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MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO San Francisco, California 96602

3:JWM:nnf
003A24467
1 September 1967

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)

Subj: Command Chronology; 1 August 1967 through 31 August 1967: submission of

Ref: (a) GruO 5750.1B

Encl: (1) Marine Medium Helicopter Squadron 164 Command Chronology for 1 August through 31 August 1967.

1. In accordance with reference (a), the subject report is submitted as enclosure (1).

2. Upon removal of enclosure (1), downgrade to Unclassified.

M T Jannell
M. T. JANNELL

HMM-164

CMD CHRON

HMM-164 S & R Files

0023B - 67

Copy 1 of 5

MAG-16
SAC # 001065-67
COPY # 1 of 3

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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AUG 1967

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SECRET

MARINE MEDIUM HELICOPTER SQUADRON 164
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO San Francisco, California 96602

1 August 1967 - 31 August 1967

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PART I - ORGANIZATIONAL DATA

1.	CO	LtCol M. T. JANNELL	25 July 1967
	XO	Maj A. B. COLBERT	25 July 1967
	XO	LtCol R. F. RICK	26 August 1967
	S-1	Maj E. T. LANGLEY	5 February 1967
	S-1	Capt D. P. CONNELLY	1 August 1967
	S-1	Capt F. E. WIRKUS	14 August 1967
	S-2	Capt D. A. BLANCHARD	1 June 1967
	S-3	Capt A. M. BORDELON	22 July 1967
	S-3	Maj E. T. LANGLEY	14 August 1967
	S-4	Capt D. A. MANZ	14 July 1967
	S-4	Capt D. C. BRODIE	1 August 1967
	MAINT	Maj A. B. COLBERT	16 January 1967
	MAINT	Capt A. KIRK	25 July 1967
	MAINT	Maj A. B. COLBERT	26 August 1967

2. HMM-164, Phu Bai, Vietnam, 1 August to 31 August 1967

3. Average monthly strength - Officer 45
Enlisted 179

4. Important visitors to the command: NONE

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PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD 1 AUGUST 1967 TO 31 AUGUST 1967.

1 August 1967

Two sections of two aircraft launched on recon insertion and a insertion feint in the ASHAU VALLEY in support of Operation CLOUD. The aircraft, piloted by Capt R. D. VERBAEL and co-piloted by LtCol M. T. JANNELL, that inserted the team at YC 549828 received fire after take off from the zone. The other section was used as a diversionary feint for the insert. Also two aircraft returned from Khe Sanh.

A total of 40 passengers were carried; and 21 sorties, 8 tasks and 9.8 hours were flown.

2 August 1967

Four aircraft launched from Phu Bai on a recon insert (YC 558852) and a diversionary feint in support of Operation CLOUD. Four other aircraft were launched on an emergency recon extract (YC 541823) in the ASHAU VALLEY. The mission was aborted due to intense enemy fire and darkness. No hits received.

Another aircraft was launched to Marble Mountain on an Admin run. Two aircraft were launched on a resupply and recon insert and extract missions.

Two aircraft deployed to Khe Sanh and participated in resupply and recon missions.

A total of 16,000 lbs of cargo, 106 pax, and one priority medevac were carried; and 64 sorties, 23 tasks, and 28.8 hours were flown this date.

3 August 1967

Two aircraft were launched on an emergency recon extraction (YC 545820) in the ASHAU VALLEY in support of Operation CLOUD. One aircraft, piloted by Lt J. L. CONNOLLY and co-piloted by Lt W. W. LINDSAY, was shot down in the zone resulting in 4 KIA's and 8 WIA's. The second aircraft, piloted by Capt A. KIRK and co-piloted by Capt D. C. BRODIE, came into the zone to pick up the survivors and received multiple hits in the aircraft. One of the KIA's was the crew chief, Cpl T. A. GOPP, of the aircraft shot down.

Two aircraft launched for a troop lift and two others for a resupply mission. Two other aircraft were deployed to Khe Sanh for recon, resupply, and medevac missions.

A total of 36,200 pounds of cargo, 171 passengers, and 12 priority medical evacuees were carried; and 81 sorties, 16 tasks, and 20.5 hours were flown during this period.

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4 August 1967

Two aircraft were launched on a emergency recon extraction at YC565634. One aircraft, piloted by Capt R. D. VERBAEL and co-piloted by Capt N. J. BROSS, received 6 hits and 2 recon team members were WIA in support of Operation CLOUD.

Two aircraft were launched on recon insert and extract missions, and also resupply missions. One of the inserts was aborted due to enemy fire from YD 6421. No hits received. Two other aircraft were launched on another resupply mission. Another aircraft went to Marble Mountain on an Admin flight.

Two aircraft at Khe Sanh were used on recon missions. One aircraft received a hit at XD 777465. No injuries sustained.

A total of 9,700 pounds of cargo, 79 passengers, and 2 priority medevacs were carried; and 40 sorties, 16 tasks, and 20.8 hours were flown.

5 August 1967

Five aircraft launched on a troop insert mission at YC 892980 and YD 919026 in support of Operation RUSH. Two other aircraft launched to move more troops in support of Operation RUSH.

Two aircraft launched on recon missions. One other aircraft was used for medevac and admin flights.

Two aircraft were at Khe Sanh for an aerial recon flight.

A total of 400 pounds of cargo, 314 passengers, 6 priority medevacs were carried; and 71 sorties, 32 tasks, and 25.7 hours were flown this date.

6 August 1967

Four aircraft were used on resupply missions. Four aircraft were used on medevac missions in support of Operation RUSH. One aircraft, piloted by 1/Lt A. M. NELSON and co-piloted by 1/Lt W. I. COWERN, received 5 hits while picking up medevacs at YC 908019. No injuries sustained.

Three aircraft at Khe Sanh were used for resupply and recon missions.

Two aircraft were sent to Dong Ha for recon and resupply missions.

A total of 18,850 pounds of cargo, 109 passengers, 6 priority medevacs were carried; and 56 sorties, 24 tasks, and 16.7 hours were flown.

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7 August 1967

Four aircraft were launched on medevac missions and two of the aircraft were in support of Operation RUSH. The other aircraft received fire from YC 904985 and in the zone at YC 912972. Two more aircraft were used to resupply HILL 840.

Two aircraft were used for recon extracts at Khe Sanh.

Two aircraft deployed to Dong Ha were used for recon overflys and Sparrow Hawk missions.

A total of 1500 pounds of cargo, 120 passengers, 15 priority medevacs were carried; and 50 sorties, 17 tasks, and 18.2 hours were flown.

8 August 1967

Two aircraft were launched on a routine resupply from SOCIALITE LZ. Two more aircraft launched on a priority night medevac mission in support of Operation RUSH. One other aircraft returned from Khe Sanh.

Two aircraft at Khe Sanh flew recon insert and extraction mission. Also two more aircraft at Dong Ha flew resupply and recon missions.

A total of 5,550 pounds of cargo, 68 passengers and 2 priority medical evacuations were carried; and 52 sorties, 19 tasks, and 17.6 hours were flown.

9 August 1967

Two aircraft were used to move troops from Socialite LZ to Hill 674. One aircraft was sent to Marble Mountain on an administrative flight. One other aircraft returned from deployment to Dong Ha.

Two aircraft deployed to Khe Sanh flew resupply and recon missions. Two other aircraft deployed to Dong Ha flew numerous recon missions.

A total of 6400 pounds of cargo and 172 passengers were carried; and 39 sorties, 13 tasks, and 13.7 hours were flown.

10 August 1967

Two aircraft launched from Phu Bai to bring parts for a downed aircraft at Khe Sanh. Two aircraft at Khe Sanh completed a troop extract off Hill 689. One other aircraft was used on a recon extract.

One aircraft returned from Khe Sanh. Two aircraft at Dong Ha were used on recon insert missions.

[illegible] 53 [illegible] Enclosure (1) [redacted]

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A total of 5600 pounds of cargo, 205 passengers and no medevacs were carried; and 53 sorties, 12 tasks and 15.4 hours were flown.

11 August 1967

Four aircraft launched on numerous resupply and recon missions. Two aircraft went to Dong Ha to take maintenance personnel and parts for a downed aircraft. Two other aircraft returned to Phu Bai from Dong Ha by way of Khe Sanh.

Two aircraft deployed at Khe Sanh were used on resupply and recon insert and extract missions. Two aircraft at Dong Ha were used for 2 recon overfly missions.

A total of 42,213 pounds of cargo, 166 passengers, and 1 medical evacuation were carried; and 92 sorties, 25 tasks and 22.7 hours were flown.

12 August 1967

Two aircraft from Phu Bai were launched on resupply and recon missions. Four aircraft were launch to Dong Ha to participate in an ARVN troop lift.

The two aircraft deployed at Khe Sanh were used to resupply Hills 861, 881 south and also on recon insert and extract missions.

Two aircraft deployed at Dong Ha were involved in emergency and priority recon extractions and priority insertions along with medevacs missions, including 55 ARVN medevacs.

A total of 25,840 pounds of cargo, 362 passengers, and 57 medical evacuations were carried; and 132 sorties, 26 tasks, and 36.9 hours flown.

13 August 1967

Three aircraft were launched on a ARVN troop lift. The flight received fire from YD 535431. No hits were received. Two more aircraft were launched from Phu Bai on recon missions. The section received fire on both trips into the zones from YD 534003. No hits were received. Another aircraft was launched to pick up ARVN medevacs and take them to Hue Citadel.

Two aircraft at Khe Sanh were used to insert one recon team and extract one other. One aircraft returned from Khe Sanh and one other from Dong Ha.

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A total of 129 passengers and 5 priority medivacs were carried; and 32 sorties, 10 tasks, and 13.4 hours were flown.

14 August 1967

Two aircraft were launched on an emergency recon extract. The section received automatic weapons fire in the vicinity of YC 896905. No hits were received. Two more aircraft were launched to resupply Hills 840, 230, and 674 from Socialite LZ. Suspicious persons were sighted at YD 533236. No fire was received. Another section of two aircraft were launched on recon inserts and retracts. On the second insert fire was received at YD 572166. No hits were taken.

Two aircraft returned from Khe Sanh. One aircraft at Khe Sanh flew chase on UH-34D medevac aircraft to Phu Bai and returned. Two aircraft at Khe Sanh flew a recon overfly mission.

A total of 15,595 pounds of cargo, 90 passengers, and no medevacs were carried; and 64 sorties, 14 tasks and 24.0 hours were flown.

15 August 1967

Three aircraft were launched on an ARVN troop lift. Four aircraft launched later to insert a U.S. Marine blocking force in conjunction with the ARVN troop lift. During the Marine troop lift fire was received at YD 938130. No hits were received.

Two other aircraft were used on a resupply mission. Two more aircraft were launched on recon missions. During one insert the mission was aborted due to emeny fire at YC 625971. No hits were received and the enemy received one confirmed KIA.

Two aircraft at Khe Sanh flew resupply and recon overfly missions.

A total of 32,640 pounds of cargo, 307 passengers and no medevacs were carried; and 81 sorties, 15 tasks, and 19.7 hours were flown.

16 August 1967

Two aircraft were launched from Phu Bai on an ARVN troop lift. Fire was received from YD 510450 and YD 505415. No hits received. Two more aircraft launched on a recon insert and extract mission. Later this date three aircraft launched on another ARVN troop mission and one aircraft piloted by 1st Lt. R. E. GODWIN and co-piloted by 1st Lt. W. W. LINDSAY, received one hit in the vicinity of YD 605385. No injuries sustained. One aircraft launched to return to Phu Bai from Khe Sanh. Another aircraft launched on a night local instrument flight and received fire while on final of a GCA approach. No hits were received.

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The aircraft deployed to Khe Sanh flew a recon insert and a recon extract mission.

A total of 290 passengers and no medevacs were carried while flying 59 sorties, 14 tasks and 21.1 hours.

17 August 1967

Two aircraft were launched from Phu Bai on a recon insert and a resupply missions. While airborne they received a call from Landshark "C" to pick up some ARVN medevacs. Two other aircraft were used to remove personnel and gear from Hill 840. One aircraft went to Marble Mountain on an administrative flight.

One aircraft flew to Khe Sanh to replace a down aircraft. The two aircraft which were deployed to Khe Sanh participated in a troop movement and resupply missions.

A total of 55,300 pounds of cargo, 241 passengers, and 5 ARVN priority medevacs were carried; and 106 sorties, 17 tasks, and 26.1 hours were flown.

18 August 1967

Two aircraft were launched for recon insertions and extractions. One of the aircraft while extracting a team received fire at YD 571216 while in the zone. No hits received. Two aircraft launched from Phu Bai to resupply Hill 674 (YD 516219) from Lemom LZ.

Two aircraft at Khe Sanh were used for recon inserts and extractions, and resupply missions. One aircraft returned from Khe Sanh after crew and aircraft change.

A total of 38,300 pounds of cargo 107 passengers were carried; and 59 sorties, 15 tasks and 18.0 hours were flown.

19 August 1967

Two aircraft were launched to pick up some emergency medevacs and then an emergency recon extraction. The medevacs were picked by Capt. R. D. VERBAEL by hoisting them out of an unsuitable zone at YC 829998. On the pick up of the recon team fire was received at YC 832991 but no hits were received. Two aircraft launched on a priority resupply. Two more aircraft launched on a recon insert and extraction. One aircraft also flew a night local instrument flight.

Two aircraft deployed to Khe sanh flew a recon overfly, a troop extraction, and resupply missions.

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Two aircraft deployed to Dong Ha flew resupply and recon insert and extract missions. One aircraft sent as a replacement for a down aircraft at Dong Ha.

A total of 23,725 pounds of cargo, 114 passengers, and 2 emengency medevacs were carried; and 76 sorties, 27 tasks, and 24.2 hours were flown.

20 August 1967

Two sections of 2 aircraft launched for recon extract and insertions One section received fire while extracting a team from the vicinity of YC 982977. The other section observed some Viet Cong in the insert zone and the mission was aborted. The fixed wing bombed the zone resulting in one confirmed KIA.

Two aircraft launched on a recon aerial overfly of a proposed landing zone and then were sent to contact and locate a team to the south of Khe Sanh. Later in the day a recon insert was aborted due to heavy enemy fire in the zone at XD 904498. The aircraft, piloted by 1st Lt. J. W. MAHONEY and co-piloted by 1st Lt. B. A. McGINLEY, received 16 hits in the aircraft resulting in one recon team member KIA, and the crew chief Cpl. S. L. DORSSOM, and aerial gunner L/Cpl H. BAUCHIERO, very seriously wounded. The crew chief and gunner, were both returned to Khe Sanh and then medevaced to Phu Bai. The aerial gunner, L/Cpl H. BAUCHIERO, died of wounds enroute to Phu Bai. One aircraft was sent to Khe Sanh to replace the downed aircraft.

Two aircraft at Dong Ha were used on recon insert and an extraction. During one insert one aircraft, piloted by 1st Lt. A. M. NELSON and co-piloted by 1st Lt. T. A. BOWDITCH, received one hit at YD 362430. No injuries were sustained. One aircraft was sent to Dong Ha as a replacement aircraft.

A total of 104 passengers, and 4 emergency medevacs were carried; 39 sorties. 21 tasks and 19.7 hours were flown.

21 August 1967

Two aircraft were launched for recon inserts and extractions. Three aircraft launched on an ARVN troop lift. On the second and third waves into the zone at YD 970133, fire was received but no hits were sustained. Two aircraft were launched on an emergency medevac of a recon team member and then the whole team was extracted. When the aircraft, piloted by Capt [illegible] and co-piloted by 1/Lt D. [illegible] ZAMORA, was in the zone at YD 568168, it received one small arms hit. No injuries sustained. One aircraft was launched on a night local instrument flight.

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Two aircraft launched from Khe Sanh on troop lift and recon missions. One insert was aborted due to enemy fire at XD 908467.

The two aircraft at Dong Ha were involved in troop lift and recon missions, and also resupply.

A total of 6100 pounds of cargo, 513 passengers, and no medevacs were carried; 137 sorties, 28 tasks, and 30.3 hours were flown.

22 August 1967 - Two aircraft were launched from Phu Bai to resupply from LZ Lemon. Two other aircraft launched on recon inserts and retractions. One more aircraft launched on a local night instrument flight and received fire 3 miles North of the Hue'-Phu Bai Airport. No hits were received.

The aircraft deployed to Khe Sanh and participated in emergency medevac, resupply, and recon insertion and extraction missions.

One aircraft at Dong Ha flew recon overflys and extractions missions with UH-34 chase. On the extract the aircraft received sniper fire at YD347437. No hits were received.

A total of 35,450 pounds of cargo, 95 passengers, and 1 emergency medevac were carried. 78 sorties, 21 tasks, and 22.5 hours were flown.

23 August 1967 - Two aircraft launched from Phu Bai to Khe Sanh. Two aircraft were launched on a resupply mission from Lemon LZ. One other aircraft was launched on an admininstrative flight to Marble Mountain. Another aircraft was launched on a night local instrument hop.

Two aircraft at Khe Sanh were used for a recon insert and retraction mission. Two aircraft were sent to Khe Sanh for crew and aircraft change.

A total of 25,300 pounds of cargo, 73 passengers were carried; 36 sorties, 13 tasks, and 17.1 hours were flown.

24 August 1967 - Two aircraft were launched on a resupply mission out of Lemon LZ. Two aircraft launched from Phu Bai on recon inserts. On one insert a mortar round impacted in the zone at Y 383331 and the aircraft received small arms fire during the extraction. No hits were received. One aircraft was launched to Marble Mountain for an admin hop and aerial gunners training. One other aircraft flew a night local instrument hop.

One aircraft launched for the Khe Sanh night TAOR sweep with UH-34D chase. One aircraft launched on a night emergency recon extraction. The mission was aborted due to IFR weather in the pick-up zone. No fire was received.

Two aircraft were launched to Dong Ha for Dong Ha detachment relief.

A total of 8700 pounds of cargo and 81 passengers were carried; and 39 sorties, 14 tasks, and 19.0 hours were flown.

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25 August 1967 - Two sections of aircraft were used for recon insertions and retractions. On one of the insertions, fire was received at YD 453205 but no hits were sustained. Two aircraft were used for a combined ARVN and MARINE TROOP LIFT. Fire was received from YD 721123, YD 790080, and YD 791076 but no hits were sustained. Two aircraft were sent to Dong Ha to fly missions for Roseann "A".

Two aircraft at Khe Sanh were launched on an emergency recon extraction at XD 895468. Fire was received while exiting the zone but no hits were taken. The two aircraft were also launched on recon overflys, inserts and extracts, and also resupply missions. Both aircraft returned to Phu Bai after being relieved by two other aircraft.

The two aircraft at Dong Ha flew numerous recon inserts, extracts, overflys, and resupply and medevac missions. On one mission, 44 priority medevacs were carried. Fire was received in the form of mortars and small arms from YD 970475. No hits were sustained. On one recon overfly fire was received from YD 2042 but no hits were sustained.

A total of 16000 pounds of cargo, 396 passengers, and 44 priority medevacs were carried; and 127 sorties, 31 tasks and 36.7 hours were flown.

26 August 1967 - One aircraft launched to Marble Mountain on an administrative run. Two aircraft launched on a troop lift. One aircraft was launched on a troop movement. Fire was received three times in the zone at YD 978164 and enroute once in the vicinity of YD 943169. No hits were sustained.

Two aircraft launched to Khe Sanh for crew change. One aircraft launched later to help out on the resupply mission. One aircraft also launched on recon inserts and extracts with UH-34 chase. No fire was received.

Two aircraft at Dong Ha launched on a recon insert. One aircraft launched on a recon overflight. One aircraft proceeded to Dong Ha for crew and aircraft change.

A total of 17,935 pounds of cargo and 272 passengers were carried. 61 sorties, 17 tasks, and 13.1 hours were flown.

27 August 1967 - One aircraft launched on an administrative hop to Lemon LZ and LSD-35. Two aircraft returned from Marble Mountain on an aircraft ferry hop. One aircraft launched from Dong Ha to Khe Sanh for an aircraft pick-up before returning to Phu Bai.

Two aircraft launched from Khe Sanh on a recon extract and an emergency recon extract. Fire was received from YD 9340 but no hits were sustained.

A total of 1750 pounds of cargo and 43 passengers were carried; and 23 sorties, 10 tasks and 11.7 hours were flown.

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28 August 1967 - Two aircraft were launched on an emergency recon extraction at YD 515217. No fire was received. Two aircraft were launched on a recon insert which very shortly turned into an emergency recon extraction. Fire was received on the extract from YC 872917. No hits were sustained. One aircraft launched with a replacement aircraft to Khe Sanh. Two aircraft launched on a resupply mission out of Lemon LZ. Fire was received once in the vicinity of YD 516219. No hits were sustained. The two aircraft at Khe Sanh launched on resupply, troop and medevac missions.

One aircraft was launched to Dong Ha as a replacement aircraft. After the aircraft had shut down in the revetments at Dong Ha, Dong Ha was attacked with artillery and rockets. One aircraft was destroyed by a direct hit, another received limited damage, and a third sustained three shrapnel hits. Two aircraft returned to Phu Bai after a maintenance crew was sent to Dong Ha. One aircraft brought a number of medevacs from Dong Ha to Phu Bai.

A total of 31,150 pounds of cargo, 94 passengers and 10 priority medevacs were carried; and 79 sorties, 16 tasks and 23.2 hours were flown.

29 August 1967 - At 0155 in the morning, Phu Bai was attacked by mortar fire. Five aircraft received hits but damage was considered minor. Five of the Staff Noncommissioned Officers were wounded by shrapnel. No other injuries were sustained. Two aircraft were launched on a recon insert. After the aircraft had landed in the zone at YC 855960, fire was received but the aircraft left the zone with no hits being sustained. Two other aircraft launched from Phu Bai on a recon extract, water supply, replacement troops, and medevac missions. The extract and medevacs were completed and the rest of the missions were cancelled.

Two aircraft deployed to Khe Sanh launched on recon inserts, extracts and overflights. One team was extracted under emergency conditions and fire was received at XD 945347. Fire was received on both the approach and take off. No hits were sustained.

A total of 71 passengers and 3 priority medevacs were carried; 32 sorties, 15 tasks and 12.1 hours were flown.

30 August 1967 - Two aircraft launched from Phu Bai on a recon extract mission. Two other aircraft launched to resupply Hill 674 from Lemon LZ. One aircraft was launched to Marble Mountain and back on an administrative flight.

Two aircraft at Khe Sanh were launched on resupply and recon missions. Two aircraft were launched to Khe Sanh for crew and aircraft change. One aircraft was used on an emergency recon extract. No fire was received.

Two aircraft were launched to Dong Ha to run missions for Roseann "A". During this period they were used on resupply missions and also were [redacted]

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used to pick up some captured rockets to take to Phu Bai.

A total of 31,300 pounds of cargo and 131 passengers were carried; and 96 sorties, 30 tasks, and 24.4 hours were flown.

31 August 1967 - Two aircraft launched on a recon insert and retraction mission. On one occasion on an insert, the team had to be extracted 5 minutes after being put in the zone as they made contact with an enemy force. No fire was received. One aircraft was launched on a local aerial gunners training mission. One aircraft launched to Khe Sanh for an aircraft exchange. Two aircraft were launched on a cargo movement mission to Khe Sanh but mission was aborted by Landshark "C" and Roseann "B". Two aircraft were used to take a 2800 lb. external to the top of Hill 180.

The two aircraft at Khe Sanh were launched on a resupply mission.

A total of 14,967 pounds of cargo and 69 passengers were carried; and 39 sorties, 10 tasks, and 14.3 hours were flown.

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PART III - MISCELLANEOUS

1. PERSONNEL: Beginning a 13 month tour in the Republic of Viet-Nam, Lieutenant Colonel R. F. RICK joined the squadron as the Executive Officer on 26 August 1967. In addition, 11 men joined the squadron and 26 departed the organization.

2. AWARDS: A total of fifteen first Air Medals were presented during this period and a total of 189 additional Air Medals were awarded.

3. CASUALTIES:

3 August 1967 -	1stLt CONNOLLY, J. L. Jr.	WIA
	1stLt LINDSAY, W. W.	WIA
	Cpl GOPP, T. A.	KIA
	Sgt GORSKI, D. L.	WIA
20 August 1967 -	Cpl DORSSOM, S. L.	WIA
	LCpl BAUCHIERO, H.	DOW
21 August 1967 -	Sgt WEBB, D. J. Non-Com	INJ
25 August 1967 -	Sgt DAVIS, J. C. Jr.	WIA
28 August 1967 -	LCpl LITTLE, R. B.	WIA
30 August 1967 -	SSgt SMITH, O. D.	WIA
	SSgt KELLON, R. P.	WIA
	SSgt McCLAIN, C. E.	WIA
	SSgt McGEE, E. A.	WIA
	SSgt ONEAL, H. B. Jr.	WIA
	SSgt BILLET, D. W.	WIA

4. INFORMATIONAL SERVICES: The ISO, 1stLt R. R. ROPELEWSKI, sent out 186 ISO news releases during this reporting period.

5. INTELLIGENCE/COUNTER-INTELLIGENCE:

A/C Fired On	Incidents	A/C Hit	Hits	Sorties	Hours
47	33	8	45	2,049	724.5

Ratio of aircraft hits to aircraft fired on: 1:1.04
Ratio of aircraft hits to sorties flown: 1:45.53
Ratio of aircraft hit to sorties flown: 1:256.12
Ratio of aircraft hit to hours flown: 1:90.56
Ratio of aircraft hit to aircraft fired on: 1:5.87

Breakdown of fire incidents with respect to altitude:

Incidents	A/C Hit	Altitude
23	6	0 - 499
5	1	500 - 999
1	1	1000 - 1499
4	0	1500 +
0	0	UNKNOWN

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6. AIR OPERATIONS:

Total Hours Flown:	- 724.5
Number of sorties flown:	- 2,049
Amount of Cargo Carried:	- 512,465
Number of Medical Evacuations Flown:	- 176
Number of Passengers Carried:	- 4,984

7. GROUND DEFENSE: On 30 August 1967, at 0155, Hue-Phu Bai Airfield was hit by mortars; the attack lasting about 20 minutes. Two squadron huts were damaged, six personnel wounded and five aircraft were damaged by shrapnel.

8. TRAINING: 17 Aerial Gunners were qualified during this reporting period.

9. SUPPLY: In preparation for the monsoon weather, 150 sets of wet weather gear have been ordered. The squadron has received 50 sleeping bags previously ordered. Although 36 cotton flight suits have been ordered, the middle sizes remain unavailable. A requisition was submitted for 45 NOMEX Flight Suits.

10. MAINTENANCE: During this reporting period there was an average aircraft availability of 9 aircraft. One aircraft went to PAR, 2 aircraft were lost and 7 gained. 6 aircraft underwent inspections. Major problems encountered during the month of August were AOCP's, LCT Actuators, Aft Transmissions and lost manhours due to people on squadron details.

11. AVIONICS: During the month of August the Com/Nav shop processed approximately 325 reported malfunctions. Trouble systems were: Tacan (RT384-ARN52(v)). 31 malfunctions of which 8 were cannibalized; 63 troop com and gunners cords were repaired or replaced, failing part U82/U; approximately 25 cord assemblies were lost or stolen. Other systems were not reported enough to develope a trend. These malfunctions required approximately 250 hours for repair. High malfunctions were noted in Turbine inlet temperature with 32, next was Torquemeters with 21, followed closely by LCT actuators with 20. Overall assessment of work utilization indicated that the night crew was able to use 90% of their manhours for labor compared to less than 50% for day crew. This is explained by maintenance center work stoppages and decreased flight time.

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PART IV - SUPPORTING DOCUMENTS

1. Maps: Series: L7014, 1:25,000 coverage of I Corps area.

2. All briefs were given by Oakgate and Roseanne Bravo, with detachments at Dong Ha, and Khe Sanh being briefed by Operations there.

[redacted]

Enclosure (1)

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