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HEADQUARTERS
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, California 96602

Copy 1 of 7 copies
3:ELO:bbb
Ser: 03A14768
26 May 1968

[redacted]

From: Commanding Officer
To: Commanding General, 1st Marine Aircraft Wing (Attn: AC of S, G-3)

Subj: Command Chronology

Ref: (a) CO, MAG-36 ltr 3:ELO:gtb Ser: 03A13768 of 16 May 1968

Encl: (1) VMO-6 Command Chronology April 68

1. Enclosure (1) is forwarded for inclusion with reference (a) as enclosure (4).

Bruce J. Matheson
Bruce J. MATHESON

Copy to:
CG, 1st MAW (Copy 1 through 4)
CG, 1st MAW (Copy 5 less enclosures (2) through (11))
S-3 Files (Copy 6)
S&C Files (Copy 7 less enclosures (2) through (11))

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VMO-6 CMD CHRON APR 1968

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MARINE OBSERVATION SQUADRON 6
Provisional Marine Aircraft Group 39
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco 96602

03:CSC:tvg
5750.1C
Ser #03A12368
2 May 1968
Copy 1 of 6

[redacted]

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)

Subj: Command Chronology for the period 1-30 April 1968; submission of

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

Encl: (1) Part I; Organizational Data
(2) Part II; Narrative Summary of Significant Events
(3) Part III; Significant Events

1. In accordance with references (a) and (b), enclosures (1) through (3) are submitted.

2. This report was compiled and prepared prior to the time it was known that submission to both relinquishing and receiving parent commands would be required. Therefore, it is respectfully requested the report be received in its entirety and that those portions that are pertinent to MAG-36 be extracted in the interests of alleviation of duplication of effort.

B. A. Maas
B. A. MAAS

VMO-6 S&C FILES
SER: 904-68
DATE: 21 MAY 68
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VMO-57 S&C Files
68058 1
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Copy 1 of 5

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Enclosure (1)

GP-4

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MARINE OBSERVATION SQUADRON 6
Provisional Marine Aircraft Group 39
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco 96602

03:CSC:wgb
5750.1C
Ser # 03A12368
2 May 1968
Copy 1 of 8

[redacted]

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 39
(Attn: S-3)

Subj: Command Chronology for the period 1-30 April 1968; submission of

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

Encl: (1) Part I; Organizational Data
(2) Part II; Narrative Summary of Significant Events
(3) Part III; Significant Events

1. In accordance with references (a) and (b), enclosures (1) through (3) are submitted.

B. A. Maas
B. A. MAAS

VMO-6 S&C FILES
SER: 002-68
DATE: 6 MAY 1968
COPY 1 OF 8

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SP-4

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5750.1C
Ser #03A12368
2 May 1968
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Part I: Organizational Data

1. Commanding Officer and Staff with inclusive dates:

   Commanding Officer: Major B. A. MAAS, 1-30 April 1968

   Executive Officer: Major C. E. CANNON, 1-30 April 1968

   Operations Officer: Major F. J. ROWLAND, 1-30 April 1968

   Logistics Officer: Major R. L. NEFF, 1-30 April 1968

   Intelligence Officer: Captain T. ALEXANDER, 1-30 April 1968

   Administrative Officer: Captain D. H. DUPONT, 1-30 April 1968

2. Unit Location with inclusive dates:

   Quang Tri, Republic of Vietnam, 1-30 April 1968

3. Average monthly squadron strength:

MARINE OFFICERS	MARINE ENLISTED	NAVAL OFFICERS	NAVAL ENLISTED	TOTAL
34	159	1	0	194

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Part II: Narrative Summary of Significant Highlights occurring during the reporting period.

1 April 1968. Seaworthy 4-20 and 4-21 started the month off with a bang by delivering 52 rockets and 5000 rounds of 7.62mm upon fortified enemy positions after receiving heavy automatic weapons fire. The escort of the Swift transports for the resupply of Hill 881 proceeded smoothly.

2 April 1968. Khe Sanh still a hot area. Seaworthy flight 4-20 and 4-21 provided TAC(A) control of Dusty 8-1 at XD809422, an enemy automatic weapons position, and expended 69 rockets and 8000 rounds of 7.62mm of their own in suppressive fire. Transport aircraft were able to complete their assigned missions in the area.

3 April 1968. In coordination with HMM-262, Major WORKMAN, piloting Seaworthy 4-20, reconned an LZ at YD146518 for the insertion of Gold Lemon India. Seaworthy 4-20 then directed the air prep of the selected zone. The troop insert was completed smoothly as 4-20 and 4-21 provided additional suppressive fire around the zone in the form of 28 2.75 rockets and 2500 rounds of 7.62mm.

4 April 1968. Seaworthy 4-20 and 4-21, in support of Operation Pegasus, provided armed cover for transports picking up med-evacs at Hill 471. Both UH-34's and CH-46's were effectively covered as our thirty med-evacs were lifted from the zone. In their spare time Seaworthy flight expended ordnance on an active .50 cal position north of Hill 881 while covering the resupply of the hill.

5 April 1968. Again in support of Operation Pegasus, VMO-6 flew a total of 80 sorties, 44.7 flight hours and expended 135 rockets and 16,300 rounds of 7.62mm. Seaworthy 4-20 and 4-21 and 4-23 received fire twice but no hits were taken.

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6 April 1968. Grasshopper "E", a 131 man unit, was inserted by Seaworthy 4-20 and 4-21 after the LZ had been prepped by fixed-wing aircraft. After insertion of the first wave, heavy small arms, mortar and some artillery fire were received by Grasshopper "E". Seaworthy moved the LZ to a new location and the insert was completed. However, the area was much hotter than expected and the entire 131 men were extracted under fire.

7 April 1968. A relatively uneventful day for Operation Pegasus. Seaworthy 4-20, 4-21, 4-22, 4-23 expended 74 rockets and 4,500 rounds of 7.62mm, and flew a total of 86 sorties and 32.6 flight hours on this operation alone.

8 April 1968. A busy day for the whole squadron. VMO-6 escorted 6 med-evacs, carried 15 passengers, expended 191 rockets and 22300 rounds of 7.62mm while flying 142 sorties and 51.6 flight hours. These sorties were in support of Operations Pegasus and Lancaster and the continuing resupply of the Khe Sanh hills.

9 April 1968. At Khe Sanh, Seaworthy 4-20 was effective in suppressing an enemy automatic weapons position which had already inflicted "Strike" damage on one transport. Subsequently, med-evacs were evacuated from Hill 861 and resupply was accomplished without incident.

10 April 1968. A rather quiet day as VMO-6 flew in support of Operations Pegasus and Lancaster. A total of 102 sorties and 34.9 flight hours were flown.

11 April 1968. While returning from Khe Sanh after launching to cover an emergency med-evac mission by Highboy 6-1, Seaworthy 4-5 and Highboy 6-1 collided in mid-air. The UH-34 was torn apart and the UH-1E was consumed by fire. A total of 12 people were killed, including the 4 crewmembers of Seaworthy 4-5.

12 April 1968. Weather curtailed operations today, forcing the cancellation of three missions, but VMO-6 aircraft flew 115 sorties and 38.6 flight hours despite poor atmospheric conditions.

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13 April 1968. Weather forced the cancellation of one mission and the delay of others. Finally, at 1514 Seaworthy 4-1 and 4-2 were able to launch to provide coordination and escort for the transports and four recon teams were inserted: Ringlet, Hayride, Oaktree and Dustop.

14 April 1968. An unusually light flying day for VMO-6 enabling personnel to give extra time to their collateral duties. A total of 16.1 flight hours and 64 sorties were flown in support of Operations Pegasus and Kentucky.

15 April 1968. Khe Sanh provided most of the action for Seaworthy aircraft today. While providing coordination for a 200 man troop lift from Khe Sanh to Hill 558, a 450 man lift from Hill 558 to Hill 881 and an 800 man troop lift from Hill 881 to Khe Sanh, enemy rockets began impacting on Hill 881. Seaworthy 4-20 and 4-21 spotted the active rocket positions to the southwest of Hill 881 and rolled in. Each aircraft made one run, and a total of 22 rockets were expended, resulting in two secondary explosions. No further activity was observed from the enemy position and the troop lift was completed without further incident and no casualties.

16 April 1968. After a rather routine day, Seaworthy 4-5 and 4-6 launched at 1850 to direct the extraction of a recon team which had been under heavy enemy fire for more than an hour. Still under fire, the team was extracted by Welcome Tour 3-1 as the Seaworthy flight laid down suppressive fire with 2400 rounds of 7.62mm. The extract was completed smoothly and in minimum time.

17 April 1968. Activity in the Quang Tri area seems to be increasing. The Squadron flew 134 sorties and 55.4 flight hours while expending 97 rockets and 10,500 rounds of 7.62mm. The Marines of Fighting Mad Kilo were under small arms and mortar fire when Seaworthy 4-22 and 4-23 launched to cover a med-evac pick-up for them. 12 med-evacs were successfully picked up by the transports under VMO-6's covering fire. Later a 100 man insertion into the same position was directed by the Seaworthy flight without casualties.

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18 April 1968. The NVA staged a show today for Seaworthy aircraft, but wound up with more of an audience than they bargained for. Beeper signals were heard and Seaworthy 4-20 and 4-21, led by Maj MAAS, responded. In the search area, Seaworthy 4-20 made several low passes and received automatic weapons fire from several different positions. 4-20 was able to spot armed people & 25-40 concuflaged structures before pulling off. A trap was suspected, therefore the flight rolled in with HE rockets and attacked the position, and then marked with WP. This enabled 2 flights of fixed wing to dump their ordnance on target.

19 April 1968. A change of pace today while working in support of the Special Forces. Briefing at Khe Sanh and Phu Bai, a section of VMO-6 gunbirds escorted VNAF helicopters in the successful extraction of a hard-pressed recon team.

20 April 1968. Operation Scotland II was supported today by VMO-6 aircraft. Squadron aircraft delivered 50 rockets and 6500 rounds of 7.62mm while flying 86 sorties in support of ground units in the Khe Sanh area.

21 April 1968. A busy day in the Scotland II operational area. Seaworthy 4-20 and 4-21 led by Maj WORKMON provided support for a battalion troop lift beginning with TAC(A) services for 3 flights of jets for the LZ prep. Maintaining fixed wing cover while directing the transports into the zone, the flight put down its own brand of suppressive fire. Mortars were received in the zone, and the reserve air cap was directed onto the active position. Artillery was called in to help and the minor med-evacs were removed from the zone and the lift continued. Quick thinking by the Seaworthy flight and excellent response from supporting units anabled the completion of a vertical assualt under fire with no serious casualties or aircraft damage.

22 April 1968. VMO-6 flew 210 sorties and 61.7 flight hours today using all of the 21 pilots available for flying. The full range of squadron capabilities was utilized from TAC(A) missions, armed helo escort, med-evac escort and convoy cover to VIP hops, highlighted by the usual tasks of organizing and directing 8 recon team inserts and extracts under trying conditions.

23 April 1968. Recon teams in trouble again today. Seaworthy 4-1 and 4-2 led by Capt DUPONT, contacted the team JawBreaker who was in heavy contact with the NVA. Seaworthy accurately delivered ordnance on the enemy position and the NVA broke contact. Due to the improving situation, the recon team was extracted without loss under the protection of the Huey gunbirds on station.

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24 April 1968. On the offensive again, Seaworthy 4-7, acting in C&C capacity, directed the successful insert of 240 Marines. Receiving heavy fire, 4-7 called in Seaworthy 4-1 and 4-2 led by Maj MCRANEY who effectively silenced the active automatic weapons position and the combined flight returned to Quang Tri undamaged.

25 April 1968. Scotland II provided continuing action for VMO-6 today. Seaworthy 4-20 and 4-21 led by Maj MAAS escorted a flight of HMM-262 CH-46's for a tactical troop lift. With a high degree of professionalism evident with all aircraft involved, the lift was completed rapidly and without incident. At approximately 1935H, Capt CAWLEY's aircraft, Seaworthy 4-6, crashed seven miles east of Quang Tri. The cause has not been determined, but enemy fire is suspected. The aircraft was destroyed and the crew lost.

26 April 1968. Khe Sanh and Operation Scotland II was on the agenda for VMO-6 as usual today. Completing emergency resupply despite enemy fire near Hill 881, other positions in the Khe Sanh area were resupplied. Enemy mortar positions were spotted on a later VR in the area and the VMO-6 flight delivered 21 rockets and 500 rounds of 7.62mm.

27 April 1968. Flying 16 available VMO-6 pilots, 184 sorties and 72.3 flight hours were compiled by the end of the day. Seaworthy 4-20, piloted by Capt MCADAMS as TAC(A) lead, escorted the transports into the zone after directing the fixed wing air prep. The movement had been planned effectively 2 days earlier and proceeded as planned.

28 April 1968. In addition to the VMO-6 commitments in the Scotland II area, Seaworthy 4-1 and 4-2 provided suppressive fire for the extract of a recon team under fire. No casualties were taken and the extract was accomplished with minimum exposure to the determined NVA.

29 April 1968. Quite a bit of enemy activity in the northern Quang Tri area today. After coordinating the extract of a recon team to the southwest of Dong Ha, Seaworthy 4-1 flight led by Capt MCADAMS, was diverted north of Dong Ha where the NVA were on the move. Attacking a .50 cal position which had hit a CH-53 and fired on other aircraft, the flight received an accurate 100/100 BDA for its ordnance and returned to rearm and refuel. Due to tactical needs, the flight diverted to an emergency troop lift into the same general area and this lift proceeded smoothly without damage to aircraft or injury to personnel.

Enclosure (2)

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Part III: Significant Events

At 0705H, 11 April 1968, Seaworthy 4-5 and 4-6, led by Captain B. F. MCMILLAN, launched to the Khe Sanh area to provide armed escort for Hiboy 6-1 and 6-2 flight to pickup an emergency med-evac. The two sections launched separately and joined at Khe Sanh and then both headed for Dong Ha in separate sections. Seven miles west of Dong Ha, with a 1500 foot broken cloud coverage, Capt MCMILLAN's aircraft and Hiboy 6-1 collided in mid-air. The H-34 came apart before reaching the ground and the UH-1E burned upon impact. No survivors of either aircraft were found and all personnel were accounted for. 1/Lt R. E. RIEDE was the co-pilot of the UH-1E, Cpl P. J. ALLEN the crew chief, and LCpl M. G. DEMARCO the gunner.

At approximately 1935H, 25 April 1968, Seaworthy 4-6 piloted by Captain J. P. CAWLEY crashed and burned seven miles east of Quang Tri with no survivors. The crash was reported immediately to Walnut Hill and search and rescue operations began. The crash site was located and low level search was initiated by Marine Corps and Army personnel. Two platoons of ground troops were inserted around the wreckage under sporadic sniper and small arms fire and an air cap over the site was flown until 0035H 26 April 1968. 1/Lt R. C. KIMMEL was the co-pilot of 4-6 with Pfc B. R. SCHRAMM the crew chief and Pfc E. C. LAYE as gunner.

During the month of April 1968, the following promotions were effected:

TO SERGEANT

J. T. KRAUSE
D. Y. LU
R. C. RICH

TO CORPORAL

H. J. POLASHENSKI
B. H. TARVER

TO LANCE CORPORAL

F. ARTHUR
W. J. DILLON
J. H. OWEN
S. M. RODERICK

Enclosure (3)

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30 April 1968. Seaworthy 4-1 and 4-2 ended the month with a busy day. Working with Candy Tuft 14B and AO's Catkiller 16, Catkiller 48 and Trail 66, Capt PRICE and Major CANNON delivered 200 rockets and 16,000 rounds of 7.62mm on the many and varied targets while taking light to heavy small arms and automatic weapons fire resulting in 3 hits in the lead aircraft. Enemy activity in the Quang Tri area has definitely increased in the past few days and is expected to continue into the next month.

Enclosure (2)

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