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PART I

Organizational Data

1. (c)	CO	LtCol	WARREN C. WATSON	5 June 1965 -
	XO	Major	OLIVER G. McDONALD	19 May 1966 -
	S-1	Major	THOMAS S. REAP	20 May 1966 -
	S-2	Capt	MICHEAL V. SULLIVAN	20 May 1966 -
	S-3	Major	EDWARD C. HERTBERG	20 May 1966 -
	S-4	Capt	DAVID J. LEIGHTON	20 May 1966 -
	MAINT	Major	MARTIN J. WILLIAMS	13 September 1965-

2. (c) HMM-164, Marble Mountain Air Facility, Republic of South Viet Nam 1-31 July.

3. (c) Average monthly strength:

Officer	46	NA	5 GRND	1 USN(MC)
Enlisted	180			3 USN

4. (u) Important visitors to the command:

2 July - BrigGen H. M. ELWOOD flew with squadron on Operation Holt in Hue Phu Bai area.

13 July - BrigGen L. E. ENGLISH was transported from Da Nang to Dong Ha. Recon of Dong Ha area was also flown.

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Part II Chronological Summary of Month's Activities

1 July (c) LtCol W. C. WATSON with 10 aircraft in support of III MAF in the Ky Ha area transported 498 U.S. Marines from (BS765540) and (BS749603) direct to landing zone Goose (BT503038). The 10 aircraft were aiding MAG-36 in the backloading of troops from Operation Oakland. The flight went without incident or enemy contact. (41.1 hours)

2 July (c) LtCol W. C. WATSON with 14 aircraft in support of Operation Holt transported 555 troops from the 3Bn/4Mar to the landing zone at (YD571180). The first wave of helicopters into the zone received small arms fire, with negative hits. Pickup zone for the troops was PK-17 (YD675599). The assault phase of the operation was completed in approximately 80 minutes and was considered very successful. (30.9 hours)

(c) LtCol W. C. WATSON with 14 aircraft in support of Operation Jay transported 521 Marines from 2Bn/4Mar from (YD572424) to (YD525363). This was generally an administrative lift backloading troops from the operating area. (23.3 hours)

3 July Normal operations (see Part IV Appendix I)

4 July (c) LtCol W. C. WATSON with 8 aircraft on a supply mission in support of I Corps transported 107 passengers and 99,100 lbs of equipment from Hoi An to Thong Duc (ZC144534). No fire was received during the flight. (41.0 hours)

(s) Maj M. J. WILLIAMS and section while on standby for Sparrow Hawk were launched to evacuate U.S. wounded from the Third Marines. The aircraft proceeded to the An Hoa area and were informed the landing zone was too hot for landing. The aircraft diverted to An Hoa for pickup of 5 replacement personnel and 4000 lbs of ammo to be delivered to units under attack. Both aircraft proceeded to landing zone (AT916507), landed under intensive small arms fire, and debarked passengers and cargo. Both aircraft received numerous hits while in the zone without serious damage inflicted. Two Marines were wounded while unloading the aircraft. The flight then proceeded to (AT909503) to pickup the Med Evacs. Nightfall had set in making the approach to the small landing zone difficult and hazardous. The aircraft landed after several attempts, once again under heavy small arms and mortar fire, and picked up 23 wounded Marines who were transported to An Hoa. (8.4 hours)

As a result of this action Maj M. J. WILLIAMS and 1stLt B. L. NALE were recommended for the Distinguished Flying Cross, 1stLt J. T. DANDREA and 1stLt P. W. DEWSNUP were recommended for the Air Medal, and Sgt D. W. BOWDEN, Cpl S. D.

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LANIER, LCpl D.E. ROARK and LCpl J. R. MOIST were recommended for Navy Commendation Medals.

5 July Normal Operations (See Part IV appendix I)

6 July (c) LtCol W. C. WATSON with 8 aircraft in support of Operation Macon transported 223 troops from the 1Bn/3Mar from loading zone Turkey (AT941785) to (BT008533). In addition 125 troops from 3Bn/3Mar were transported from Hill 22 (BT954667) to (BT976506). Aircraft received fire in the first zone with no hits recorded. HMM-265 also had 12 aircraft in the lift. A total of 767 Marines were carried to the operations area by both squadrons with early results of 44 VC KIA, 12 captured and 153 probable KIA. (17.2 hours)

6-8 July (c) On three successive days the squadron had 4 aircraft in support of Special Forces at Kham Duc (ZC006092). The mission was to recover bodies from an ARVN UH-34D crash site on a 4200 ft hill top at (ZC180875). An initial 27 man party walked into the site and cleared a small landing zone. On 6 July 2 bodies were extracted along with the 27 man rescue party. A second 24 man work party was placed in the zone to continue the search. On July 7 an additional 4 U.S. Army personnel were placed in the zone to help with the work. On July 8, 4 bodies and the 28 men in the zone were extracted to complete the operation. The landing zone was extremely small and rough, surrounded by 50 to 60 ft trees requiring pilots to hover and hoist personnel and gear inside the aircraft. The operation went without mishap. (37.6 hours)

6-13 July (c) The squadron had 2 to 4 aircraft in support of Operation Hastings and the 2Bn/1Mar in the Dong Ha area. The mission was to support Force Recon units by inserting and retracting recon platoons and teams in the area just south of the DMZ. Aircraft were also in standby condition with the fast reaction (Sparrow Hawk) force. Squadron aircraft provided supply support for Marine security forces throughout the area as well as flying many recon missions. On 8 July while performing a recon insertion at (YD072468) the aircraft came under heavy ground fire as the first aircraft was about to touchdown in the zone. Both aircraft in the flight initiated a wave off. The second aircraft piloted by 1stLt B. L. NALE lost an engine (probably due to ground fire) upon commencement of the wave off. Single engine capability did not exist and the aircraft crashed approximately 200 yards from the zone, burning on impact. All crewmembers and 9 recon personnel escaped with minor injuries. One Force Recon man was lost in the mishap. The aircraft was completely destroyed by friendly air and mortar fire after all

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personnel were evacuated from the zone. The crewchief (SSgt E. D. LANE) and gunner (PFC B. L. HOFFMAN) along with the injured recon personnel were taken to A Med at Hue Phu Bai. The crewchief and gunner were later transferred to C Med at Da Nang suffering from minor back injuries. (See Part IV Appendix II)

Numerous ground fire incidents were reported throughout the area. During this period of operation 635 troops were transported and 151 sorties and 73.9 hours were flown.

14 July Normal operations (See Part IV Appendix I)

15 July (c) At 0800H Operation Hastings entered the assault phase when LtCol W. C. WATSON with 27 CH-46A's from HMM-164 and HMM-265, 4 CH-37's from the MAG-16 CH-37 Detachment and 10 UH-1E's from VM0-2 transported approximately 550 troops from 3Bn/4Mar into the landing zone at (YD038649) and approximately the same number of troops from 2Bn/4Mar into (YD085655). Small arms fire was received in both zones during the troop buildup phase with one aircraft taking two hits, one in cabin section (which caused a fatal injury to a marine) and one in the aft pylon which caused sufficient damage to require the aircraft to return to Dong Ha. Just prior to the lift of the 2Bn into the second landing zone (YD085655), three aircraft from HMM-164 led by Capt W. B. JOHNSON launched on an emergency retraction of 35 recon personnel from (YD085486). No problems were encountered on the retraction.

The approach into the first zone (YD 038649) proved to be hazardous due to the tactical situation, downwind approach and small landing zone. On the initial wave one HMM-265 aircraft overshot the landing point and hit a tree line causing strike damage to the aircraft and very minor injuries to the crew and passengers. Also on the initial wave two HMM-164 aircraft slightly overshot the zone, landed in close proximity to one another, intermeshed aft rotor blades and suffered strike damage. Two marines being debarked by these aircraft suffered fatal injuries when hit by rotor blades and two other marines were injured, one seriously. (See Part IV Appendix III)

At 1130H Capt J. L. JAMES and a section of HMM-164 aircraft returned to the initial landing zone to assess damage to the three downed aircraft. Upon departing the zone the aircraft were taken under automatic weapons fire with both aircraft being hit. The wingman, Capt R. E. JOHNSON, sustained hits in the transmission oil cooler necessitating an immediate landing at (YD097635). The landing was slightly hard causing the port main landing gear strut to shear. Personnel in the aircraft exited, were picked up by the lead aircraft and returned to Dong Ha. (See Part IV Appendix IV)

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A security force was placed in the downed aircraft zone along with a maintenance crew which repaired the aircraft sufficiently well to allow it to be flown to Dong Ha 4 hours later by Capt J. L. JAMES. As the aircraft departed the zone the security force and maintenance personnel came under small arms fire which delayed their retrograde approximately 1 hour until the VMO-2 UH-1E's and HMM-164 CH-46's could suppress the fire and make the pickup.

At 1400H approximately 1250 ARVN troops were transported from Cam Lo (YD133593), and Dong Ha to D-5 (YD094514), an area slightly south of the marine operation area.

Squadron aircraft transported 819 troops, carried 19,600 lbs of cargo and flew 56.7 hours in support of the operation on the 15th of July.

16-20 July (c) Squadron remained in support of Operation Hastings providing maximum aircraft support in the field at Dong Ha. Supply, recon, med evac, and recon insertions and retractions were flown. A total of 315 Marines, two 105 howitzers and 38,500 lbs of cargo were transported within the operations area during the period. (58.2 hours)

On 20 July three squadron aircraft were involved in mishaps.

Capt R. E. JOHNSON lost a number one engine while executing a wave-off. Aircraft made an emergency forced landing in a rice paddy near Cam Lo (YD133593) with no damage to the aircraft or injury to the crew. The aircraft was repaired and flown out the following day. (Part IV Appendix 5)

1stLt R. E. CRITSER while in an orbit at 3000 feet altitude and at a speed of 80 knots was hit by a .50 Cal. round in the yellow blade on the aft rotor head. The aircraft was landed without further incident and the blade changed. (Part IV appendix 6)

Capt D. J. LEIGHTON experienced loss of the number one engine while at approximately 50 feet on a night approach to Dong Ha. Due to aircraft weight and speed, single engine capability was unavailable. Aircraft crashed causing strike damage. Crew escaped without injury. (Part IV appendix 7)

21 July (c) Aircraft grounded due to engine difficulties caused by fuel contamination and sand ingestion. Aircraft to be flown only for heavy lift capability and emergency situations.

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21 July (c) LtCol WATSON with 4 aircraft joined in a troop lift with HH-265 in support of Operation Hastings. Squadron aircraft transported 136 troops in 4.6 hours from the loading zone at (YD 036519) to (A) 976520).

22 July (u) Eleven HH-164 pilots flew with HH-161 and HH-163 to supplement the pilot ranks in those two squadrons.

25-31 July (c) Squadron in support of Operation Hastings with heavy lift aircraft transporting 41 troops and 57,000 lbs of cargo. Cargo included two downed CH-34 aircraft, one downed UH-1E aircraft and numerous 105 howitzers. (17.2 hours)

29-31 July (u) Pilot refresher and test flights were only operations conducted.

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Part III

Significant Events

1. (c) Personnel

- a. Transferred 5 Officers 4 Enlisted
- b. Joined 2 Officers 3 Enlisted
- c. Four 1stLt's promoted to Capt.
 - One enlisted commissioned as 2ndLt
 - Two enlisted promoted to Sgt
 - One enlisted promoted to S/Sgt
 - One enlisted promoted to Gy/Sgt
 - Two enlisted promoted to M/Sgt

2. (u) Administration

3. (c) Awards

- a. Sixty-eight Air Medals approved
- b. Eighty-nine Air Medals recommended
- c. Four Purple Hearts approved

4. (c) Casualties

- a. PFC B. L. HOFFMAN 2090555 Returned to Sqdn.
- b. S/SGT E. D. LANE 1482118 Returned to Sqdn.
- c. PFC T. G. BAGWELL 2129296 Returned to Sqdn.

5. (u) Civic Action

Programs as indicated in the June Command Chronology are still in progress.

6. (u) Morale/Welfare Programs

Squadron is publishing a weekly news sheet titled Warrior's Weekly. (Part IV Appendix 3)

7. (u) Informational Services

Forty-six home town news releases were prepared by the squadron during the month. Releases were mainly on awards and promotions.

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8. (c) Intelligence/Counter-Intelligence

During July 1966, this squadron reported 36 ground fire incidents involving 87 aircraft. A total of 10 aircraft received 19 hits. A majority of the incidents occurred in grid squares AT 95, YD 04, 05, 06, and AT 99.

<u>A/C fired on</u>	<u>Incidents</u>	<u>A/C hit</u>	<u>Hits</u>	<u>Sorties</u>	<u>Hours</u>
87	36	10	19	2008	831.9

Ratio of aircraft hits to aircraft fired on: 1:4.6
Ratio of aircraft hits to sorties flown: 1:106
Ratio of aircraft hit to sorties flown: 1:201
Ratio of aircraft hit to hours flown: 1:82.9
Ratio of aircraft hit to aircraft fired on: 1:9

A breakdown of fire incidents with respect to altitude is as follows:

<u>Incidents</u>	<u>A/C hit</u>	<u>Altitude</u>
23	8	0-499'
3	0	500-999'
1	0	1000-1499'
9	2	1500+'

9. (c) Air Operations

a. Summary

1. Hours	831.9
2. Sorties	2008
3. Passengers	6583
4. Cargo	307.9 Tons (615,800 lbs)
5. Evacs	89
6. POW's	35

10. (u) Air Control

11. (c) Special Operations

a. 1 July, Operation "Oakland" in the Quang Ngai area was supported by the squadron. A total of 101 sorties were flown carrying 498 troops in 41.1 flight hours.

b. 2 July, Squadron in support of Operation Jay flew 99 transport sorties carrying 521 troops in 23.3 hours.

c. 2 July Squadron in support of Operation Holt transported 555 troops in 30.9 hours.

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d. 6 July Operation Macon commenced with HMM-164 flying 66 troop transport sorties carrying 346 troops in 17.2 hours.

e. 5-13 July. Squadron in support of Operation Washington was mainly in a standby status with 10 sorties, 25 passengers and 5.4 hours flown.

f. 6-31 July. Squadron supported Operation Hastings during all phases of operations. Operations in support consisted of 666 sorties transporting 2536 troops and 210,800 lbs of cargo in 266.3 hours.

12. (u) Ground Defense

13. (u) Command Relationships/Command and Control

14. (u) NBC Warfare

15. (u) Training

a. Training flights as required to maintain squadron proficiency and NATOPS checks were flown.

b. Continued training on aircraft systems were presented to pilots in conjunction with NATOPS.

c. Intelligence briefs on Viet Nam situation continuo.

16. (u) Logistics

17. (c) Supply

During the month of July, HMM-164's average daily NORS/G rate was considerably higher than usual. This is attributed to an increase in the number of NORS/G demands placed on the MAG-16 Supply Officer's stores. Although the number of NORS/G requisitions submitted each month has steadily increased since our arrival in RVN, the number of NORS/G demands during July was 30% above the average monthly figure.

The Group Supply Officer filled 78.3% of these NORS/G requisitions from his stock. This figure is slightly above the monthly average, and is not considered to be a contributing factor to the increased daily NORS/G rate during July.

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The most apparent contributing factor to the higher NORS/G rate was the increase in the "average lead time" on NORS/G requisitions which were passed by the MiG-16 Supply Officer. This figure was 18.7 days, an increase of 36.5% over the previous monthly average since our arrival in RVN.

The majority of NORS/G material received from CONUS sources is shipped via Air Parcel Post. As all U.S. Mail for RVN goes first to Saigon, this causes two to three days additional lead time on NORS/G material shipped by this method.

We suggest that the possibility of shipping NORS/G material direct to Da Nang vice the present route via Saigon be explored in the interest of minimizing the lead time on NORS/G requisitions passed off station.

The lead time on priority #5 requisitions for consumable aeronautical components has been 45 to 60 days. This has caused Squadron aircraft to be in a NORS/G status for consumable items which, normally, would have been on hand at the Squadron level.

18. (u) Motor Transport

19. (c) Engineering

At present squadron is engaged in a modification program to include all aircraft. These modifications are to improve the availability of aircraft and extend engine life. At the present time the modifications to be installed are: an Engine Starter Drain Line, covers for the Gun Ports, Gun Straps, improved Gunners ICS, Full Barrier Filters, Low Pressure Fuel Filter, reinforced cowling over Synchronizing Shaft, and steps around the Full Barrier Filter.

20. (c) Maintenance

a.	Average daily availability	12.8
b.	Average percent daily availability	53.5%
c.	Average utilization (40 hrs/A/C/Mo)	96.5
d.	Maintenance hours/flight hours	
1.	Scheduled Maintenance	744 .89Hr/1FH
2.	Unscheduled Maintenance	1952 2.3Hr/1FH
3.	Total	3.2Hr/1FH
e.	Not operational ready-supply	4742 5.7Hr/1FH
f.	Average NORS/G rate	18.6
g.	Total of 28 engines changed during month.	