

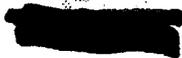
COMMAND DIARY
MARINE MEPTUM HELICOPTER SQUADRON 161
1-31 MAY 1965

HMM-161

CMD DIARY

UNCLASSIFIED

Enclosure (8)



May 1965

MARINE MEDIUM HELICOPTER SQUADRON-161
 MARINE AIRCRAFT GROUP-16 (-)
 1st Marine Aircraft Wing, c/o FPO
 San Francisco 96601

3: JMO:jra
 5213
 Ser: 0015A-65
 JUN 2 1965

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 From: Commanding Officer
 To: Commanding General, 1st Marine Aircraft Wing

Subj: Command Diary; submission of

Ref: (a) CG 1st MAW (ADV) msg 310642Z
 (b) MAP: VIET NAM, 1:50,000 Sheet 6757 III Series L 701

Encl: (1) Command Diary for the period 7 May 1965 to 31 May 1965

1. In accordance with the instructions contained in reference (a), enclosure (1) is hereby submitted.
2. This letter is downgraded to unclassified upon removal of enclosure (1).
3. Reference (b) is referred to in enclosure (1).

G. W. Morrison

G. W. MORRISON

Copy to:
 MAG-16 (-)

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MARINE MEDIUM HELICOPTER SQUADRON-161
MARINE AIRCRAFT GROUP-16 (-)
1st Marine Aircraft Wing, c/o FPO
San Francisco 96601

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COMMAND DIARY

7 May 1965 - 31 May 1965

Lieutenant Colonel G. W. MORRISON, USMC
Commanding

HMM-161
S&C # 123-65
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DECLASSIFIEDOrganizational Data Sheet

1. Reporting Unit: HMM-161
2. Period Covered: 7 May to 31 May 1965
3. Date Submitted: JUN 8 1965
4. Commanding Officer: Lieutenant Colonel G. W. MORRISON, USMC
5. Location: USS IWO JIMA (LPH-2), CHU LAI, Republic of VIET NAM

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NARRATIVE SUMMARY

7 May 1965 - D-Day. HMM-161 conducted an amphibious helicopter assault lifting BLT 1/4 from the USS PRINCETON (LPH-5) to the beach at Chu Lai. The first helo touched down in the LZ at "L" hour, 071020H. The assault waves were completed at 1200H. RLT-4 Command Group was lifted from the USS ESTES to the beach. By 1900H 100% of BLT 1/4 vehicles, 95% personnel and 31% cargo was offloaded. The average pilot time was 7.9 hours. Total squadron flight time was 174.1 hours.

8 May 1965 - Completed general offloading of BLT 1/4 and commenced offloading of "L" form ammo. A tactical troop lift was effected from LZ Robin (555005) to LZ Hawk (507996). Resupply of BLT 1/4 units ashore was accomplished. There were 19 Medical Evacuations conducted from units of RLT-4. A delay was experienced in offloading due to slow return of cargo nets from the ammo dump to the ship. Total flight time was 143.1. The average pilot time was 6.5 hours.

9 May 1965 - USS PRINCETON (LPH-5) "L" form ammo offload was completed at 1630H. USS PRINCETON (LPH-5) furnished a 30 man working party to assist shore party in working the ammo LZ. This expedited return of cargo nets to the ship for subsequent lift ashore. There were 4 Med Evacs: 3 from BLT 1/4 and 1 from BLT 2/4. The average pilot time was 5.3 hours. The total flight time 116.6 hours.

Statistics for the week 7 May 1965 to 9 May 1965 were as follows:

<u>A/C Model</u>	<u>Flight Time</u>	<u>Sorties</u>	<u>Passengers</u>	<u>Cargo Tons</u>	<u>Med Evacs</u>	<u>No. A/C Hits</u>
UH-34D	433.8	1352	1747	468	23	0

10 May 1965 - The BLT 1/4 ship's platoon was helo lifted to LZ Robin (533025). RLT positions were supplied with water and rations. There were 14 Med Evacs: 4 from BLT 1/4, 8 from BLT 2/4 and 2 picked up from APA 195 and taken to LPH-5. Total flight time was 52.7 hours.

11 May 1965 - Squadron moved by helo and small boats from LPH-5 to LPH-2 while continuing support of RLT-4. The USS PRINCETON departed the area and HMM-161 commenced operations aboard the USS IWO JIMA. There were 7 Med Evacs from BLT 1/4, 3 VC suspects were picked up during a retrograde movement of a "C" Co. 1/4 platoon from coord 498980 to LZ Hawk (507997). Total flight time was 95.5 hours.

12 May 1965 - BLT 3/3 was administratively offloaded from LPH-2 to LZ Cardinal (569023). A recon mission was flown for 2/4 utilizing

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3 A/C. Co. "B" 1/4 was retrograded from 499977 to 1/4 CP. 19 VC suspects were transported from 499977 to 1/4 CP. 6 Med Evacs were lifted from RLT-4 to respective BSA. Total flight time was 159.2 hours.

13 May 1965 - Two aircraft were assigned to each Battalion CP to handle unit resupply and personnel transport. This will be a daily commitment for future operations until no longer required. Two A/C were utilized on a patrol mission with BLT 2/4. One Med Evac was taken from RLT-4 to LPH-2. One KIA Marine was delivered to Da Nang. Total flight time was 37.7 hours.

14 May 1965 - Numerous administrative flights were made to Da Nang for transfer of personnel and mail from all commands. There were 10 Med Evacs from BLT 1/4 outposts to BLT CP. One platoon of "C" Co. was transported to 524983 and later retrograded to their Co. CP. The CO of LPH-2, RLT-4 and an ARVN I Corps staff officer were transported to Da Nang and returned. One recon platoon was taken from 2/4 CP to 484003. Major B. B. SMITH checked out of the squadron for PCS to CONUS. Total flight time was 65.8 hours.

15 May 1965 - There were 2 Med Evacs from LPH-2 to Da Nang and one from BLT 1/4 to LPH-2. Three new pilots joined the squadron: Major W. U. BLAKEMAN, Capt. D. V. VACCA and 1stLT M. D. KEELE. Capt W. A. ALLANSON, TAD from MABS-13, checked out of the squadron. LtCol W. H. WHITE arrived on TAD orders to fly with HMM-161. A 44 man patrol was lifted from BLT 2/4 to 466033, and a recon made of the proposed strike zone for 17 May. "B" Co. was retrograded to LZ Jaybird (496996). RLT-4 was provided a recon of armor avenues of approach. Photographers took shots of SATS site. Total flight time was 47.5 hours.

16 May 1965 - A 36 man patrol was lifted from 2/4 CP to 479036. Two survey teams from 3/12 were flown around the TAOR. Two recons were conducted outside of the TAOR for 2/4 and MAG-16. An area sweep between the sea and Route 1 was made for 2/4, and all civilians encountered were removed from the area. A Company exchange was effected for 1/4. 8 Med Evacs were made for BLT 1/4 and 2 for BLT 2/4, all were taken to respective BLT aid stations. The first squadron A/C took hits today. YR-3 while flying a recon of the strike zone for BLT 2/4, took 2 rounds of .30 cal. small arms fire. The hits were received at FUS. STA. 100 STBD and 404. The pilot was 1stLt A. B. BANKS. There were five U. S. Army Officers aboard the A/C as observers. There were no injuries, and the A/C returned safely to LPH-2. Three new pilots joined the squadron today: 1stLt F. H. FIGUEROA, 1stLt H. B. FIELD and 1stLt J. WEISS. Capt R. L. REED terminated TAD to return to MAG-13. Total flight time was 55.4 hours.

Statistics for the week 10 May through 16 May 1965 were as follows:

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<u>A/C Model</u>	<u>Flight Time</u>	<u>Sorties</u>	<u>Passengers</u>	<u>Cargo Tons</u>	<u>Med Evacs</u>	<u>No. A/C Hits</u>
UH-34D	472.2	1,834	3,785	368.5	49	2

17 May 1965 - LtGen. KRULAK, CG FMFPAC, toured the TAOR in squadron A/C. 21 BLT 1/4 troops were retrograded from 495982 to 502988. There were 4 Med Evacs, 3 from LPH-2 to Da Nang and 1 from 1/4 to BSA. An area sweep of civilians was again provided for BLT 2/4. Total flight time was 61.6 hours.

18 May 1965 - A 1/4 patrol was resupplied at 480999. RLT-4 was provided with an aerial recon and a photo mission. Sardine (528085) outposts of 2/4 were resupplied. 1 Med Evac was lifted from 485008 to 1/4 BSA, 2 ARVN Med Evacs from 1/4 CP to LPH-2.

A strike mission utilized 15 squadron A/C for massive ARVN troop lift from Dong Ha to 375423 and 420380. 285 troops were carried. Total flight time was 93.3 hours.

19 May 1965 - Continuous resupply and personnel changes within TAOR. 2 Med Evacs were taken from 3/3 CP to LPH-2 and 1 from 1/4 to LPH-2. Total flight time was 38.0 hours.

20 May 1965 - A company was exchanged from LZ Jaybird to Robin for 1/4. Normal daily resupply was flown for 1/4 and 2/4. RLT-4 was provided an aerial recon of the TAOR. One Med Evac was transported from LPH-2 to Da Nang. Daily commitment for dawn and dusk patrols was established. Total flight time was 46.1 hours.

21 May 1965 - MajGen. THROCKMORTON was flown around the TAOR. BGen. CARL flew from LPH-2 to Phu Bai. One female VCS was lifted from LZ Myna (508996) to 1/4 CP. LtCol. DENNY arrived, TAD to HMM-161 from the 3rd MAF. There was 1 Med Evac from 1/4 and 3 from RLT-4. A company switch was effected for 2/4 and normal resupply for 1/4. Total flight time was 44.9 hours.

22 May 1965 - Normal resupply within the TAOR was accomplished. 1 Med Evac was taken from RLT CP to Da Nang and 1 from RLT to LPH-2. Total flight time was 48.2 hours.

23 May 1965 - Normal resupply within the TAOR. 1 Med Evac was lifted from 2/4 CP (515043) to the LPH-2 and 1 night Med Evac from BLT 1/4 to LPH-2. Total flight time was 42.8 hours.

Statistics for the week 17 May 1965 through 23 May 1965 were as follows:

<u>A/C Model</u>	<u>Flight Time</u>	<u>Sorties</u>	<u>Passengers</u>	<u>Tons Cargo</u>	<u>Med Evacs</u>	<u>No. A/C Hits</u>
UH-34D	379.4	1,162	2,423	78	22	0

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24 May 1965 - Secret message P 240215Z assigns HMM-161 permanent change of station to 1st Marine Air Wing. There was continuous resupply and personnel change within the TAOR. There were 9 Med Evacs; 3 from BLT 1/4, 1 from BLT 2/4, 1 from RLT 4, and 4 from LPH-2 to DA NANG. Total flight time was 55.1 hours.

25 May 1965 - Secret message 220544Z, from MAG-13 CO expresses the historical significance of this date. HMM-161 is officially detached from MAG-13, 1st Marine Brigade FMF, and re-assigned to the 1st Marine Air Wing, to remain on PCS in the Far East. There were two VC KIA taken from 540985 to BLT 1/4. One Marine WIA was picked up at 531003 and taken to BLT 1/4. One Med Evac was transferred from LPH-2 to DA NANG. Normal resupply and personnel change was accomplished within the TAOR. One flight reported small arms fire at 532003, no A/C were hit. Total flight time was 51.0 hours.

26 May 1965 - Normal resupply and MARLOG flights to DA NANG were accomplished. One Med Evac, sick, was lifted from 555055 to LPH-2. Two artillery spotting missions were flown for 3/12. One flight to DA NANG was fired upon at BT 1251 near the village of HOI AN. The flight had been forced to descend below its normal operating altitude of 1500 feet due to rain and low ceiling enroute. No A/C were struck. Total flight time was 72.9 hours.

27 May 1965 - Strike mission 5-1122-1 was accomplished in conjunction with other MAG-16 units. 22 squadron A/C loaded 262 ARVN at DA NANG and lifted them to AT 816503. There were two A/C hit: BUNO 148801 pilot Capt. P. S. SIMPSON, received one round small arms fire in the trailing edge of the yellow blade, the 5th pocket outboard. BUNO 148819 pilot Capt. G. H. GROSSFUSS received one round in the fuselage aft of STA 283. One Med Evac WIA was lifted from 493003 to BLT 1/4 CP, one sick Marine from 5506 to the LPH-2. Small arms fire was received at 483092, no hits on A/C. Total flight time was 120.1 hours.

28 May 1965 - Strike mission 5-1150-1: A two squadron (HMM-161 & HMM-163) mission in which 18 HMM-161 A/C departed USS IWO JIMA at 280555H and arrived at GIA VUC 280705H. 82 USSF "NUNG" troops were loaded at GIA VUC and taken to LZ at BS 466363. The LZ prep by VMFA 531 was excellent. During a retrograde of BLT 1/4 troops from LZ SWALLOW (548986) automatic weapons fire was received from the village near the LZ. No hits were taken, and a fast reaction force suppressed the fire on a subsequent drop. 43 ARVN WIA were evacuated from 468077 to DA NANG. 3 night Med Evacs were picked up at 489637, one at GQT 5506. One WIA was transferred from "B" Med to LPH-2. Total flight time was 107.7 hours.

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29 May 1965 - Continuous RLT support. One night Med Evac was lifted from LZ CARDINAL (569023), 3 ARVN Med Evacs from Hill 69 to Tam Ky Hospital, 1 Med Evac from 2/4 CP to "B" Med. The PM MARLOG flight was cancelled due to weather. Since thundershowers are occurring daily in the late afternoon, future MARLOG flights from CHU LAI to DA NANG will be scheduled shortly after noon. Total flight time was 71.2 hours.

30 May 1965 - Narrative of Strike Mission 5-208-5; a reinforced company of BLT 2/4 was lifted in a strike mission on the island north of CHU LAI and zones hit at coordinates 511093, 484117, 496082, 478090 and 488085. 15 squadron A/C departed the USS IWO JIMA at 300600H for the troop staging area at CHU LAI. The reinforced company was embarked and proceeded to a five zone strike on the island 2 miles north of CHU LAI at 300730H.

Strike Mission 5-221-5 was initiated at 301830H when 6 A/C departed the LPH for BA TO where 64 NUNGS were embarked for a single wave lift to HAT HANH. 4 VCC KIA were transported from LZ FALCON (482003) to BLT 1/4 CP. Total flight time was 102.1 hours.

31 May 1965 - Normal resupply missions were flown within the TAOR. There were two artillery spotting missions and 1 Med Evac from LZ HAWK (507997) to "B" Med. One A/C was fired upon at BT 4515, no hits were taken. Total flight time was 101.3 hours.

Statistics for the week of 24 May through 31 May were as follows:

<u>A/C Model</u>	<u>Flight Time</u>	<u>Sorties</u>	<u>Passengers</u>	<u>Tons Cargo</u>	<u>Med Evacs</u>	<u>No. A/C Hits</u>
Uh-34D	681.4	1727	2920	141.8	78	2

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S-2 During Period 7 May to 31 May 1965

During the planning phase for the Chu Lai landing, intelligence was received from MAG-13 and MAG-16 (Rear) located at MCAF Futema. Maps and aerial photos were received by MAG-13 and distributed to the squadron. These photos were taken by USAF at Da Nang, and were of limited value because of their age (run made 15 February) and the lack of photo interpretation personnel at either Squadron or Group levels.

Until the various RLT-4 Command Posts were established on the beach, no intelligence information was received by the squadron. On D plus 1 the Squadron established a routine of daily visits to the Regimental CP and Battalion CP's ashore. This continues to be our best source of intelligence for the Chu Lai area. Weekly visits are made to Da Nang for briefings by MAG-16 (-) on the I Corps Intelligence situation. Liaison has also been established with Capt. LONG, Chief of Binh Son district, and the USA advisors at Tam Ky for an interchange of intelligence.

Cooperation between the S-2 section, pilots and crew members utilizing sighting reports and debriefings has enabled the Squadron to pass intelligence to the ground units ashore. Recon missions are flown daily at dawn and dusk with an aerial observer. Observations made by these flights are passed over tactical nets direct from the aircraft to the ground units.

Enemy activity has been limited to small unit probes of the TAOR with sniper fire during hours of darkness. Squadron aircraft have been fired on several times, however only three hits have been taken.

The major problem effecting the operation of the S-2 section is the lack of personnel. During the month of May this section has assigned one Sergeant (O239) and five Officers, all 7335's, one of whom is a school trained AIO. With squadron strength at 44 Naval Aviators and with the average pilot time for May of 87 hours, little time has been available for S-2 work by the officers assigned to the section. Sergeant V. D. SPARKS, Intelligence Chief, has performed in an outstanding manner the tasks required of squadron intelligence section with TO strength of one Ground Officer (OF O2) and two enlisted men.

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FLIGHT OPERATIONS STATISTICS

<u>A/C MODEL</u>	<u>ROTARY WING</u>	
	<u>NO. OF A/C</u>	
UH-34D	24	
		<u>8 May 1965 - 31 May 1965</u>
TOTAL HOURS		1,966.8
PERSONNEL TRANSPORTED		10,875
CARGO TRANSPORTED - TONS		1,056.5
COMBAT SORTIES		6,075
MEDICAL EVACUATIONS		172

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Actual consumption of POL products for the period 11 May to 31 May was as follows:

<u>Product</u>	<u>Quantity</u>	<u>Cost</u>
A) AvGas - 115/145	187,239 Gal.	\$ 15,895.00
B) Jet Fuel	None	N/A
C) MoGas, All Grades	None	N/A
D) Diesel Fuel	None	N/A
E) AvOils, All Grades	1,469 Gal.	\$ 808.00
F) Solvents, Stoddard	45 Gal.	N/A
G) Ground Lubes, All Grades	15 Gal.	N/A
H) Kerosene	None	N/A
I) Greases: GOB	346 Lbs.	N/A
Hi-Temp	171 Lbs.	

A/C AOCP

1 for period 28-31 May 1965

A/C ANFE

1 for period 17-31 May 1965

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AIRCRAFT HITS FOR MONTH OF MAY 1965

<u>DATE</u>	<u>TYPE AIRCRAFT</u>	<u>NO. OF HITS</u>	<u>PLACE OF HITS</u>
16 May 65	UH-34D	2	1. Pilot's access step, into seat pan. 2. Tail wheel yoke.
27 May 65	UH-34D	1	Main Rotor Blade.
27 May 65	UH-34D	1	Port Fuselage Aft
		<hr/>	
	TOTAL HITS	4	

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