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HEADQUARTERS
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco 96602

3:RPG:bew
5750
003A31770
13 November 1970

[redacted] -- Unclassified upon removal of enclosure (1)

From: Commanding Officer
To: Distribution List

Subj: Command Chronology for the period 1 - 31 October 1970

Ref: (a) WgO 5750.4

Encl: (1) Marine Aircraft Group 16 Command Chronology

1. In accordance with reference (a), enclosure (1) is submitted.

2. This letter is downgraded to unclassified upon removal of enclosure (1).

L. C. Street III
L. C. STREET III

DISTRIBUTION: 1st MAW (3)
MAG-16 S-3 (1)

DOWNGRADED AT 3 YEAR INTERVALS;
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DOD DIR 5200.10

MAG-16
SAC # 00716-70
COPY # 1 of 4

1st MAW S&C No.	Copy No.
3576-70	1

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PART I

Organizational Data

1. Designation — Commander — 1-31Oct70

Subordinate Units

H&MS-16	LtCol C. E. REESE	1-21Oct70
	Major J. M. PERRYMAN	22-31Oct70
MABS-16	Major P. E. BENET	1-31Oct70
HML-167	LtCol D. A. MCCAUGHEY	1-31Oct70
HML-367	LtCol H. E. SEXTON	1-21Oct70
	LtCol C. E. REESE	22-31Oct70
HMM-262	LtCol G. S. PATE	1-31Oct70
HMM-263	LtCol L. K. KECK	1-31Oct70
HMM-364	LtCol H. W. STEADMAN	1-31Oct70
HMH-463	LtCol R. R. LEISY	1-31Oct70

2. Location

1-31 October 1970: Marble Mountain Air Facility, RVN

3. Staff Officers

Commanding Officer	Col. H. R. SMITH	1-30Oct70
	Col. L. C. STREET III	4-31Oct70
Executive Officer	LtCol B. H. MANN	1-31Oct70
Adjutant	Capt J. F. DARRACOTT	1-23Oct70
	Capt W. J. STEFFAN	24-31Oct70
S-1	LtCol C. A. BLOCK	1-31Oct70
S-2	Capt R. E. FIX	1-19Oct70
	Capt E. G. NOLL	20-31Oct70
S-3	LtCol R. P. GUAY	1-31Oct70
S-4	LtCol W. R. FAILS	1-31Oct70

4. Average Monthly Strength

USMC		USN	
OFF	ENL	OFF	ENL
360	2,135	6	25

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Enclosure (1)

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PART II

Narrative Summary

During the month of October 1970, MAG-16 flew a total of 6,916.2 hours in support of Free World Military Assistance Forces in the I Corps Tactical Zone. These hours, along with a total of 22,283 sorties, were flown in support of the First Marine Division, First Marine Aircraft Wing, the Republic of Korea Marines, the Army of the Republic of Viet Nam and the United States Army. The loss of hours can again be attributed to the torrential rains and high winds brought on by two typhoons.

There were three changes of commands within MAG-16 during October. Colonel H. R. SMITH, Commanding Officer of MAG-16, relinquished his command to Colonel L. C. STREET III, prior to his return to CONUS. LtCol C. E. REESE relinquished command of H&MS-16 to Major J. M. PERRYMAN, and assumed the duties of HML-367 Commanding Officer, replaceing LtCol H. E. SEXTON who was transfered to 1st MAW G-3.

On 29-31 October 1970, rising flood waters inundated the flatlands in the Danang TAOR, threatening the lives of thousands of Vietnamese. Aircraft from MAG-16 squadrons were called to assist in rescue operations involving flight in wind driven rain, low ceilings and extremely low visibility. Flight crews heroically responded to the task with compassion, braving flight at low level over hostile areas. During the day of the 30th, over 40 MAG-16 aircraft and crews were performing SAR efforts. Crews near exhaustion performed these tasks until darkness precluded further efforts. Acts of individual heroisn and compassion were commonplace. Again on the morning of 31 October, as the flood waters began to recede, aircrews flew much needed food, clothing, and other items of comfort to the flood evacuees. 366 hours and 1120 sorties were flown in support of this humanitarian effort, rescuing 11,057 persons and providing for 56.3 tons of food, clothing, etc.

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Enclosure (1)
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PART III

Sequential Listing of Significant Events

1. Awards. 711 Strike/Flight Air Medals, 1 Purple Heart and 3 Good Conduct Medals were presented during the month of October 1970.

2. Enemy Casualties and Damage Inflicted. MAG-16 inflicted 13 KBMA (confirmed), 3 KBMA (probable), 12 hootchs destroyed, 5 hootchs damaged, 5 bunkers destroyed, 8 bunkers damaged, 1 boat destroyed, 1 cave destroyed, 2 secondary explosions, 1 water buffalo KBMA, 1 .51 caliber site damaged and 12 rockets destroyed unknown type.

3. Intelligence. 25 aircrew spot reports of intelligence value were received from aircrews and other sources; this is 9 more than reported for the previous month.

4. Sequential Listing of Significant Events by Date

6 October 1970: Four CH-46D, four AH-1G, and one UH-1E helicopters supported the 5th Marines in a tactical assault inserting 91 troops.

9 October 1970: Nine CH-46D, four AH-1G and one UH-1E helicopters supported the 5th Marines on a tactical assault, inserting 438 troops.

11 October 1970: One UH-1E aircraft, BuNo 152421, sustained Alpha Damage. Three crewmembers were injured. Two received minor injuries and one bravo injury.
(Appendix 1 to MAG-16 Command Chronology)

13 October 1970: Six CH-46D, four AH-1G and one UH-1E supported the 5th Marines in a strike, inserting 153 troops.

Marble Mountain was struck by the edge of Typhoon Joan, receiving high winds and rain.

14 October 1970: Four CH-53D, three CH-46D, four AH-1G and one UH-1E supported the 5th Marines in a strike, inserting 261 troops.

25 October 1970: Typhoon Kate brought fifty knot winds and rain to the Da Nang area.
(Appendix 2 to MAG-16 Command Chronology)

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26 October 1970: One CH-53D suffered strike damage during a routine test and ferry mission, resulting in 1 fatality, 1 critical, 1 serious, and 3 minor injuries to the crew members.
(Appendix 6 to MAG-16 Command Chronology)

27 October 1970: Eight CH-46D, four AH-1G and one UH-1E supported the 5th Marines in a strike, inserting 310 troops.

All AH-1G aircraft of HML-367 were temporarily grounded as a safety of flight measure due to recent tail rotor failures.
(Appendix 2 to MAG-16 Command Chronology)

One CH-46D of HMM-364 crashed and burned on hill 270(S) when the aircraft was shot down while on a medevac mission.
(Appendix 5 to MAG-16 Command Chronology)

30 October 1970: One CH-53D crashed due to direct enemy action and suffered substantial damage. One crew member suffered fatal injuries.
(Appendix 6 to MAG-16 Command Chronology)

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5. Air Operations

	HML-167(UH-1E)	HML-367(AH-1G)
Hours	1,732.1	1,143.9
Sorties	4,566	2,726
KBA(Confirmed)	3	10
PAX	2,470	Ø

	HMM-262(CH-46D)	HMM-263(CH-46D)	HMM-364(CH-46D)
Hours	1,008.2	1,076.1	1,096.7
Sorties	4,267	3,825	4,130
Evacs	386	148	244
Pax	8,272	8,230	10,258
Cargo (Tons)	246.2	151.7	242.6

	HMH-463(CH-53D)	H&MS-16(CH-46D)
Hours	859.2	Ø
Sorties	2,769	Ø
Evacs	Ø	Ø
Pax	20,324	Ø
Cargo (Tons)	3,335.9	Ø
TAR's	9	Ø

MAG-16	TOTAL
Hours	6,916.2
Sorties	22,283
Pax	49,554
Cargo (Tons)	3,976.4
Evacs	778
KBA (Confirmed)	13
TAR's	9

MAG-16	TOTAL FY 71
Hours	36,758.7
Sorties	122,302
Pax	290,765
Cargo(Tons)	22,061.7
Evacs	6,023
KBA(Confirmed)	155
TAR's	30

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6. Hostile Fire Analysis

a. Fire Incident/Hit Chart

ALTITUDE
(Hundreds of Feet)

	0 - 2	2 - 5	5 - 10	10 - 15	Above 15	Total
INCIDENTS						
NO.	47	17	40	13	13	128
%	37	13	30	10	10	100
HITS						
A/C HIT	22	4	7	0	0	33
%	67	12	21	0	0	100
No. Holes	60	28	10			98

(1) Based on the above chart the following conclusions may be drawn:

(a) 50% of fire incidents occur below 500 feet AGL.

(b) 79% of all aircraft hits occur below 500 feet AGL.

(c) Of the total number of individual projectile hits sustained, 88 were below 500 feet AGL.

(d) Therefore, flight at or below 500 feet AGL places the aircraft in its highest area of vulnerability and reduction of this vulnerability is directly proportional to the amount of supporting arms utilized and/or tactics employed.

b. Medical Evacuation Incident/Hit Chart

	HRS	% FLT TIME	INCIDENTS	%	A/C HITS	%
DAY	931	14	13	10	8	26
NIGHT	90	10	17	13	1	3
TOTAL	1021	15	30	23	9	29

(1) Analysis of fire incidents/hits sustained by this command indicates that most occur at random in regards to assigned missions dependent on the enemy situation, operating environment, and tactics employed at a given time. An exception to this is the medevac mission where a definite trend can be postulated. Based on the above two charts, the following conclusions may be drawn:

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(a) Of all the incidents/hits depicted in paragraph a. above, 10% of the incidents and 26% of the aircraft hit occurred on day medevac.

(b) Although night medevac sustained more individual fire incidents than day medevac, only 3% of all aircraft hit occurred during night medevac.

(c) In view of the above analysis, this command has initiated correspondence requesting additional fire support from units needing medevac support. Since 79% of all fire incidents occur below 500 feet AGL and 54% of all medevac aircraft hit sustain their damage below this altitude; a constant field of fire by the supported unit when the aircraft is descending to final approach would be beneficial. It is felt that this action, combined with proper gunship air-support procedures, would reduce the vulnerability of the medevac transport.

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Enclosure (1)
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PART IV

Supporting Documents

	MAG-16 Control Number/ Letter Identification
Command Chronology of HML-167	03A30670
Command Chronology of HML-367	03A31070
Command Chronology of HMM-262	03A30970
Command Chronology of HMM-263	03A30970
Command Chronology of HMM-364	03A30870
Command Chronology of HMH-463	CO, HMH-463 ltr 3:MEE:wlb dtd 6Nov70
Command Chronology of H&MS-16	CO, H&MS-16 ltr 1/CTL/acl 5213 dtd 10Nov70
Command Chronology of MABS-16	CO, MABS-16 ltr dtd 4Nov70

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Enclosure (1)
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