MO Maj James L. SHELTON	25Dec1966 - 23May1967

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

## 3. Average Monthly Strength:

Officer: 11 NA Enlisted: 41

## 4. (C) Important Visitors to Command

1May1967 - Lieutenant General Victor H. KRULAK, USMC, Commanding General, Fleet Marine Force Pacific, and Party visited MAG-16. LtCol W. R. BEELER briefed the party on CH-53A combat operations and problem areas.

## PART II Chronological Summary of Month's Major Activities.

4May1967 - CH-53 attempt to lift partially submerged CH-46 from river was unsuccessful. Attempt by CH-54 Flying Crane was also unsuccessful until components were removed from the CH-46.

5May1967 - Two CH-53A moved a 105 MM Howitzer battery from BT 131389 to QUE SON. As dusk approached, the pick-up zone came under enemy mortar, automatic weapons, and small arms fire. Number two aircraft departed the area due to mechanical difficulties. LtCol BEELER in number one aircraft returned to the zone to retrieve the last 16 men of the security force. The aircraft received 7 hits but there were no injuries. During return to Marble Mountain number two aircraft experienced an in flight emergency. The number one gear box froze causing sudden stoppage of power turbine. The power turbine rotor blades sheared from the hub and entered the cabin of the aircraft striking the crew chief, Cpl Daniel P. FORD, in the upper torso. Capt O. L. BUSBY, USMC, made a sucessful night emergency landing at Marble Mountain Air Facility where the wounded man was immediately lifted by H-34 to medical aid.

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13 May 1967 - During cargo move from Viet An to Hill 29, an aircraft was inadvertently overloaded at Viet An. The overload was not discovered until the aircraft had moved out of the restricted zone of Viet An. The pilot was unable to set down due to the rough terrain and unable to gain flying speed due to excessive weight. The right main landing gear struck a rice paddy dike causing the aircraft to bounce into the air. This extra altitude enabled the pilot to gain flying speed and the aircraft was able to climb out. Another aircraft was called to examine the gear and reported that the gear was damaged. The CH-53 jettisoned the cargo and returned to Marble Mountain where it was landed on sand bags.

14 May 1967 - A CH-46 was being externalled from Khe Sanh to MMAF. At Quang Tri, the aircraft was forced to land because of turbulence from thunderstorms in the area. The CH-53A took three hits during the approach to Quang Tri.

20 May 1967 - Late in the day a CH-53 was diverted from one mission to an aircraft recovery mission. The CH-53 proceeded with the UH-1E escort to the site of the downed O1-C with no prior brief as to the enemy situation or friendly positions surrounding the zone. The volume of fire between enemy and security troops was so heavy that the escort could not safely make gun runs on the enemy positions. The CH-53 had all exterior lights out and was able to make the pick-up in the twilight. ROK security units did a fine job of rapidly spotting and suppressing the multiple enemy automatic weapons positions. The O1-C was a difficult load to carry because the wings had not been removed causing the the O1-C to fly into the belly of the CH-53 at airspeeds greater than 33 kts.

23 May 1967 - HMH-463 arrived in country. All Detachment "A" personnel and property absorbed by HMH-463. Detachment "A" no longer exists.

### PART III Significant Events

1. (C) Personnel,
  - a. Transferred: 0 Officers 2 Enlisted
  - b. Joined: 0 Officers 0 Enlisted
  - c. Promoted: Two PFC's to Lance Corporal  
Three Lance Corporals to Corporal
  - d. Transferred to HMH-463 on 23 May 1967:  
11 Officers 39 Enlisted

2. (U) Administration

3. (U) Awards: First Marine Aircraft Wing received a letter of appreciation from LtCol Nguyen Duc Khanh Commander, 41st Wing, VNAF concerning recovery of downed aircraft by CH-46 and CH-53 aircraft. See copy and endorsements by MajGen ROBERTSHAW and Col MARTIN (Appendix C).

4. (U) Casualties:

Corporal Daniel P. FORD, 2142394, USMC. Injured 2000H, 5 May 1967, while acting as crew chief of CH-53A. Corporal Ford was struck by shrapnel from an exploding turbine engine as the helicopter returned to base, from a tactical mission.

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5. (U) Civil Action: None
6. (U) Morals/Welfare Programs:
7. (U) Informational Services:
8. (C) Intelligence/Counter-Intelligence:

a. Six(6) detachment aircraft were hit in six different incidents resulting in 14 hits. Five hits were taken while in landing zones, five hits were taken during approaches to landing zones, and four hits were taken while enroute. Four incidents were associated with external loads and two incidents involved internal loads.

b. Recent developments indicate the enemy is disseminating information on aircraft recoveries. The new trend of enemy action concerning downed aircraft is to avoid contact with friendly security forces. Friendly forces report the zone is secure to recovery helos and escorts. As the recovery helo comes to a hover over the downed aircraft, the enemy emerges from hiding to direct intense fire at the recovery aircraft and security forces. After the recovery is made enemy fire halts until retraction helos come into the zone to pick-up the security forces. When the helos are late in the final approach they encounter intense fire.

9. (C) Air Operations:

a. Hours flown:	305.3	
b. Sorties:	927	
c. Passengers:	2,228	
d. Cargo:Total:	1,496.0Tons	
(1) Internal:	900.6Tons	
(2) External:	454.5Tons	
(3) TAR:	31 recoveries, 140.9 Tons	
(A) Type aircraft recovered:	Average Weight	
UH-34D	25	4.3Tons
UH-1E	4	2.6Tons
CH-46A	1	5.3Tons
01-C	1	1.2Tons

10. (C) Air Control:

a. Detachment aircraft radar controlled:	3
b. Hours of GCA operation:	0.9

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11. (C) HMM-463 Detachment "A" participated in Operations Hickory, Crockett, Beaver Cage, Union, and Union II.

12. (U) Ground Defense:

13. (U) Command Relationships/Command and Control:

14. (U) NBC Warfare:

15. (U) Training:

a. Completed JEST School: 4

16. (U) Logistics:

17. (U) Supply:

18. (U) Motor Transport:

19. (U) Engineering:

20. (U) Maintenance: Normal aircraft maintenance was performed on all aircraft with the exception of repairs made as a result of the following incidents:

5 May 1967 an inflight material failure of the port nose gear box caused the power turbine blades to shear from the hub. Most of the disintegrating power turbine blades exited from the engine at the 5 o'clock position passing through the fuselage and striking the crew chief. One blade struck the starboard bulkhead and came to rest inside the starboard fuel cell.

13 May 1967 one aircraft was inadvertently over loaded in the landing zone. The aircraft could not gain flying speed after moving from the zone. The right main landing gear struck a rice paddy dike. The fitting assembly, of the aft sponson main landing gear inboard right side was torn loose from the bulkhead mounting point. "B" damage to the aircraft.

21. (U) Avionics

22. (U) Base Development/Military Construction

23. (U) Communications/Electronics

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3: HLM: crt  
5750  
5 June 1967  
03A15667

Appendix A (Table of Operational Statistics) to HMH-463 DET. "A"  
Command Chronology for 1 - 23 May 1967.

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DATE	TOTAL				III MAF				ARVN				ROK				CARGO		TAR	
	HRS	SOR	CGO	PAX	HRS	SOR	CGO	PAX	HRS	SOR	CGO	PAX	HRS	SOR	CGO	PAX	INT	EXT	TYPE	WT
1	14.9	33	51.2	13	14.9	33	51.2	13									42.6		24H 34	8.6
2	21.6	81	157.8	112	21.6	81	157.8	112									89.2	68.6		
3	19.2	54	100.3	138	19.2	54	100.3	138									85.0	10.0	14H 34	5.3
4	11.6	28	41.9	19	11.6	28	41.9	28									19.2	22.7		
5	17.9	50	72.7	214	17.6	50	72.7	214									36.7	26.3	24H 34	9.7
6	6.8	21	39.0	18	6.8	21	39.0	21									27.3	11.7		
7	3.1	6	10.0	0	3.1	6	10.0	0										10.0		
8	6.3	16	29.9	4	6.3	16	29.9	4									11.2	9.8	24H 34	8.9
9	13.0	45	70.3	77	13.0	45	70.3	77									11.4	54.6	14H 34	4.3
10	8.6	27	38.9	108	8.6	27	38.9	108									12.6	26.3		
11	7.4	19	39.7	30	7.4	19	39.7	30									23.0		14H 16	16.7
12	15.9	52	85.8	184	15.9	52	85.8	184									29.5	52.3	14H 34	4.0
13	31.2	96	126.6	289	31.2	96	126.6	289									66.6	44.9	14H 16	15.1
14	17.8	51	72.5	111	17.8	51	72.5	111									58.6	9.9	1H 34	
15	14.4	45	74.9	143	14.4	45	74.9	143									54.4	15.3	1H 46	5.2
16	12.0	34	33.0	271	12.0	34	33.0	271									27.1	1.6	1H 34	4.3
17	10.3	27	26.4	98	10.3	27	26.4	98									21.1	0	1H 46	5.3
18	18.9	54	105.1	171	18.4	54	105.1	171									66.1	17.5	4H 34	21.5
19	12.0	39	72.1	53	12.0	39	72.1	53									55.3	9.3	14H 16	7.5
20	22.6	88	149.7	111	20.5	78	135.5	80									96.9	51.5	10-1C	1.3
21	6.0	18	27.7	15	6.0	18	27.7	15									23.4	0	14H 34	4.3
22	14.8	43	70.5	49	14.8	43	70.5	49									43.4	17.7	24H 34	9.4
23																				
24																				
25																				
26																				
27																				
28																				
29																				
30																				
31																				
TOTAL	305.3	927	1496.0	222.8	3032	917	1481.8	2209									900.6	459.5		140.9

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3:HLM:crt  
5250  
5 June 1967  
03A15667

Appendix B (Daily Narrative Summary) to HMH-463 DET. "A" Command  
Chronology for 1 - 23 May 1967.

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MISSION #42 WAS COMPLETED. RETRIEVED ONE H-34 FROM HILL 29 AND ONE H-34 FROM TAN KY AND DELIVERED BOTH TO THE USS OKINAWA.

MISSION #45 WAS INCOMPLETE. INTERNAL AMMO RESUPPLY TO QUE SON, NUI LOC SON, VIET AN AND THIEN PHOUCL HOWEVER THE WEATHER DETERIORATED IN THE LATE AFTERNOON MAKING THE LIFT UNFEASABLE.

TOTALS: CARGO: 51.2T

INT: 42.6T

EXT: 8.6T

PAX: 15

FLIGHT TIME: 11.1HRS.

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DET. "A" HMH-463 NARRATIVE SUMMARY FOR 2 MAY 1967

MISSION #42 WAS INCOMPLETE DUE TO LACK OF ACFT AVAILABLE. ONE ACFT MOVED 41,600LBS OF AMMUNITION.

MISSION #43 WAS INCOMPLETE DUE TO AMOUNT OF CARGO TO BE MOVED. TWO ACFT SHUTTLED AMMUNITION FROM QUE SON TO VIET AN. ONE ACFT MOVED 155'S FROM QUE SON TO VIET AN.

MISSION #48 WAS INCOMPLETE DUE TO MECHANICAL TROUBLE. ONE ACFT MOVED SIX (6) 105'S, AMMUNITION, AND CREWS FROM HILL 29 TO BT128388. UNABLE TO CONTINUE MISSION AND SOME CARGO REMAINS ON THE LSD TO BE MOVED.

MISSION #49 WAS COMPLETED. ONE ACFT SHUTTLED FUEL FROM COCO BEACH TO THE SHAWNEE LSA.

MISSION #47 OF 1 MAY WAS COMPLETED EARLY THIS MORNING. TWO ACFT MADE A TACLOG FLIGHT TO DONG HA. ONE ACFT WENT DOWN AT DONG HA. #1 ACFT RETURNED TO MMAF FOR PARTS AND WENT BACK TO DONG HA. BOTH ACFT RETURNED TO MMAF.

TOTALS: CARGO: 121.5T  
INT: 52.9T  
EXT: 68.6T  
PAX: 108  
FLIGHT TIME: 25.4HRS.

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MISSION #39 WAS COMPLETED. THERE IS MORE CARGO AT TAM KY TO BE MOVED, BUT MISSION WAS TERMINATED AT REQUEST OF TAE #6 AT VIET AN. FOUR ACFT SHUTTLED, IN TWO PLANE RELAYS, AMMUNITION AND TROOPS FROM TAM KY TO VIET AN.

MISSION #38 WAS INCOMPLETE DUE TO DARKNESS. FOUR ACFT SHUTTLED AMMUNITION FROM LZ 22 TO VIET AN AND QUE SON.

TOTALS: CARGO: 100.3T

INT: 85.1T

EXT: 10.0T

PAK: 138

FLIGHT TIME: 19.2HRS.

TAR: 5.2T

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4 MAY 1967

ONE ACFT LAUNCHED ON MISSION #40 TO PHU BAI CARRYING INTERNAL CARGO FOR MARBLE MOUNTAIN AIR FREIGHT. THE SINGLE ACFT CARRIED 45,500LBS. OF CARGO BETWEEN COCO BEACH AND THE OPERATION SHAWNEE TAFDS. PRIOR TO BEING CALLED BACK TO MMAF TO STAND BY FOR AN ACFT RECOVERY.

ANOTHER ACFT WAS FLIGHT TESTED AND PUT ON STANDBY FOR THE ACFT RECOVERY.

THE FIRST ACFT WAS THEN LAUNCHED ON MISSION #32. WHILE THE ACFT WAS WORKING ON MISSION #32 LANDSHARK BY MISTAKE ORDERED THE ACFT TO RETURN TO MMAF. THE Y DISCOVERED THE MISTAKE UPON RETURN TO MMAF, THEN RE-LAUNCHED TO ATTEMPT TO ACCOMPLISH MISSION #32.

THE STANDBY ACFT WAS LAUNCHED TO ATTEMPT TO MOVE THE DOWNED CH-46 FROM THE WATER OF A RIVER TO A SAND BAR SO THAT THE RECOVERY CREWS COULD REMOVE ENOUGH COMPONENTS FOR A CH-53 LIFT AT A LATER DATE. THE HOOK-UP WAS MADE AND THE CH-53 ATTEMPTED TO LIFT OR MOVE THE CH-46 TO THE SAND-BAR. FULLPOWER WAS USED AND EVEN THOUGHT THE CH-53 WAS AT MINIMUM WEIGHT FUEL, THE CH-46 COULD NOT BE MOVED.

TOTALS: CARGO: 41.9T  
INT: 19.2T  
EXT: 22.7T  
PAX: 19  
FLIGHT TIME: 11.6HRS.

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CONFIDENTIALDET. "A" HML-463 NARRATIVE SUMMARY FOR 5 MAY 1967

MISSION #40 WAS COMPLETED. ONE ACFT CARRIED CARGO TO PHU BAI AND DONG HA. AFTER THE TACLOG WAS COMPLETED, TWO UH-34D'S, ONE FROM DONG HA AND ONE FROM QUANG TRI STADIUM, WERE RECOVERED TO THE USS OKINAWA.

MISSION #38 WAS COMPLETED. ONE ACFT SHUTTLED 105 AND 155 AMMUNITION FROM LZ 22 TO VIET AN. TWO 105'S WERE MOVED FROM LZ 22 TO VIET AN AND TWO 105'S FROM VIET AN TO LZ 22.

MISSION #46 WAS COMPLETED. TWO ACFT MOVED A 105 BATTERY FROM BT131389 TO QUE SON. #1 ACFT RECEIVED MORTAR FIRE IN THE PICK-UP ZONE AND REQUESTED FIXED WING AND HELO ESCORT. BOTH ACFT RECEIVED AUTOMATIC WEAPONS FIRE IN THE ZONE AND ENROUTE TO QUE SON. ESTIMATED 50 CAL. FIRE WAS RECEIVED FROM BT115365 WHERE PREVIOUSLY PLOTTED. #1 ACFT TOOK AT LEAST TEN (10) HITS FROM SMALL ARMS. #2 ACFT HAD AN ENGINE EXPLODE ON RETURN TO HOME BASE WOUNDING THE CREW CHIEF.

TOTALS: CARGO: 72.7T

INT: 36.7T

EXT: 36.0T

PAX: 214

BATTLE EVACS: 51

TAR: TWO (2) UH-34D'S

FLIGHT TIME: 17.4HRS.

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CONFIDENTIALDET. "A" HMM-463 NARRATIVE SUMMARY FOR 6 MAY 1967

MISSION #46 WAS COMPLETED. ONE ACFT CARRIED AMMUNITION FROM TAM KY TO NUI LOC SON AND QUE SON. FIRST LOAD CARRIED WAS REJECTED BY NUI LOC SON AS DEFECTIVE AMMO.

MISSION #20 WAS COMPLETED. TACLOG CARGO WAS CARRIED TO PHU BAI AND DONG HA. UPON COMPLETION OF TACLOG, FUEL WAS CARRIED FROM COCO BEACH TO THE SHAWNEE LSA.

TOTALS: CARGO: 39.0T  
INT: 27.3T  
EXT: 11.7T  
PAX: 18  
FLIGHT TIME: 6.8HRS.

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CONFIDENTIALDET. "A" HMM-163 NARRATIVE SUMMARY FOR 7 MAY 1967

MISSION #49 WAS COMPLETED. ONE (1) UH-34D WAS RECOVERED FROM BT038343 TO KY HA AND ONE (1) UH-34D WAS RECOVERED FROM AT812391 TO MMAF.

MISSION #47 WAS COMPLETED CARRYING ONE CEMENT MIXER FROM MMAF TO THONG DUC.

TOTALS: CARGO: 10.0T  
EXT: 10.0T  
FLIGHT TIME: 3.1HRS.

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DET. "A" HMM-463 NARRATIVE SUMMARY FOR 8 MAY 1967

MISSION #41 LAUNCHED TO PHU BAI WITH 12,500 POUNDS AIR FREIGHT CARGO. SHUTTLED FUEL ROLLIGONS FROM COCO BEACH TO ROSE ANN "B" LZ UNTIL DIVERTED BY ROSE ANN "B" TO RETURN TO MARBLE MOUNTAIN AND STAND BY FOR AN ACFT RECOVERY.

ONE (1) UH-34 WAS RECOVERED FROM HILL 55 TO MMAF. ONE (1) UH-34 WAS RECOVERED FROM QUE SON TO KY HA.

ONE NIGHT CARGO SHUTTLE FOR AIR FREIGHT WAS LAUNCHED TO DONG HA.

TOTALS: CARGO: 29.9T  
INT: 11.2T  
EXT: 18.7T  
PAX: 4  
FLIGHT TIME: 6.3

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MISSION #47 WAS COMPLETED. ONE (1) UH-34D WAS CARRIED FROM THE OKINAWA TO KY HA.

MISSION #49 WAS A TACLOG TO PHU BAI AND DONG HA AND EXTERNAL FUEL TO THE OPERATION SHAWNEE LSA. ONE ACFT CARRIED CARGO TO PHU BAI AND SHUTTLED FUEL TO THE LSA.

MISSION #50 WAS NOT COMPLETED. ONE ACFT LAUNCHED AT 1715 AND MOVED THREE (3) 105'S. ONE GUN WAS MOVED FROM QUE SON TO HILL 55, ONE GUN FROM VIET AN TO QUE SON AND ONE GUN FROM QUE SON TO LZ 412.

**TOTALS: CARGO: 70.3T**

**INT: 11.4T**

**EXT: 54.6T**

**PAX: 77**

**TAR: 4.3T**

**FLIGHT TIME: 13.0HRS.**

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MISSION #39 WAS COMPLETED. THIS WAS A CONTINUATION OF MISSION #50 OF 9MAY. ONE ACFT MOVED ONE 105 BATTERY FROM VIET AN TO QUESON AND ONE 105 BATTERY FROM QUE SON TO LZ 412.

MISSION #49 WAS COMPLETED. ONE ACFT EXTERNALLED ONE GENERATOR TO DONG HA AND RETURNED A BAD GENERATOR TO MMAF.

MISSION #43 WAS NOT COMPLETED. ONE ACFT LAUNCHED AT 1900 FOR A TAR AT AT916516. COORDINATION WAS POOR AND UH-1D GUNS DID NOT ARRIVE ON TIME AND THE ACFT HAD TO ORBIT UNTIL ARTILLERY FIRE WAS LIFTED. FIRST ATTEMPT AT PICK-UP FAILED WHEN SLING CAME OFF OF THE HOOK. BY THE TIME THE SECOND PICK-UP ATTEMPT WAS MADE IT WAS DARK AND SAND FROM LZ MADE NIGHT EXTERNAL HOOK-UP IMPOSSIBLE. ACFT RECEIVED SMALL ARMS FIRE IN ZONE AND TOOK TWO (2) HITS.

TOTALS: CARGO: 38.9T  
INT: 12.6T  
EXT: 26.3T  
PAX: 108  
FLIGHT TIME: 8.6HRS.

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CONFIDENTIALDET. "A" HMM-463 NARRATIVE SUMMARY FOR 11 MAY 1967

MISSION #43 WAS COMPLETED. ONE (1) UH-34D WAS RECOVERED FROM AT9352 TO MMAF. ONE (1) UH-34D AND ONE (1) UH-1E WERE RECOVERED FROM HILL 55 TO MMAF.

MISSION #44 WAS CUT SHORT BY LANDSHARK "C". ONE ACFT CARRIED EMPTY FUEL BAGS FROM THE SHAWNEE LSA TO COCO BEACH. THERE ARE ONLY THREE (3) SERVICABLE SLINGS LEFT AT COCO BEACH. NO FUEL WAS CARRIED BECAUSE THE ACFT WAS DIVERTED TO MISSION #45.

MISSION #45 WAS NOT COMPLETED AS FRAGGED. THE ACFT WAS UNABLE TO LIFT THE 155'S FROM VIET AN TO QUE SON SO THE 105'S AT QUE SON COULD NOT BE PULLED OUT. INSTEAD, AMMUNITION AND 107'S WERE CARRIED FROM QUE SON TO USS OKINAWA. ONE (1) UH-34D WAS RECOVERED FROM BT/38389 TO KY HA.

TOTALS: CARGO: 39.7T  
INT: 23.0T  
TAR: 16.7T  
PAX: 36  
FLIGHT TIME: 7.4

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TWO ACFT LAUNCHED ON MISSION #41 AND #42. PILOTS WERE BRIEFED TO BE PREPARED TO DIVERT FOR A UH-34 RECOVERY FROM DIA LOC. MISSIONS #41 AND #42 WERE COMPLETED AND ACFT RETURNED TO MMAF FOR A CREW SWITCH. THE ACFT WERE NOT REQUESTED TO PICK-UP THE UH-34 AT DAI LOC. ONE ACFT WAS SENT TO DONG HA ON MISSION #102, A UH-34 RECOVERY FROM NEAR HILL 881 TO DONG HA. MISSION #102 WAS WELL COORDINATED BY ROSE ANN "A" 3. THE OTHER ACFT ENCOUNTERED MECHANICAL PROBLEMS AND WAS UNABLE TO COMMENCE MISSION #43.

THE AMOUNT OF CARGO SPECIFIED ON THE FRAG AND THE AMOUNT OF CARGO CARRIED FROM THE ZONES DIFFERED GREATLY. THIS DIFFERENCE HAS BEEN NOTED ON MANY OCCASIONS AND ALMOST ALWAYS RESULTS IN THE ACFT MOVING MORE CARGO THAN WAS SPECIFIED IN THE FRAG. UNITS REQUESTING SUPPORT SHOULD BE AS ACCURATE AS POSSIBLE WHEN INDICATING THE AMOUNT OF CARGO TO BE TRANSPORTED.

UNDER ESTIMATING REQUIREMENTS WILL RESULT IN TO FEW ACFT BEING ASSIGNED TO THE MISSION. TO FEW ACFT CAUSES THE MISSION TO BE DRAWN OUT LONGER THAN IS NECESSARY. THIS EXCESSIVE TIME REQUIRED COULD MAKE THE DIFFERENCE BETWEEN COMPLETING THE MISSION IN ONE DAY OR HAVING TO RETURN AND FINISH THE NEXT MORNING.

OVER ESTIMATING REQUIREMENTS SHOULD ALSO BE AVOIDED. NEVER NEEDLESSLY TIE UP AN ACFT THAT COULD BE WORKING ELSEWHERE.

**MISSION #41**

CALLED FOR:	125 TROOPS	7,800# INTERNAL	33,000# EXTERNAL
ACTUALLY TRANSPORTED:	102 TROOPS	12,200# INTERNAL	54,600# EXTERNAL
UNDER ESTIMATED:		26,000# TOTAL	

**MISSION #42**

CALLED FOR:	83 TROOPS	NO INT CARGO	50,000# EXTERNAL
ACTUALLY TRANSPORTED:	79 TROOPS	39,800# INTERNAL	50,000# EXTERNAL
UNDER ESTIMATED:		39,800# TOTAL	

TOTALS: CARGO: 85.8T  
 INT: 29.5T  
 EXT: 52.3T  
 TAR: 4.9T  
 PAX: 184  
 FLIGHT TIME: 15.7HRS.

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CONFIDENTIALDET. "A" HMM-463 NARRATIVE SUMMARY FOR 13 MAY 1967

MISSION #4 WAS COMPLETED. TWO ACFT LAUNCHED AT 0315 FOR A TROOP LIFT. THE ACFT MOVED 176 TROOPS FROM HOI AN TO BT1641. THE DROP ZONE WAS POORLY LITE AND THREE LZ'S ON THE SAME FREQUENCY ARE TOO MANY.

MISSION #36 WAS INCOMPLETE. THE HOOK-UP TEAM WAS NOT READY ON TIME SO THE ACFT CARRIED FUEL FROM COCO BEACH TO SHAWNEE LSA. WHEN THE ACFT WAS READY FOR RECOVERY THE CH-53 WAS UNABLE TO LIFT THE UH-1E BECAUSE OF LOCATION IN A RAVINE.

MISSION #37 WAS COMPLETED. TWO JEEPS WERE CARRIED FROM HILL 29 TO THE LPD.

MISSION #38 WAS INCOMPLETE. ONE ACFT MOVED 4 105'S FROM VIET AN TO HILL 29. WHEN THE ACFT RETURNED TO THE ZONE ON THE LAST TRIP, IT WAS OVER LOADED BY 2000# FROM WHAT THE LOAD MASTER IN THE ZONE SAID. THE ACFT WAS DAMAGED ON T.O. FORCING THE ACFT TO ABORT.

MISSION #39 WAS COMPLETED. ONE (1) UH-34D WAS RECOVERED FROM HILL 55 AND ONE (1) UH-34D WAS RECOVERED FROM DIA LOC. BOTH ACFT WERE RETURNED TO MMAF.

MISSION #41 WAS COMPLETED. ONE ACFT CARRIED AMMUNITION FROM LZ 22 TO QUE SON. LANDSHARK REQUESTED THE ACFT TO MAKE ANOTHER TRIP WITH 155 POWDER BUT THE O6 OF THE BN. STATED HE NEEDED ROUNDS NOT POWDER.

MISSION #42 WAS COMPLETED. ONE ACFT RECOVERED ONE (1) UH-1E FROM KY HA TO THE USS OKINAWA.

MISSION #69 WAS COMPLETED. TWO ACFT CARRIED WATER, "C" RATIONS, AND AMMUNITION FROM TAM KY TO QUE SON. THE ACFT COULD NOT RAISE QUE SON ON ASSIGNED FREQUENCY UNTIL OVER THE LZ. THIS CREATES A DANGEROUS SITUATION AS QUE SON ARTILLERY IS CONSTANTLY FIRING.

TOTALS: CARGO: 122.5T  
 INT: 62.5T  
 EXT: 48.2T  
 TAR: 11.8T  
 PAX: 237  
 FLIGHT TIME: 28.5HRS.

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MISSION # 33 INCOMPLETE. CARRIED CARGO FROM MMAF TO PHU BAI. PROCEEDED TO SHAWNEE LSA AND WAS TOLD MISSION WOULD NOT BE READY UNTIL AFTERNOON.

MISSION # 38 WAS COMPLETE. RESUPPLY TO HILL 881.

MISSION # 40 WAS COMPLETE. RESUPPLY FROM TAM KY TO QUE SON. BACKLOADED FROM VIET AN TO HILL 29.

MISSION # 45 WAS INCOMPLETE. CARRIED H-46 FROM KHE SANH TO QUANG TRI. ABORTED DUE TO TURBULENCE. A/C RECEIVED FIRE AND TOOK 3 HITS ON APPROACH TO QUANG TRI.

MISSION # 100 WAS COMPLETE. EMERGENCY MED EVAC FLOWN FROM "C" MED TO KY HA ON EVENING OF 13 MAY 1967.

MISSION # 100A WAS COMPLETE. NIGHT EMERGENCY RESUPPLY FROM LZ 22 TO QUE SON. FLOWN IN CONJUNCTION WITH MISSION # 100 ON 13 MAY 1967.

STATISTICS OF MISSIONS # 100 & 100A OF 13 NOT PREVIOUSLY REPORTED.

TOTALS: CARGO: 67.8 T  
INT: 60.7 T  
EXT: 1.9 T  
TAR: 5.2 T  
PAX: 101  
FLIGHT TIME: 16.4 HRS.

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MISSION #43 IS A CONTINUATION OF 14 MAY 67. MISSION #43 LAUNCHED AFTER 14 MAY REPORTS WERE SUBMITTED. THIS WAS AN EMERGENCY RESUPPLY OF 3,000lbs. OF 155 AMMO AND ONE 105 HOW FROM LZ 22 TO QUE SON.

MISSION #49 IS A LATE REPORT FROM 14 MAY 67. ONE AIRCRAFT RECOVERED ONE CH-46 FROM XD 384337 TO PHU BAI. UPON COMPLETION, THE AIRCRAFT WAS ASSIGNED TO MISSION #14-16 AND CARRIED PART OF A RADIO RELAY TEAM FROM HILL 661 TO SCAT LSA.

MISSION #44 WAS FRAGGED FOR 18,400lbs. OF AMMO. THE AIRCRAFT MOVED ONE LOAD OF AMMO, 6,700lbs., FROM TAM KY LSA TO THANG BIN COMPLETING THE MISSION.

MISSION #44 MOVED TWO 155 HOWITZERS FROM BT 142576 TO HILL 29.

MISSION #45 WAS AN AMMO RESUPPLY FROM LZ 22 TO QUE SON. TWO AIRCRAFT MOVED 52,200lbs. OF AMMO AND ONE 105 GUN FROM LZ-22 TO QUE SON.

MISSION #49 WAS A TACLOG TO DONG HA. UPON ARRIVAL AT DONG HA, THE AIRCRAFT CARRIED 4.2 AMMO TO BA LONG AND WENT TO MISSION #32.

MISSION #32 RECOVERED ONE CH-46 FROM QUANG TRI TO MMAF.

MISSION #47 WAS A TROOP LIFT FROM AN HOA TO HOI AN. MISSION WAS WELL COORDINATED AND 102 TROOPS WERE CARRIED IN THREE TRIPS.

MISSION #101 WAS A TACLOG TO PHU BAI.

TOTALS: CARGO: 83.7 T

INT: 56.4 T

EXT: 17.6 T

TAR: 9.5 T

PAK: 162

FLIGHT TIME: 18.9 HRS.

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ONE AIRCRAFT LAUNCHED TO PHU BAI WITH AIR FREIGHT CARGO ON MISSIONS #45 & 48. THE LZ AT HILL 670 WAS FOUND TO BE TOO SMALL AND CONTAINED TOO MANY SHARP STUMPS WHICH ENDANGERED THE AIRCRAFT BELLY. THIS ZONE IS ~~NOT~~ SAFE FOR CH-53 OPERATIONS. THE AIRCRAFT THEN COMMENCED MISSION 48 BUT WENT TO A DOWN STATUS AT PHU BAI. ANOTHER CH-53 LAUNCHED FROM MMAF TO PHU BAI WITH REPLACEMENT PARTS FOR THE DOWNED AIRCRAFT. THE DOWNED AIRCRAFT WAS REPAIRED AND WORKED ON MISSION 48 THE REMAINDER OF THE DAY.

THE OTHER AIRCRAFT DELIVERED THE PARTS AND PROCEEDED TO KY HA ON MISSION 43. PRIOR TO REACHING KY HA THE AIRCRAFT CONTACTED MAG 36 S-3, HAMS, KY HA TOWER, LANDSHARK "A", AND LANDSHARK, BUT NO ONE KNEW THE WHEREABOUTS OF THE TWO H-34 TAIL PYLONS TO BE PICKED UP NOR WAS ANYONE AWARE OF MISSION 43. THE AIRCRAFT THEN COMMENCED MISSION 44, AN AMMO RESUPPLY FROM TAM KY TO QUE SON. AFTER COMPLETION OF MISSION 44, THE AIRCRAFT RETURNED TO MMAF AND WAS LAUNCHED ON MISSION 49, A TROOP RETRACTION FROM BT 155405 TO HOI AN. THE AIRCRAFT THEN PROCEEDED TO LZ 401, PICKED UP A DOWN H-34 AND CARRIED IT TO MMAF.

TOTALS: CARGO: 33.0 T  
INT: 27.1 T  
EXT: 1.6 T  
TAR: 4.3 T  
PAX: 271  
FLIGHT TIME: 12.0 HRS.

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MISSION #43 WAS COMPLETE. EXTERNALLED ONE CH-46 FROM MMAF TO THE USS PRINCETON.

MISSION #44 WAS INCOMPLETE DUE TO WEATHER HOWEVER THE FRAGGED AMOUNT OF CARGO WAS MOVED FROM KHE SANH TO HILL 881 AND 861.

MISSION #47 WAS COMPLETE. TACLOG MMAF TO DONG HA TO SHAWNEE LSA TO PHU BAI TO MMAF.

MISSION #48 WAS INCOMPLETE. TACLOG FROM MMAF TO DONG HA. MOVEMENT OF 105s FROM CAM LO TO CON THIEN WAS NOT COMPLETED DUE TO DARKNESS AND THE DROP ZONE BEING UNDER MORTAR ATTACK.

TOTALS: CARGO: 26.4 T

INT: 21.1 T

EXT: 0.0 T

TAR: 5.4 T

PAK: 98

FLIGHT TIME: 10.3

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MISSION #42 WAS COMPLETED. ONE (1) UH-34D WAS RECOVERED FROM YD 640272 TO PHU BAI.

MISSION #44 WAS COMPLETED. TWO (2) UH-34Ds WERE RECOVERED FROM AN HOA TO MMAF.

MISSION #38 WAS COMPLETED. TWO (2) AIRCRAFT SHUTTLED CARGO FROM DONG HA TO CONTHIEN ALL DAY. MISSION WAS FRAGGED FOR 90 TROOPS, 25,000lbs. AND 6 105s. THE AIRCRAFT MOVED 171 TROOPS, 132,000lbs, and CARRIED THE 105s. #2 AIRCRAFT RECOVERED ONE (1) UH-34D FROM CONTHIEN TO DONG HA, AND ONE UH-1E FROM DONG HA TO PHU BAI.

TOTALS: CARGO: 105.1 T  
INT: 66.1 T  
EXT: 17.5 T  
TAR: 21.5 T  
PAK: 171  
FLIGHT TIME: 18.4 HRS.

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ONE AIRCRAFT LAUNCHED TO DONG HA ON MISSION 38, A TOP PRIORITY AMMO RESUPPLY TO CON TIEN. UPON ARRIVAL AT DONG HA AT 0800, THE PILOT FOUND NONE OF THE 88,000lbs. OF AMMO WAS READY TO BE LIFTED. PILOT PROCEEDED TO KHE SANH ON MISSION 33, RESUPPLY OF HILLS 861 AND 881. AT COMPLETION OF MISSION 33 AT 1205, AIRCRAFT RETURNED TO DONG HA, MISSION 38 STILL NOT READY. AIRCRAFT PROCEEDED TO PHUBAI, PICKED UP FORK LIFT, AND LIFTED IT TO DONG HA. MISSION 38 NOT YET READY. AIRCRAFT STANDING BY AT DONG HA. AT 1630 THE LSA WAS READY AND BEGAN LOADING THE AIRCRAFT, EIGHT AND ONE HALF HOURS LATE. 27,000lbs. OF THE FRAGGED 88,000lbs. WAS CARRIED BEFORE DARKNESS ENVELOPED THE ZONE.

ONE AIRCRAFT WAS LAUNCHED ON MISSIONS 36 AND 37, MOVE OF ARTILLERY BATTERY FROM QUE SON TO BTO26342, PLUS TRUCKS FROM TAM KY. FRAG CALLED FOR 40,000lbs. OF CARGO, ZONE ACTUALLY HAD 120,000lbs. TO BE MOVED. NOT COMPLETE DUE TO DARKNESS.

TOTALS: CARGO: 72.1 T  
INT: 55.3 T  
EXT: 9.3 T  
TAR: 7.5 T  
PAX: 53  
FLIGHT TIME: 11.8 HRS.

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ONE ACFT LAUNCHED ON MISSION #42 AND #44, AND WAS LATER JOINED BY A SECOND ACFT. MISSION #44 WAS AN ARTILLERY POSITION RE-SUPPLY. THE FRAG CALLED FOR 89,000LBS. OF INTERNAL CARGO TO BE TRANSPORTED. THE TWO ACFT ACTUALLY CARRIED 146,000LBS. OF INTERNAL CARGO BEFORE RETURNING TO MMAF. THE TWO ACFT RETURNED TO MMAF, ONE WAS DOWN MECHANICALLY, THE OTHER SWITCHED CREWS AND PROCEEDED ON MISSION #42. THIS MISSION WAS TO TRANSPORT A ROK ARTILLERY POSITION FROM BS630856 TO BS677860. THE ROK MARINES DID AN OUTSTANDING JOB OF HAND LOADING AND UNLOADING THE CH-53. THE ACFT HAD TWO LIFTS LEFT TO PERFORM PRIOR TO COMPLETING THE MISSION WHEN THE ACFT WAS DIVERTED TO MISSION #42A. THIS MISSION WAS PERFORMED RAPIDLY DUE TO APPROACHING DARKNESS. THE CH-53 PROCEEDED WITH THE UH-1E ESCORT TO THE SITE OF THE DOWNED O1-C WITH NO PRIOR BRIEF AS TO ENEMY SITUATION OR FRIENDLY POSITIONS SURROUNDING THE ZONE. THE VOLUME OF FIRE BETWEEN ENEMY AND SECURITY TROOPS WAS SO HEAVY THAT THE ESCORT COULD NOT SAFELY MAKE GUN RUNS ON THE ENEMY POSITIONS. THE CH-53 HAD ALL EXTERIOR LIGHTS OUT AND WAS ABLE TO MAKE THE PICK-UP IN THE TWILIGHT. ROK SECURITY UNITS DID A FINE JOB OF RAPIDLY SPOTTING AND SURPRESSING THE MULTIPLE AW POSITIONS. THE O1-C WAS A DIFFICULT LOAD TO CARRY EXTERNALLY BECAUSE THE WING HAD NOT BEEN REMOVED, CAUSING THE O1-C TO FLY INTO THE BELLY OF THE CH-53 AT AIR SPEEDS GREATER THAN 33KTS.

ONE ACFT WAS LAUNCHED TO DONG HA ONE MISSIONS #39, 40 AND 41. MISSIONS #39 AND #40, RE-SUPPLY OF HILLS 861 AND 881, WERE RUN SIMULTANEOUSLY. MISSION #41, RESUPPLY OF CON THIEN, WAS COMPLETED EXCEPT FOR TROOP LIFT FROM BA LONG TO CAM LO. THE 85 TROOPS WERE NOT AT BA LONG AS WAS BRIEFED.

TOTALS: CARGO: 149.7T  
INT: 96.9T  
EXT: 51.5T  
TAR: 1.3T  
PAX: 111  
FLIGHT TIME: 22.6HRS.

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MISSION #35 WAS COMPLETED. INTERNAL CARGO FROM 15th AERIAL CARGO TERMINAL TO USS PRINCETON.

MISSION #35A WAS CANCELLED BY WING.

MISSION #40 WAS COMPLETE. EMERGENCY FOOD RESUPPLY FROM TAM KY LSA TO QUE SON.

MISSION #41 WAS CANCELLED BY TAM KY LSA.

TOTALS: CARGO: 27.7 T  
INT: 23.4 T  
EXT: 0.0 T  
TAR: 4.3 T  
PAX: 15  
FLIGHT TIME: 6.0 HRS.

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MISSION #34 WAS COMPLETE. AMMO RESUPPLY FROM TAM KY LSA TO BT 027341.

MISSION #37 WAS INCOMPLETE. UNABLE TO LIFT 155s DUE TO HIGH TEMPERATURE AND NO WIND CONDITIONS.

MISSION #40 WAS INCOMPLETE. AN H-34 INTENDED FOR MMAF WAS LEFT AT HUE/PHU BAI DUE TO CH-53 MECHANICAL DIFFICULTIES.

MISSION #40A WAS COMPLETE. TAC LOG FROM MMAF TO PHU BAI. RETRIEVED ONE H-34 FROM HUE CITADEL HOSPITAL PAD TO PHU BAI.

**TOTALS: CARGO: 70.5 T**

INT: 43.4 T

EXT: 17.7 T

TAR: 9.4 T

PAK: 49

FLIGHT TIME: 14.8 HRS.

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3:HLM:crt  
5750  
5 June 1967  
03A15667

Appendix C (CG, 1st MAW Letter of Appreciation) to HMH-463 DEP. "A"  
Command Chronology for 1 - 23 May 1967.

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Enclosure (2)

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1650  
18 May 1967

FIRST ENDORSEMENT on CG, 1st MAY Ltr 7B:aeb/1 over 1650 of 11 May 67

From: Commanding Officer, Marine Aircraft Group 16  
To: Commanding Officer, Marine Medium Helicopter Squadron 265  
Commanding Officer, Marine Medium Helicopter Squadron 463

Subj: Letter of Appreciation

1. Readdressed and forwarded with pleasure.
2. Reports such as these are a source of great pride to me and reflect superior airmanship by all concerned. Please convey my personal appreciation to those responsible for these actions.

  
S. F. MARTIN

1st RUN H-34  
PICK UP

~~UNCLASSIFIED~~

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HEADQUARTERS  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO San Francisco 96602

7B:aeb/2  
1650

MAY 31 1957

From: Commanding General  
To: Commanding Officer, Marine Aircraft Group 16  
Subj: Letter of Appreciation  
Encl: (1) Copy Cmdr 41st Wg VNAF ltr of Appreciation SO 3079/kd411/kt/vp  
1. The contents of enclosure (1) are noted with extreme pleasure.  
2. The sustained performance of the officers and men of your Command in the assistance rendered to the 41st Wing Vietnamese Air Force is a fine example of "Free World Forces" fighting for the same cause.  
3. Through your professional skill and superb aeronautical flying your Group has enabled a fighting element to retain its combat effectiveness in its fight against the insurgent Communist forces.  
4. Please extend my sincere appreciation to the officers and men concerned for a job "well done."

L. B. ROBERTSHAW

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Kbc 3.198 ngay 25 thang 4 nam 1967  
 FROM: Lt Colonel NGUYEN DUC KHANH  
 Commander, 41st Wing VNAF

VIEIT NAM CONG HOA  
 BO QUOC PHONG  
 BO TONG THAM MUU  
 KHONG QUAN  
 KHONG DOAN 41

To

\*\*\*\*\*

Commanding General  
 1st Marine Air Wing

SO 3079/KD41/KT/VP

SUBJECT : Letter of appreciation

- 1.- Over the past year, your 1st Marine Air Wing has been responsible for the recovery of some 13 downed 41st Wing (VNAF) aircraft. All of these aircraft have been located within the I Corps area, nevertheless, 70% of them have been downed in areas where security was questionable. The immediate reaction by your units has permitted a record of 100% effectiveness on each recovery attempted.
- 2.- Worthy of mention are the four most recent recoveries by H-46 and H-53 aircraft and crews of your command. First, the recovery by H-46s, engine and rotor head of an H-34 VNAF helicopter that crashed in a lagoon south of PHU BAI (ZD 050/075) As a result of this recovery, we were able to determine the most probable cause and take necessary corrective action in the hopes to preclude any such future accidents. Secondly, the recovery of an O-1E FAC VNAF aircraft from Thien Phuoc (BT 120/130), which is presently back in the inventory flying at this moment. Thirdly, a downed H-34 VNAF helicopter located at Phuoc Lam (BT 065/045) was recovered by your new H-53 helicopter and escorted by our A-1H fighters. This recovery was completed within three and one half hours. Four, on Thursday, 18 April, H-46 aircraft recovered an O-1E VNAF aircraft from HUE Citadel. This was accomplished within two and one half hours.
- 3.- Without the vital support provided us by your units, our inventory of aircraft would have dropped alarmingly, seriously affecting our over all combat capabilities. Through the professional know how and "can do" attitude of your men, and the fast reaction provided us, we have sustained only minor losses. We appreciate your support and request that the appropriate units be congratulated on a job well done.

