

COMMANDING OFFICER
HELICOPTER ATTACK (LIGHT) SQUADRON THREE
FPO SAN FRANCISCO 96627

HA(L)-3:15:tdk

5750

Ser: 04

10 FEB 1972

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Unclassified upon removal of enclosures (1) through (6).)

From: Commanding Officer
To: Chief of Naval Operation (Op05D2)

Subj: Command History of HELATKLTRON THREE for Calandar Year 1971 (U)

Ref: (a) OPNAVINST 5750.1:A

Encl: (1) Chronology (S)
(2) Narrative (S)
(3) Aircraft Assigned (C)
(4) Flight Time Summary (S)
(5) Ordnance Expenditures (C)
(6) Enemy Target Damage and Casualties (C)
(7) Commanding Officers' Biographies
(8) Organizational Charts
(9) Awards Presented to HELATKLTRON THREE Personnel
(10) Roster Of Officer Personnel
(11) Roster Of Enlisted Personnel
(12) Personnel Killed in Action

1. In accordance with reference (a), enclosures (1) through (12) are submitted.

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W. J. MULCAHY

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Director of Naval History (Op-09B9)

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BY OP----09B91C DATE 10/25/72

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CHRONOLOGY - 1971

01 JAN A SEALORD UH-1L, Bureau Number 157853, during a climb, developed severe vibrations and control loss. Regaining control, the pilot completed a successful autorotation to a rice paddy. There were no personal injuries and no damage to the aircraft which was later lifted out. The cause was determined to be a broken stabilizer bar.

08 JAN A SEAWOLF UH-1B, Bureau Number 622038, on a rocket run, took 3-.50 caliber machine gun hits in the cockpit and one in the tail. Upon impact the windscreen shattered causing minor injuries to the pilot and co-pilot. The aircraft was flown home with minor damage.

09 JAN A SEALORD UH-1L, Bureau Number 157854, while on a low level transit over a canal, took two hits from enemy automatic weapons fire. The door gunner was severely wounded in the head and medevaced. The aircraft suffered limited damage.

25 JAN A SEALOLF UH-1B, Bureau Number 614399, on an attack, had the retaining bolt to the flash suppressor shear, causing flying shrapnel when shot by the minigun. The pilot, co-pilot, and door gunner suffered minor injuries. No aircraft damage was noted.

26 JAN Detachment FIVE on YRB 16 moved from Chau Doc to Tan Chau.

31 JAN LCDR Clyde V. CHRISTENSEN, USN, relieved LCDR Richard S. GORDON, USN, as OINC of Detachment SEVEN at Dong Tam.

31 JAN Detachment SIX was relocated from the USS GARRETT COUNTY, AGP786, to the USS HUNTERDON COUNTY, AGP838.

31 JAN LCDR James H. LONG, USN, relieved LCDR Duane R. STEINER, USN, as OINC of Detachment ONE at Solid Anchor.

17 FEB A SEAWOLF UH-1B, Bureau Number 638715, during a climbout after takeoff from the USS HUNTERDON COUNTY (AGP838), experienced an engine failure and ditched in the Gulf of Thailand, and sank in approximately forty feet of water. It was deemed impractical to recover the aircraft. Two Detachment SIX personnel were slightly injured.

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21 FEB A SEAWOLF UH-1B, Bureau Number 638589, while rolling off a target on an attack took a hit in the mini-gun flash suppresser causing light damage to the weapons systems and minor injuries to three Detachment ONE personnel by shrapnel.

22 FEB Detachment FIVE began staging from the Chau Doc Operating Base, moving from the YRBH 16.

26 FEB Detachment FOUR began staging from Phu Loi about 20 miles north of Saigon. This marks another SEAWOLF first by providing close air support for the Riverine Forces in this area.

03 MAR LCDR Ronald A. RUCKS, USN, relieved CDR Stanley BRIGGS, USN, as OINC of Detachment TWO at Nha Be.

08 MAR A SEAWOLF UH-1C, Bureau Number 6600540, experienced an engine failure and autorotated into four feet of salt water at coordinates YSO172. Resultant corrosion and structural damage to the aircraft made repair impracticable. No Detachment TWO personnel were injured.

13 MAR LCDR Guy A. ISHIGURO, USN, relieved LCDR James A. CALDWELL, USN, as OINC of Detachment FOUR at Ben Luc.

25 MAR A SEAWOLF UH-1B, Bureau Number 6414081, while carrying out an attack had a 7.62mm round detonate outside the firing chamber after being cycled through the mini-gun due possibly to a defective primer. One Detachment FOUR gunner was slightly injured by shrapnel. No damage to the aircraft was noted.

27 MAR A SEAWOLF UH-1B, Bureau Number 622034, while breaking from a rocket run, received intensive fire and had a round hit the right skid toe. One Detachment FIVE gunner was injured by shrapnel.

02 APR At Detachment ONE, Nam Cam, a crewman was slightly injured by shrapnel from a .50 cal. misfire.

07 APR During a practice autorotation, a SEAWOLF UH-1B, Bureau Number 6413990, lost RPM, and crashed on the runway at Ca Mau. The aircraft was destroyed, and both pilots sustained major injuries. No crewmen were aboard. Further investigation is pending.

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14 APR Captain C. O. BORGSTROM, JR., USN, relieved Captain M. J. TWITE, JR., USN, as Commanding Officer of HAI(L)-3.

14 APR A SEAWOLF UH-1B, Bureau Number 6621970, was struck by enemy fire. The pilot and one crewman received minor wounds. The aircraft sustained minor damage.

19 APR A SEAWOLF UH-1B, Bureau Number 014083, received enemy fire on the completion of a rocket run. A round struck the warhead of a 17 lb. rocket and initiated a low order detonation. AO3 J. A. WALL, B74 69 62, the left door gunner was struck in the head by shrapnel and killed. The aircraft sustained minor shrapnel damage.

29 APR During a SEAL extraction, a SEALORD HH-1K, Bureau Number 157200, and a SEAWOLF UH-1B, Bureau Number 014020, the cover aircraft, came under enemy fire. The SEALORD co-pilot and one SEAWOLF crewman received major wounds. Both aircraft sustained minor damage.

03 MAY LCDR Charles R. HALL, USN, relieved LCDR Richard C. STRAND, USN, as Officer in Charge of Detachment NINE aboard the YRB-1-21.

05 MAY A SEALORD HH-1K, Bureau Number 157202, received main rotor blade damage caused by striking a whip antenna while performing a MEDEVAC aboard a Tango boat. No personnel were injured.

09 MAY A SEAWOLF UH-1B, Bureau Number 638540, received six hits, including one through a fuel cell, which precluded the aircraft from being flown out of Advanced Tactical Support Base Solid Anchor. One Detachment ONE pilot received minor facial scratches from shrapnel.

15 MAY Detachment SIX began staging from Phu Loi about twenty miles north of Saigon, moving from the LST in the Gulf of Thailand near Song On Doc.

15 MAY LCDR Russell J. HENRY, USN, relieved LCDR James E. JOELIN, USN, as Officer in Charge of Detachment EIGHT at Rach Gia.

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22 MAY A SEALOLF door-mounted M-60 machine gun overheated during an attack causing a round in the feed tray to cook off. One Detachment ONE gunner received slight facial wounds, but serious injury was prevented due to his visor being down.

28 MAY A SEALOLF UH-1B, Bureau Number 013939, was destroyed when it took a direct 75mm recoilless hit while on the flight deck of the YRB-1-21. No Detachment NINE personnel were injured. UH-1B, Bureau Number 012923 also sustained shrapnel holes while parked on the flight deck.

30 MAY A SEALOLF UH-1B received an AK-47 round through the left doorpost, and one Detachment SEVEN personnel was injured slightly in the back.

02 JUN LCDR A. L. PELLERIN, USN, relieved LCDR J. H. LONG, USN, as Officer in Charge of Detachment ONE, AT&B Solid Anchor.

05 JUN LCDR R. J. STOMER, USN, relieved LCDR P. HOFFMAN, USN, as Officer in Charge of Detachment SIX, located at Phu Loi.

05 JUN A SEALOLF UH-1B, Bureau Number 621970, was hit in the tail boom while in a circle left at 1000 feet. No other damage was noted, and there were no injuries.

15 JUN HA(L)-3 began use of the UH-1I, a UH-1C with a larger more powerful engine. The eventual conversion of two more of these aircraft will result in Detachment NINE, the squadron's only ship-based Detachment, being better able to fulfill its' assigned mission.

15 JUN LCDR D. G. VENTUR, USN, relieved LCDR C. V. CHRISTENSEN, USN, as Officer in Charge of Detachment SEVEN, LSB Dong Tam.

05 JUL Detachment NINE moved from YRB-1-21, located at Tan Cau, to the USS WESTCHESTER COUNTY (LST 1167), normally located at XR9682, near the mouth of the Mekong River. Detachment FIVE, Chau Doc, assumed the additional operational responsibilities from Detachment NINE's previous Area of Operation (AO).

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06 JUL LCDR Michael B. O'CONNOR, USN, was relieved as Officer in Charge of Detachment THREE, Ca Mau, by LCDR Frederick S. MADISON, USN.

07 JUL Five SEALORD aircraft were scrambled from Navy Binh Thuy along with men and equipment to fight a fire that started on a U.S. Army JP-4 fuel barge at Rach Gia. Detachment ONE, Rach Gia, also scrambled and acted as aerial observers.

Messages of appreciation were later received from Commander Naval Forces, Vietnam, Commander Naval Support Activity, Saigon, Commander Task Force ONE ONE-SIX, Senior Advisor, Commander Task Force ONE ZERO and Commanding Officer LSB Binh Thuy.

10 JUL SEALORD aircraft, Bureau Number 157856, received a radio call from Paris Control that an Air Force jet had crash landed east of Nha Be. The SEALORD immediately proceeded to the area and began a search pattern. The crew spotted two orange parachutes and some survival gear and discovered that the airmen had been rescued minutes before by helo. In addition to the SEALORD, Detachment TWO scrambled two SEALF gunships to assist in the search.

11 JUL HA(L)-3 took possession of two UH-1C gunships from the Army, Bureau Numbers 66-610 and 66-15977. During the month of July the squadron also acquired three UH-1B aircraft, Bureau Numbers 6212543, 621936 and 6414087. There were no "B" model gunships lost to retrograde in July. The squadron now possesses thirty-two gunships, three of which are UH-1I models. By January of 1972, HA(L)-3 expects to have one-half of its gunships UH-1I models, giving our Detachments added operational advantages.

15 JUL CDR William J. MULCAHY, USN, relieved CDR William S. MUNRO, USN, as Executive Officer of Helicopter Attack (Light) Squadron THREE.

19 JUL This date marked a significant turning point in the squadron's history. The ten Vietnamese Pilots and Gunners who began training on 1 July 1971, were assigned to our Detachments in the field to work as an integral part of their aircrews.

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The purpose of the program is not to turn over the squadron when we leave Vietnam but rather to acquaint Vietnamese flight crews with SEALOLF tactics of rapid response and working from Forward Operating Locations (FOL's). To date all reports indicate that our program is proceeding with excellent results. The VN crews have joined our crews on all types of missions, both during the day and at night. Our Detachments expect to qualify these pilots, who are all experienced aviators, as prospective Attack Helicopter Aircraft Commanders (AHAC) and the gunners as prospective First Gunners before the first of October 1971.

26 JUL Detachment FOL was scrambled by NOC Ben Luc for a single ship, 1 DEVAC of a seriously wounded dependent of a Vietnamese Ranger stationed at Tuyen Nhon. The dependent was accidentally shot by a Vietnamese sailor on guard duty and to avoid complications, the 1 DEVAC was successfully and rapidly completed.

26 JUL A U.S. Navy SEAL team supported by SEALOLF and SEALORD aircraft uncovered an arms cache containing some large caliber weapons and returned with the cache to Binh Thuy. During July there were many successful SEAL operations in which the squadron was involved.

27 JUL While covering a SEAL insert, a UH-1B aircraft, Bureau Number 002034, from Detachment SEVEN, Dong Tam, received five hits from enemy ground fire. The aircraft was flown to Vinh Long Airfield and shut down. Due to the extent of damage, it was decided to airlift the aircraft externally by helicopter to Binh Thuy for repairs. In addition one SEALORD aircraft, Bureau Number 157855, received several hits from ground fire on this operation. There were no personnel casualties.

28 JUL A message was received from C3 NAVFORV dated 280023Z JUL 71 concerning a USMC Advisor who operates in the Rung Sat Special Zone. He told of one VC prisoner and two Hoi Chanks who described the fear the VC have of "the helos that strike at night". This Advisor said the helos the VC mentioned were the SEALVLS who perform H & I missions in the Rung Sat. Due to the accuracy of the strikes, the VC have to move to a new campsite every night.

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29 JUL Detachment NINE moved from the USS ~~WILSTROM~~ COUNTY (LST 1167) to the USC ~~WILSTROM~~ COUNTY (LST 1170) located off Thanh Phu.

HA(L)-3 has operated for almost four months without an accident. In view of the high number of hours (3000 - 3500) the squadron logs each month, this is a vast improvement when it is compared to the twelve accidents experienced by HA(L)-3 in fiscal year 1971 and eleven in fiscal year 1970 with twelve fatalities and nineteen serious injuries involved.

01 AUG LCDR Ronald A. RUCKS, USN, was relieved as Officer in Charge of Detachment TWO, Nha Be, by LCDR Lawrence L. O'NEIL, USN.

01 AUG Detachment NINE engaged a large junk off the coast at coordinates XS955200. The junk was damaged and captured by PCF's who also took three prisoners of war.

11 AUG SIAOLF 326, Bureau Number 008589, received approximately eleven hits while engaging enemy troops in Kien Phong Province in support of RF/PF ground forces. The aircraft was flown to Chau Doc Operating Base where, after examining the damaged main rotor blade, it was decided to airlift the helicopter to Binh Thuy via U.S. Army CH-47 for repairs. There were no personnel casualties resulting from the incident.

15 AUG SEA OLF 330, Bureau Number 014083, received one hit from a large caliber automatic weapon while placing a strike. There were no personnel casualties resulting from the incident.

24 AUG SIAOLF 321, Bureau Number 622034, while parked in revetment at Chau Doc Operating Base, was struck by the aft rotor blades of a U.S. Navy CH-46 that was landing at the P.O.L. A large section of the main rotor blade was ripped off and the aircraft was airlifted out by a U.S. Army CH-47 the next day, repaired and returned to service as was the CH-46. Though shrapnel was thrown extensively around the pad, there were no personnel casualties.

28 AUG SIAOLF 330, Bureau Number 014083, Pilot: LCDR WOODRUFF, USN, Detachment FIVE, received severe damage while practicing autorotations during VNAF Exchange Program Training. Cause was an engine failure at an altitude and airspeed that precluded a normal safe autorotation landing.

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28 AUG While conducting patrol in Binh Doi Secret Zone, SEAWOLF 313, Bureau Number 015077, Pilot: LT EVANS, USN, and SEAWOLF 316, Bureau Number 000616, Pilot: LTJG HANVEY, USN, were prevented from returning to the support ship because of violent and numerous thunderstorms in the area. They executed a precautionary landing at XR 698777 due to low fuel, came under intense enemy A/W fire and restarted aircraft to reposition. Lead aircraft landed undamaged on a sandbar, was refueled and later flown back to ship. Trail aircraft ditched at XR 710775 due to enemy fire. Crew of ditched aircraft picked up by SEAWOLF 70, Pilot: LTJG RILD, USNR, and transferred to SEAWOLF 5, Pilot: CAPTAIN BORGSTROM, USN, to be flown back to Binh Thuy. Five HA(L)-3 personnel injured although not severely and aircraft, a UH-1H, suffered severe damage and was destroyed to prevent possible enemy use of systems. SEAWOLF 7, Pilot: LT BABSON, USN, and Black Pony aircraft were also on the scene.

02 VRC 02 SEP 02 SEP 14 SEP 15 SEP 17 SEP 20 SEP

SEAWOLF 314, Bureau Number 65-9476, had an engine failure enroute to a scrubble and was autorotated to a rice paddy at coordinates X5615035. All crew members egressed safely and the aircraft was airlifted out the next morning. Cause of the engine failure is unknown pending further investigation.

LCDR Lawrence L. COVER, USN, relieved LCDR Guy A. ISHIGURO, USN, as Officer in Charge of Detachment FOUR at Ben Luc.

LCDR Kent S. HULL, USN, relieved LCDR Olen "O" WOODROOF, Jr., USN, as Officer in Charge of Detachment FIVE at Chau Doc.

SEAWOLF 314, Bureau Number 65-9476, received a small arms round through the main rotor blade while placing a strike at coordinates XR712705. No Detachment NINE personnel were injured.

The second group of Vietnamese Air Force personnel arrived in Binh Thuy in continuance of the VNAF exchange program. The program has thus far proved very successful and the interest and cooperation shown by the VNAF officers and men has been commended by all Detachment Officers in Charge.

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20 SEP SEALOLF 302, Bureau Number 66-1511, received one hit from an AK-47 round in the leading edge of the main rotor blade while supporting ground troops in Kien Phong Province. No Detachment FIVE personnel were injured.

20 SEP SEALOLF 322, Bureau Number 62-4602, disintegrated in mid-air while on patrol in Hau Nghia Province. The Pilot, LTJG A. J. BARKDEN, 746345, USN; co-pilot: LCDR L. L. COOPER, 642386, USN, Officer in Charge, Detachment FOUR; gunner: ADJ2 C. H. GOLDBIN, B860537, USN; and gunner: A. S1 H. L. COULIN, 5428182, USN; all perished in the crash. Cause of the accident is unknown pending further investigation.

25 SEP LT Terrell W. FULLBRIGHT, USN, assumed the duties as Officer in Charge, Detachment FOUR, located at Ben Luc.

25 SEP LT Allen K. NEARS, USN, relieved LCDR Alfred E. PELLERIN, USN, as Officer in Charge, Detachment ONE, located at Nam Can.

30 SEP LCDR Alfred E. PELLERIN, USN, relieved CDR Charles R. HALL, USN, as Officer in Charge, Detachment NINE, aboard the USS VERNON COUNTY (LST 1170).

04 OCT The second group of Vietnamese Air Force Personnel reported to HA(L)-3 Detachments. The VNAF Exchange Program has proved very successful and in many instances, invaluable in communications with land forces.

17 OCT SEALOLF 332, UH-1B Pilot LCDR R. J. HENRY, Bureau Number 013948, received a small arms round through the cabin interior while placing a strike at coordinates WR205745. No Detachment EIGHT personnel were injured. The aircraft was flown back to Detachment location at Rach Gia and airlifted to the parent command at LSB Binh Thuy.

18 OCT SEALORD 11, UH-1K pilot LCDR C. V. CHRISTENSEN, USN, Bureau Number 157187 spun/rolled right impacting water during hoisting operations at coordinates W0229651. The pilot suffered a dislocated shoulder, one crewman suffered lacerations and bruises, and the co-pilot and other crewmen received no injuries. The aircraft was damaged beyond repair (ALPHA) and was airlifted to the parent command at LSB Binh Thuy for final disposition. Cause of the accident may have been the lateral CG limit being exceeded during critical hoisting operations.

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21 OCT In a formal awards ceremony, Helicopter Attack (Light) Squadron THREE, Commanding Officer, Captain Charles O. BORGSTROM Jr., USN, received the Republic of Vietnam Meritorious Unit Citation Gallantry Cross with Palm. LT General HINH, ARVN Deputy for Territorial Affairs Fourth Military Region presented the award to the Squadron. The Official party also included LT General TROUNG, ARVN Commanding General Fourth Military Region, RADM. CHON, VNN Chief of Naval Operations, MAJ General CUSHMAN, USA, Commanding General DIAC, and RADM SALZER, CO. INAVFORV.

19 OCT 23 OCT SEA OLF 328 UH-1M pilot LT V. C. AMENDOLA, Bureau Number 413943, experienced a highside governor failure possibly followed by a lowside governor failure after night takeoff and autorotated to coordinates XS630735. No Detachment FOUR personnel were injured. The aircraft sustained no damage and was airlifted to the Detachment location at ISB Ben Luc for further transfer to the parent command at LSB Binh Thuy.

01 NOV SEA OLF 327, UH-1B Pilot LT C. A. FAUVER, USN, Bureau Number 621970 received a hit from a small arms round in the main rotor blade (ECHO DAMAGE) while placing a strike at coordinates WQ230778. No Detachment ONE personnel were injured. The aircraft was flown back to Solid Anchor, Nam Can, Detachment location and then to the parent command at LSB Binh Thuy the next day. No additional aircraft damage was incurred.

02 NOV LCDR Rodney N. WHALEN, USN, relieved LCDR Alfred E. PELLERIN, USN, as Officer in Charge of Detachment NINE temporarily located at Binh Thuy.

15 NOV LCDR Ronald H. JESBERG, USN, relieved LCDR Russell J. HENRY, USN, as Officer in Charge, Detachment EIGHT located at Rach Gia.

15 NOV LCDR Neil R. SPARKS, USN, relieved LCDR David G. VENTER, USN, as Officer in Charge of Detachment SEVEN located at Dong Tam.

16 NOV LCDR Charles F. MONTAG, USN, relieved LT Allen K. MEARS, USN, as Officer in Charge of Detachment ONE located at Solid Anchor, Nam Can.

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BUCROCKS (1)

18 NOV SEAWOLF 312, UH-1B Pilot LTJG G. E. CAMPBELL, USN, Bureau Number 6615200 received three hits from small arms fire (two in the main rotor blade and one severing the main fuel line), 20 miles north of Chou Doc RB.I while providing convoy cover. Pilot made an autorotation into a marsh area incurring box beam damage (DELTA DAMAGE) during landing. No Detachment FIVE personnel were injured. The crew was rescued by an Army UH-1H. The aircraft was airlifted out to Chou Doc operations base for further transfer to the parent command ISB Binh Thuy for final disposition.

25 NOV SEALORD 6, UH-1L Pilot LT G. A. EVANS, USN, Bureau Number 157856 rescued 4 personnel of a CH-46 downed by enemy action at WR908960. The 4 CH-46 personnel were flown to 3rd SURGICAL Hospital. No Binh Thuy personnel injured. Aircraft was hooked out by U.S. Army H-54 later the same day to Navy Binh Thuy.

25 NOV SEAWOLF 314, UH-1M Pilot LTJG T. SHARPE, USN, Bureau Number 659476 rescued a flight engineer of a downed CH-53, 4 miles south of Nha Be on the Soi Rap River, coordinates X5954728. The crewman was flown to Vung Tau for further medical transfer. No Detachment TWO personnel were injured.

27 NOV SEALORD 1, UH-1K Pilot Captain C. O. BORGSTROM, JR., USN, Bureau Number 157200 while on a logistic support mission conducted a rescue mission 15-20 miles northwest of Dong Tam at coordinates XS-323535. Eight personnel and all equipment from a Army UH-1H helicopter, shot down by enemy ground fire, were picked up and transported to Dong Tam. No Binh Thuy personnel were injured.

28 NOV Helicopter Attack (Light) Squadron THREE conducted a fund drive to raise money for the Providence Orphanage at Can Tho, RVN, for an unexpected, outstanding electrical bill. CAPT. C. O. BORGSTROM, JR., representing HA(L)-3 presented over \$1,300 to the orphanage.

30 NOV LCDR Kenneth J. OWEN, USN, relieved LCDR Thomas M. STOMER, USN, as Officer in Charge of Detachment SIX located at Phu Loi.

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04 DEC SEAWOLF 321, UH-1B Pilot LT J. D. RABA, USN, Bureau Number 622034. While in night flare run, second gunner trainee inadvertently discharged paraflare into cabin of aircraft. Flare struck first gunner, igniting on pilot's thigh, and came to rest at pilot's feet. Cockpit completely filled with smoke. First gunner extinguished flare with fire extinguisher and aircraft brought under control as smoke dissipated. After sustaining minor interior fire damage, the aircraft returned to LSB Nha Be with no further damage.

07 DEC SEAWOLF 309, UH-1B, Bureau Number 622025. Crewman was repairing left door mini-gun. After installing a new power switch the power cable was attached to stand-by generator. Battery was turned on to check the new switch, turned off, and it appeared to work properly. The crewman then rigged gun for dry firing while standing between the aircraft's port skid and crew compartment threshold. The battery was turned on and the port rocket pod salvoed six 2.75 into a revetment wall. The fire resulting from the rocket motors was quickly extinguished, while none of the warheads detonated as they struck the revetment. One of the rockets penetrated the 5 foot thick revetment wall and 6 inches of the tip emerged on the far side. Subsequent investigation revealed that all armament switches and circuit breakers were secured. A voltage differential of two volts between the aircraft's mini-gun control box and airframe probably caused the mishap as detachment personnel had made the unauthorized alteration.

22 DEC SEALORD 3, Bureau Number 157853, LTJG T. M. KIRBY, USN, 1310, aircraft commander. While conducting an ARVN troop insert operation, with LTJG R. A. DRYDEN, USNR, 1315, at the controls, the approach was too fast and an extreme nose high attitude at touchdown resulted in losing sight of the Landing Zone. The tail boom struck the ground, and the tail rotor disintegrated. Unable to stop the right yaw, the collective control was bottomed - LTJG T. M. KIRBY now at the controls. The main rotor struck the ground, the transmission separated from the aircraft as the aircraft rolled inverted. The engine was secured and both pilots were taken to Nha Be where their minor injuries were treated.

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26 DEC LT J. SALOEN, USN, relieved LCDR F. MORRISON, USN, as Officer in Charge of Detachment THREE located at Ca Mau.

26 DEC LCDR P. WHONEY, USN, relieved LCDR K. HULL, USN, as Officer in Charge of Detachment FIVE located at Chau Doc.

31 DEC LT D. STULL, USN, relieved LCDR L. O'NEIL, USN, as Officer in Charge of Detachment TWO located at Nha Be.

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NARRATIVE-1971

Helicopter Attack (Light) Squadron THREE, nicknamed the "SEAWOLVES" is headquartered at Binh Thuy (WS8014), located in the heart of the Mekong Delta, 85 miles southwest of Saigon, Republic of Vietnam (RVN). HA(L)-3 is the only light attack helicopter squadron in the U.S. Navy.

Captain Martin J. TWITTE, Jr., had command of HA(L)-3 from 14 April 1970 to 14 April 1971, when he was relieved by Captain Charles O. BORGSTROM, Jr. Operationally, HA(L)-3 comes under the command of Task Force 116 and is designated as Task Group 116.7. The squadron is composed of the home base at Binh Thuy and nine detachments located throughout the Mekong Delta, represented as Task Units 116.7.1 through 116.7.9.

The primary mission of HA(L)-3 is to provide quick reaction armed helicopter close air support for all Naval Forces operating in Military Region IV and the southern section of Military Region III, RVN. Together with these Naval Forces, HA(L)-3 opposes the insurgent communist guerrilla forces moving men and supplies on the inland waterways that lace the Mekong Delta. Secondary missions include; (1) Fire support for other U.S. and Free World friendly forces in the Delta, (2) Insertion and gunship support for SEAL operations, (3) Daily armed reconnaissance flights of assigned areas of operations, (4) Overhead and escort cover for both troop convoy and ship movements, (5) Gunfire spotting for Army artillery or Naval Gunfire, (6) Medical evacuations from confined landing areas, often under enemy fire, and last but equally important (7) Combat logistic flights of personnel and material throughout the Delta region of Vietnam.

As of 31 December 1971, HA(L)-3 was assigned an average of 36 Bell Iroquois Helicopters consisting of 20 UH-1B, 2 HH-1K, 11 UH-1M, and 3 UH-1L models. The UH-1B and the UH-1M models are used as attack helicopter gunships. The UH-1L and the HH-1K models are employed for combat support missions.

The UH-1L and the HH-1K "SEALORD" combat support aircraft operate from Binh Thuy and provide logistic support to virtually every Navy unit in the Mekong Delta. During 1971 the SEALORDS carried 19,834 passengers, 484,797 pounds of cargo, while flying 8,634 missions. In addition to combat logistic support missions the unarmored SEALORDS were utilized for insertion and extraction of ground troops and SEAL units. They have also been employed as airborne command post providing a platform from which to direct combined air and ground operations. The home base supports nine detachments of armed helicopter gunships located throughout the Mekong Delta and lower sector of Military Region III, RVN.

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As of 31 December the squadron had an allowance of 139 Officers, of which 129 were pilots, and 428 Enlisted personnel. Additionally one technical representative from Bell Helicopter Corporation was assigned to the squadron for technical advice.

The nine gunship detachments are circumferentially located around the home base at Binh Thuy. This enables the home base to be a central focal point logically, operationally, and geographically.

Detachment ONE is located at Nam Can (V09967) on the southern tip of the Ca Mau Peninsula. Their area of operations is the southern Ca Mau Peninsula, supporting Naval Craft, Vietnamese Marines, and ARVN elements. The support provided by Detachment ONE is part of an effort to establish the government of South Vietnam in this area for the first time in many years. Solid Anchor provides security for the nearby village of Nam Can, which allows the local people to sell their goods to government agencies rather than at a fixed price to the Viet Cong.

Detachment TWO is located at Nha Be (XS9480). Actually part of Military Region III, their mission is to keep the Long Tau Shipping Channel open and patrol the Rung Sat Special Zone. Detachment TWO flies overhead cover for all special interest ships including ammunition ships and tankers. Should a ship be sunk in a strategic point of the channel, Saigon would be cut off from the sea until the ship could be refloated and removed. Detachment TWO has been located at Nha Be ever since the squadron was formed in April of 1967.

Detachment THREE is located at Ca Mau (WR1914). The duty personnel live in a small wooden structure constructed at the Long Strip, northeast of the city. The remainder of the Det personnel live inside the city in the IACV compound. Detachment THREE operates in the southern and eastern U-Ninh Forest, the Dam Doi Secret Zone, in Solid Anchor's area of operation, and throughout the southern Ca Mau Peninsula. Detachment THREE often provides mutual support with Detachment ONE.

Detachment FOUR is based out of Ben Luc (XS6276). They support PBR's and other Riverine Warfare units. Operation Giant Slingshot, their primary mission, is to interdict Viet Cong and North Vietnamese troops infiltrating into South Vietnam from the "Parrot's Beak" and "Angel's Wing" area of Cambodia. They also place strikes on Dufflebag activations.

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Detachment FIVE is located at the Chau Doc (WS2572) Naval Operation Base, along the Bassac River near the Cambodian Border. It operates an interdiction program to keep the Viet Cong and North Vietnamese from infiltrating from Cambodia into South Vietnam. This includes work in the Tram Forest, Seven Mountains, and western Plain of Reeds. The Detachment is also responsible for providing overhead coverage to river convoys up the Mekong River.

In the Spring of '71 Detachment SIX moved from an LST off the mouth of the Song On Doc to Phu Loi Army Air Field (XT8416) north of Saigon. While on the LST the Det was responsible for providing gunship cover to Naval units operating along the Song On Doc and support to units in the western portion of the Dets 1 and 3 area of operations. At Phu Loi, Det 6 has responsibility for supporting Naval and Army units along the Saigon River from Phu Cuong to the Michelin Rubber Plantation. This area is a major infiltration and tax collection area for North Vietnamese troops.

Detachment SEVEN, located at Dong Tam (XS4445), in Dinh Tuong and Kien Hoa Provinces. Kien Hoa is the seat of the origin of the Viet Cong movement. Det SEVEN is continually one of the more active Dets, constantly being scrambled for ARVN troops that have made contact with enemy troops while on sweeping operations.

Detachment EIGHT operated from a LST off Rach Gia until 6 February, 1970. Because of the impracticability of LST night operations, they moved to Rach Gia (WS1105), and operated from the Short Strip while living in the town of Rach Gia. In the early summer they moved into an abandoned Seabee hootch near the Short Strip. As part of Operation Search-turn, Detachment EIGHT acts as the second line interdiction for ground forces involved in interdiction into the enemy's major land infiltration route from Cambodia to the U-Minh Forest.

Detachment NINE, during the first half of this year operated from the YTB-121 at Tam Chau (WS2694). From this location the Det was responsible for stopping infiltration into the Republic of Vietnam from Cambodia through the western Plain of Reeds. The Det also gave gunship coverage to Mekong River convoys. In late June, '71, Det NINE moved to an LST off the coast of Kien Hoa and Vinh Binh Provinces, from this position the Detachment was constantly kept busy flying in the Ben Lai, Tan Phu, and Long Toam Secret Zones.

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ENCLOSURE (3)

Then, due to adverse weather conditions off the coast, in October, Det NINE moved to Binh Thuy. Operating from Binh Thuy (WS8014), Det NINE has flown with Det FIVE on convoy operations, placed strikes in support of Army units in Phong Dinh and Vinh Binh Provinces, and served as an all purpose Det, going wherever needed for impending operations.

The Navy and HA(L)-3 developed their tactics variation with the inception of the door-mounted .50 cal. machine gun and the door-mounted mini-gun, which provides superior coverage and firepower when breaking off from the target. At the same time it enables a greater flexibility in the direction of break and target reorientation patterns. A new mount of channeled aluminum was instituted in the door mounted mini-gun system, greatly decreasing the weight of the system. The mount is balanced to fire at a ninety degree angle to the aircraft's longitudinal axis should the gunner lose control. Maintenance has been simplified in that the cumbersome wiring of the mini-gun brain has been replaced by a standard squadron control box which fits into an ammunition can under the gunner's seat, making it a simple matter to troubleshoot the system.

The free gun or Bravo Model I-60, configured to be hand held and fired off the shoulder was replaced by the Delta Model which incorporates a butterfly grip and requires a mount for firing. The fixed machine gun Sagami mount on the Delta Model was a vertical pole which attached to the forward edge of the hard mount and held the I-60 in a longitudinally horizontal plane. This configuration caused the spent brass to be ejected from a left door-gun directly toward the synchronized elevator and tail rotor. To prevent brassing of the tail rotor, the Odom Mount was developed, which has a point of attachment at right angles to the vertical pole (instead of on top of it) and brass is ejected away from the synchronized elevator and tail rotor.

Development continued from this point, resulting in a dual mounted or twin I-60 configuration. Attachment to the vertical mount places the I-60's on either side of the pole. The guns are rotated ninety degrees along the longitudinal axis so that one ejects brass upwards and the other down. The dual mount puts out twice the firepower of a single I-60 and provides for continuous protection should one gun go down.

A brass deflector for the pylon mounted mini-gun was acquired from the U.S. Army supply. This slightly curved metal blade directs the flow of spent brass down and away from the synchronized elevator and measurably assists in the prevention of brassed tail rotors.

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During 1971, 34,746 hours were flown in HA(L)-3 aircraft. Ammunition expended included 16,939,268 rounds of 7.62mm; 96,696 - 2.75 inch rockets; 32,313 .40mm grenade rounds; and 2,414,096 rounds of .50 cal. machine gun ammunition.

The average enlisted strength of the squadron was 410. There were 51 re-enlistments during the calendar year 1971. Advancements in rate included 52 men to E-4; 75 men to E-5; 27 men to E-6; 12 men to E-7; 2 men to E-8; and 1 man to E-9.

Six Special Courts-Martials were convened during 1971. There were 34 Non-Judicial punishments awarded at Captain's List and 7 unauthorized absentees were reported. There were no desertions and no administrative discharges enacted.

In 1971 there were 5 successful autorotations caused by engine failures or other malfunctions. Two aircraft were ditched in water, both of which were damaged and unrecoverable. One aircraft was destroyed by an enemy rocket while parked on an LST; one aircraft was destroyed after conducting a hard autorotation; one aircraft crashed while inserting troops; one crashed while hoisting in water; and another, probably due to material failure, disintegrated in mid-air. Casualties included four killed, six injured, while six aircraft were totally destroyed.

A rather unique situation exists in the HA(L)-3 Material Control Division. Material Control utilizes both the Army and the Navy supply systems in procuring repair parts, ground support equipment and other supplies in support of squadron operations. Under various Inter-service Support Agreements, the Army provides all repair parts for the UH-1B and UH-1M gunships; all replacement T-53 engines, both L-11 and L-13; armament systems and special combat support equipment, and repair parts for UH-1L and HH-1K aircraft on an emergency basis when the required items are not available in the Navy system. The Navy system is the primary source of repair parts for the UH-1L and HH-1K aircraft and provides all general maintenance supplies such as hand tools, lubricants, etc; all common hardware items; flight gear and administrative supplies and habitability items.

The Fleet Aviation Support Unit (FASU), Binh Thuy, Supply Dept. serves as the local stocking and processing point for aircraft repair parts; general maintenance supplies and administrative supplies. FASU also serves as the primary liaison point between HA(L)-3 and supporting Army and Navy supply activities. The Naval Support Activity Detachment, Binh Thuy, Supply Dept. serves as local stocking and processing point for habitability items; clothing and personnel combat support equipment.

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The supply chain varies depending upon the items required. For Army items, the chain is HA(L)-3 to FASU, Binh Thuy to the 611th Transportation Co. at Vinh Long, RVN, then to the Aviation Materials Management Center (AMC) at Saigon. When the required item is not available in RVN, the requisition is passed by AMC to various Army Supply Depots in the United States. Navy requisition for aircraft repair parts; general maintenance supplies; flight gear and administrative supplies are passed from HA(L)-3 to FASU, then to Naval Supply Depot, Subic Bay, P. I. Requisitions for items not available at Subic Bay are passed to various Naval Supply activities in the United States. Requests for habitability items and clothing are sent to NSAD Binh Thuy then to the Naval Support Activity, Saigon, and from there to various Naval supply points in the United States.

During the calendar year 1971, HA(L)-3 Material Control Division personnel processed a total of 21,338 requisitions of all types of which 12,560 were Army requisitions and 8,778 were Navy requisitions. Operating fund expenditures for 1971 totaled \$436,255.69 of which \$293,108.82 was expended for fuel and \$143,146.87 went for NSA items. Average total cost per flight hour for the year was \$12.78 which compares very favorably with the AIRPAC average cost per flight hour of \$16.50 for this type aircraft.

The major problem areas encountered by the Material Control Division can be loosely categorized under three headings; transportation, dual system operation and communications. Under transportation, considerable aircraft down time was due to supply delay which can be attributed directly to the length of the supply lines with attending transportation delays. Average delivery time for items requested from the 611th Transportation Co. at Vinh Long is 3.2 days; for items obtained from AMC Saigon, the average delay is 9.5 days for EDP (NOR-S-G) which is equipment down for parts, and not operational ready - supply - grounded plus 21.7 days for Army Priority 2 (NORS-N) which is not operational ready - not fully equipped. Navy requisitions passed to NSD Subic Bay, P.I. averaged 10-12 days delay for top priority items and the delivery time for lower priority requisitions which are processed by NSC Subic Bay and for higher priority items which are passed to the United States for action is computed in weeks rather than days.

The dual system operation, of which the majority of repair parts are requested through the Army Supply System which although basically organized along the same lines as the Navy system, is in operation procedures, terminology and paperwork totally different. Supply personnel assigned to HA(L)-3 must undergo a comprehensive on-the-job training program before they gain enough knowledge and experience to work effectively under the Army System.

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Two pilots were assigned to Det 1, two to Det 2, one to Det's 3 through 6, two to Det 7 and one each to Dets 8 and 9. Shortly after the second group commenced I & F training, the VNAF pilot at Det 8 requested return to VNAF control, and one pilot from Det 1 was transferred to Det 8 to take his place. Due to the professionalism already demonstrated by the members of group two, permission was requested, and granted, to retain them on board HA(L)-3 until 31 January 1972. With the additional month of training, their qualifications on 31 January 1972 should approximate: 7 Fire Team Leaders (FTL), 4 AHAC and 10 airmen/gunners.

HA(L)-3 had one doctor assigned to the squadron, Dr. Stephen HAZEN. The life of a Navy Flight Surgeon is very busy, especially in a war zone. He not only provides for the medical care of the pilots and men of HA(L)-3, but also devotes considerable time to the care and treatment of the Vietnamese children at the Providence Orphanage in neighboring Can Tho, RVN. He and the corpsmen spend an average of two days a week treating and innoculating the children. It is through efforts such as these that some of the pain involved in a war can be eased, and much better relations developed with the people of South Vietnam.

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AIRCRAFT ASSIGNED SQUADRON AS OF 31 DECEMBER 1971

<u>SERIAL NUMBER:</u>	<u>TYPE:</u>	<u>ASSIGNED DATE:</u>
62-1936	U. S. ARMY	
62-1970	UH-1B	26 JUL 71
62-1985	UH-1B	01 DEC 70
62-2025	UH-1B	30 MAR 71
62-2034	UH-1B	13 JUN 71
62-4597	UH-1B	07 OCT 70
62-4604	UH-1B	22 AUG 71
62-12543	UH-1B	25 NOV 70
63-8679	UH-1B	01 AUG 71
63-12930	UH-1B	23 AUG 71
64-13919	UH-1B	04 NOV 70
64-13943	UH-1B	20 DEC 70
64-13990	UH-1B	02 JAN 71
64-14007	UH-1B	18 MAY 70
64-14020	UH-1B	04 FEB 71
64-14076	UH-1B	21 APR 70
64-14087	UH-1B	08 NOV 69
64-14090	UH-1B	30 JUN 71
64-14091	UH-1B	24 JUL 69
64-14117	UH-1B	04 AUG 71
65-9423	UH-1M	03 NOV 71
65-9476	UH-1M	07 SEP 71
65-9548	UH-1M	15 NOV 71
66-599	UH-1M	19 NOV 71
66-655	UH-1M	08 SEP 71
66-15017	UH-1M	09 SEP 71
66-15077	UH-1M	18 DEC 71
66-15111	UH-1M	06 JUL 71
66-15236	UH-1M	07 SEP 71
BUREAU NUMBER	U. S. NAVY	
157852	UH-1L	11 DEC 69
157854	UH-1L	11 DEC 69
157855	UH-1L	22 JAN 70
157856	UH-1L	22 JAN 70
157200	HH-1K	01 NOV 70
157202	HH-1K	01 NOV 70

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Enclosure (3)

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FLIGHT TIME SUMMARY

<u>MONTH</u>	<u>B</u>	<u>M</u>	<u>C</u>	<u>L</u>	<u>K</u>
JAN	1837.6	-	398.1	298.7	398.1
FEB	1760.9	-	413.3	556.8	247.1
MAR	2244.2	-	195.3	531.5	370.8
APR	1919.7	-	280.1	486.5	394.5
MAY	1912.0	-	309.0	505.5	218.9
JUN	1765.0	173.4	112.8	548.7	235.1
JUL	1931.6	108.0	137.9	552.7	314.2
AUG	1650.1	310.8	93.3	568.7	313.2
SEP	1578.7	256.0	-	593.6	233.7
OCT	1458.4	426.5	-	392.8	388.0
NOV	1338.9	570.8	-	571.1	216.2
DEC	1432.2	619.7	-	468.1	195.1

TOTAL 20,829.3 2,465.2 1,929.8 6,074.7 3,524.2 / 36,823.5

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Enclosure (4)

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ORDNANCE EXIT NDITURES

	<u>7.62</u>	<u>2.75</u>	<u>.50 CAL</u>	<u>40 MM</u>
JAN	1,527,375	9,548	220,000	4,276
FEB	1,614,360	9,970	200,949	6,819
MAR	1,476,500	8,630	186,457	1,084
APR	1,378,923	8,495	198,824	3,488
MAY	1,813,335	8,955	238,234	3,767
JUN	1,503,100	7,997	212,445	4,052
JUL	1,368,070	8,619	215,580	4,746
AUG	1,812,075	8,740	244,385	2,615
SEP	1,187,000	7,206	205,266	3,018
OCT	1,039,380	6,267	182,546	1,218
NOV	966,150	5,337	122,835	910
DEC	1,258,000	6,932	186,575	320
TOTAL	16,944,268	97,696	2,414,096	36,313

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Enclosure (5)

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ENEMY TARGET DAMAGE AND CASUALTIES

	STRUCTURES DAMAGED	STRUCTURES DESTROYED	SAMPANS DAMAGED	SAMPANS DESTROYED
JAN	93	77	29	125
FEB	165	130	33	176
MAR	168	74	80	206
APR	55	28	34	153
MAY	71	55	26	126
JUN	137	44	47	120
JUL	94	29	68	112
AUG	113	116	43	123
SEP	58	11	33	55
OCT	45	6	11	37
NOV	20	17	6	14
DEC	38	6	0	8
TOTAL	1,057	593	410	1,255

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ENCLOSURE (6)

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ENEMY TARGET DAMAGE AND CASUALTIES

	STRUCTURES DA.MAGED	STRUCTURES DESTROYED	SAMPANS DA.MAGED	SAMPANS DESTROYED
JAN	93	77	29	125
FEB	165	130	33	176
MAR	168	74	80	206
APR	55	28	34	153
MAY	71	55	26	126
JUN	137	44	47	120
JUL	94	29	68	112
AUG	113	116	43	123
SEP	58	11	33	55
OCT	45	6	11	37
NOV	20	17	6	14
DEC	38	6	0	8
TOTAL	1,057	593	410	1,255

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Enclosure (6)

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	KBA (CONF)	KBA (PROB/POSS)	WBA (CONF)	WBA (POSS)
JAN	49	68	0	18
FEB	138	57	78	24
MAR	122	139	27	33
APR	180	85	10	7
MAY	134	119	9	30
JUN	77	108	3	52
JUL	61	64	35	3
AUG	72	64	9	1
SEP	46	55	0	0
OCT	91	127	6	27
NOV	35	37	0	25
DEC	35	67	3	0
TOTAL	1,040	990	180	220

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Enclosure (6)

COMMANDING OFFICERS' BIOGRAPHIES

CAPTAIN MARTIN J. TWITE, JR.
UNITED STATES NAVY

Captain Martin J. TWITE entered the Naval Service via the Navy V-5 program in April 1946. He entered flight training as an Aviation Midshipman and was designated a Naval Aviator in November 1949. He joined VP-42 at San Diego as a Midshipman and was commissioned in July 1950 while enroute to Korea. Subsequent tours of duty include Guided Missile Unit No. 4 as Sparrow III Officer and Fleet Air Wings Atlantic Staff as Aide and Flag Lieutenant.

In January 1957, Captain TWITE was ordered to Stanford University where he received his Bachelor of Science degree in June 1958. Upon completion of General Line School at Monterey in 1959, he commenced helicopter transition training at Pensacola and was ordered to the U.S. Naval Postgraduate School at Monterey where he earned a MS in Engineering Electronics after specializing in digital computers. He applied his computer training at his next duty station, the Naval Command System Support Activity (NAVCOSS-ACT), Washington, D.C.

Captain TWITE served as Executive Officer of Helicopter Anti-Submarine Squadron SEVEN (HS-7) briefly before that squadron was disestablished in May 1966. He was then ordered to Newport, Rhode Island, where he completed the School of Naval Warfare at the Naval War College before assuming command of Helicopter Anti-Submarine Squadron THREE (HS-3). After HS-3 he reported to the U. S. S. GUAM (LPH-9) as Executive Officer. Captain TWITE took command of Helicopter Attack (Light) Squadron THREE on 14 April 1970.

Captain TWITE is the son of Mr. and Mrs. Martin J. TWITE, Sr. of Dawson, Minnesota. He is married to the former Mary Anne MOORE of Falls Church, Virginia. They and their four children reside at 1505 Adam Road, Virginia Beach, Virginia.

Captain TWITE was relieved of Command of Helicopter Attack (Light) Squadron THREE, on 14 April 1971, by Captain Charles O. BORGSTROM, JR.

Enclosure (7)

CAPTAIN CHARLES O. BORGSTROM, JR.
UNITED STATES NAVY

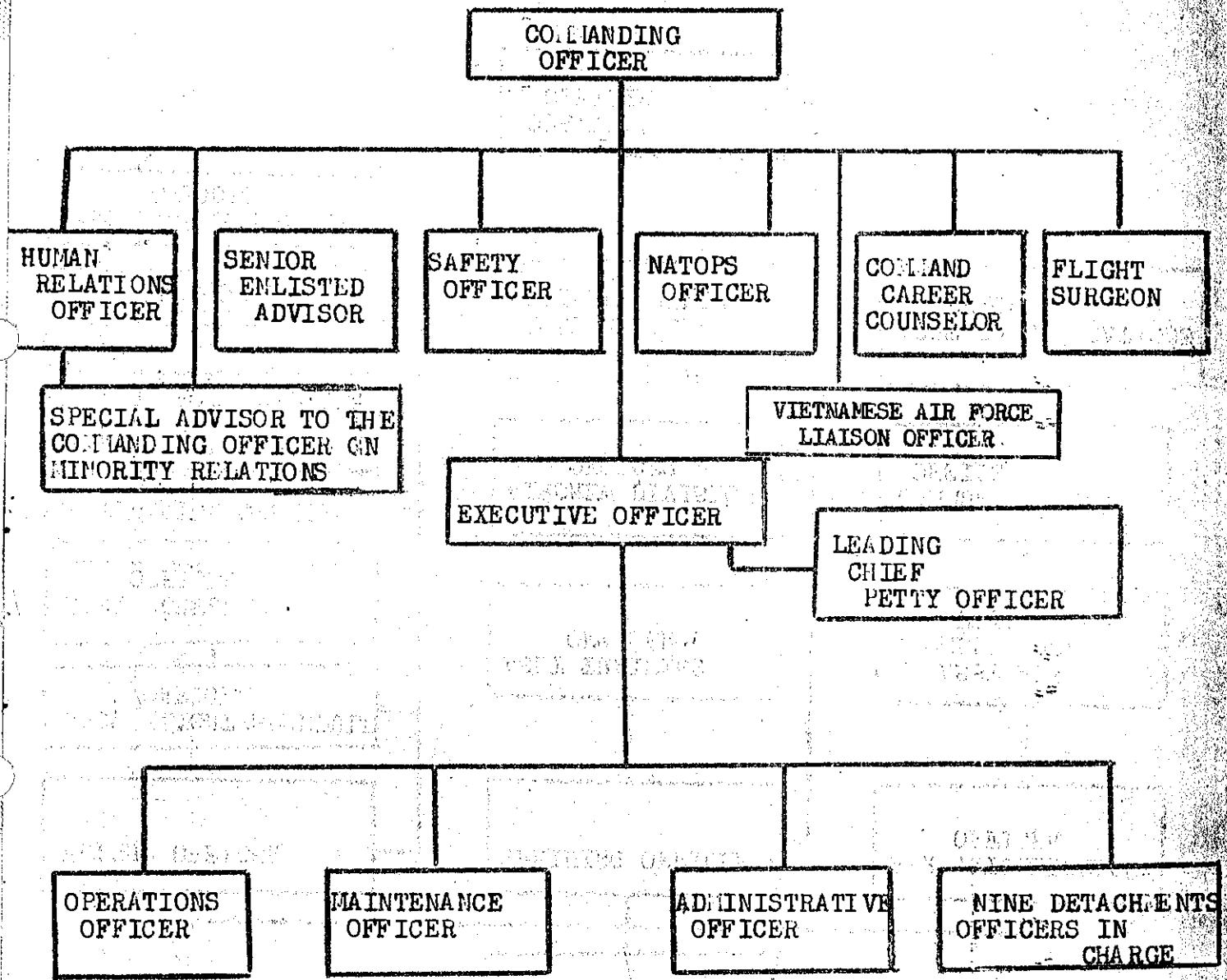
Captain BORGSTROM was born in Boston on 23 June 1929 and was married to the former Betty LOCKE of Arlington, Massachusetts on 25 November 1951. They have four daughters, Karen, Kathy, Carole and Christine and presently reside at 183 Hemlock Drive, East Greenwich, Rhode Island.

Entering the Navy in March 1947, under a minority enlistment, Captain BORGSTROM spent almost two years as an enlisted man before entering flight training as a Naval Aviation Cadet in January 1949. Upon receiving his wings and commission in 1950, he reported to his first squadron, ATU-10. In October, 1950, he was ordered to NAS Lakehurst, New Jersey for lighter-than-air (LTA) training which he completed in January 1951. Captain BORGSTROM's first LTA squadron was ZP-1, and he was there until February, 1954. During this period he also served aboard the USS VALCOUR (AVP-55) and USS GREENWICH BAY (AVP-40), and qualified as Officer of the Deck, Underway. Captain BORGSTROM attended the Aviation Ordnance School in Jacksonville, Florida. From June 1954 to June 1957 he was a Test/Project Pilot with the Chief of Naval Airship Training and Experimentation (CNATE). In July 1957 he attended the General Line School and in July, 1958 after completing Line School, Captain BORGSTROM reported to Pensacola, Florida and was designated a qualified helicopter pilot. He then reported to HS-6 at San Diego, California. His primary duties in HS-6 were ASW and Aviation Safety Officer. After completing Aviation Safety School at the University of Southern California in December 1960, Captain BORGSTROM reported to ZP-3. In October 1961, he was transferred to Commander Fleet Air-Caribbean Staff, Puerto Rico. There he spent almost two years as the Aviation Safety Officer. Next he attended the U.S. Navy Postgraduate School in Monterey, California and received a degree in International Relations. In March 1965, he reported to VX-6 at NAS Quonset Point, Rhode Island. At VX-6 Captain BORGSTROM had duties as the Aviation Safety and Operations Officer during DEEPFREEZE 65 and 66 in Antarctica. Mount BORGSTROM, in Antarctica, was named after him for his service during this period. Captain BORGSTROM was then assigned to HC-4 as the Executive Officer. In August 1967 he was ordered to organize and commission Helicopter Combat Support Squadron FIVE (HC-5) at NAS Imperial Beach, California and was its Commanding Officer until 13 September 1968. At that time he was detached to proceed to the USS VALLEY FORGE (LPH-8) as the Air Officer. He completed a combat tour on board in the Vietnam area, and was ordered to the Senior Course at the Naval War College, Newport, Rhode Island in October 1969.

Upon graduation from the Senior Course he became a member of the faculty until receiving orders as Commanding Officer of Helicopter Attack (Light) Squadron THREE in the Republic of Vietnam

Captain BORGSTROM was promoted to his present rank on 1 December 1970. Included among his awards are the Air Medal (Strike Flight and Single Action), Navy Unit Commendation Medal, Antarctica Service Medal, Armed Forces Expeditionary Medal, National Defense Service Medal with a second award star, Vietnam Service Medal, Republic of Vietnam Campaign, two Vietnamese Crosses of Gallantry, Vietnamese Meritorious Unit Citation, and three Navy Commendation Medals (Combat V). He has over 5000 hours of flight time in all types of aircraft.

ORGANIZATIONAL CHARTS



Enclosure (8)

