

MARINE MEDIUM HELICOPTER SQUADRON 265
Marine Aircraft Group 15
9th Marine Amphibious Brigade, FMFPac
FPO, San Francisco, California 96602

03:RFB:jct
03A22168
5750
8 August 1968

~~CONFIDENTIAL~~

From: Commanding Officer
To: Commander, Task Group 79.5
Subj: Command Chronology; period 1-31 July 1968
Ref: (a) MCO 5750.2
(b) FMFPacO 5750.8
(c) BrigO 5750.1C

Encl: ✓(1) HMM-265 Command Chronology for the period 1-31 July 1968
VTAB (A) Combat Operations After Action Report, Operation Eager Yankee
1. In accordance with references (a), (b), and (c) enclosure (1) is hereby submitted.
2. This letter becomes UNCLASSIFIED upon removal of enclosure (1).

Roy J. Edwards
ROY J. EDWARDS

HMM-265
CMD CHRON

HMM - 265 S & C LOG # 095-68

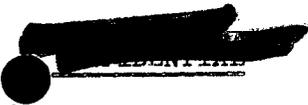
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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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July 1968


PART I Organizational Data

a. Commanding Officer	LTCOL	R. J. EDWARDS
b. Executive Officer	MAJOR	R. L. YANKE
c. Operations Officer	MAJOR	J. G. MCCABE
d. Administrative Officer	CAPT	F. J. GOLLATZ
e. Logistics Officer	CAPT	R. L. HIGGINBOTHAM
f. Material Officer	2NDLT	J. E. FLEMING
g. Maintenance Officer	CAPT	W. L. MITCHELS
h. Intelligence Officer	1STLT	R. J. CARLSON

2. Marine Medium Helicopter Squadron 265
 Marine Aircraft Group 15
 9th Marine Amphibious Brigade, FMFPac
 FPO, San Francisco, California 96602

3. Average Monthly Strength: 46 Officers; 199 Enlisted.

13 July 1968: A flight of 12 CH-46A's flew 1153 troops from positions on the beach to LZ's two (2) miles inland and nearer Phu Bai, as Phase II of Operation EAGER YANKEE was initiated. Hostile sniper and automatic weapons fire was encountered at LZ's Jack, Spade, and Prince. During the Operation, seven different CH-46A's sustained small arms hits. At dusk EP-17 received several small arms rounds, crippling the aircraft and preventing its being flown out of the zone. Although a perimeter was formed to protect the helicopter during the night, it sustained direct hits by RPG's. The squadron flew a total of 88.4 hours and carried 1169 total passengers.

14 July 1968: During resupply and medevac missions, HMM-265 aircraft received hostile fire on 18 different occasions. The squadron flew 152 sorties during 43.9 flight hours lifting 321 troops and 36,000 pounds of resupply. EP-17 was air-lifted from the LZ to Phu Bai by a CH-53A.

15 July 1968: During continued support of troops located in LZ's Spade and Jack, HMM-265 flew 65.0 flight hours this day. Enemy activity about the landing zones was high with 12 separate fire incidents reported by pilots, however only two aircraft sustained hits. Shortly before sunset EP-20 was disabled near LZ Spade while under enemy small arms fire. Attempts to render the aircraft flyable before nightfall were futile. A perimeter was set around the helicopter, but during the night it received further damage from enemy mortar fire.

16 July 1968: Early in the day EP-20 was lifted to Phu Bai by a CH-53A. HMM-265 launched a flight of 12 CH-46A's which extracted the active Battalion Landing Team of 855 Marines from LZ Spade and inserted them at LZ's Oak and Birch in a newly assigned AO south of Phu Bai. The flight came under intense enemy fire at both the pick-up and drop zones where rocket, mortar and small arms fire was received. Six aircraft received hits during this 72.2 flight hour day.

17-20 July 1968: Routine resupply and medevac missions were flown during this period. The four companies of the Battalion Landing Team performed sweep operations throughout AO in mountainous terrain beneath jungle canopy ranging from 50 to 150 feet in height. These conditions prevented the establishment of satisfactory LZ's. Consequently, resupply by external loads and medevac extractions by hoist and Neil Robertson litters was mandatory throughout this period. HMM-265 received 2 new CH-46A's to replace those damaged earlier in the operation.

21 July 1968: A flight of 8 CH-46A's launched at dawn to extract the battalion from positions in the field to the 3/5 CP. Foxtrot Company continued to sweep in their assigned AO.

22 July 1968: On D-Day plus 13, six CH-46A's extracted Foxtrot Company from the field to the LPD Vancouver. The remainder of the battalion and all essential gear was extracted to the USS TRIPOLI (LPH-10) as Operation EAGER YANKEE came to a close for HMM-265. During the 15 day operation the squadron flew 2277 sorties in 716.4 flight hours.

ENCLOSURE (1)

23 July 1968: D-Day, Operation Swift Play, was marked by a ten plane launch from the USS Tripoli now positioned five miles from the Hoi An peninsula. Throughout the morning the CH-46A's flew four companies, the command group and supporting arms into LZ's Chapman and Shepherd. During the afternoon and well into the night, prestaged supplies were flown from the USS Vancouver and the USS Tripoli into the field. The squadron accumulated 92.8 hours this day, flying 917 troops and 37,000 pounds of equipment in 360 total sorties.

24-25 July 1968: Routine resupply and medevac missions were flown by the squadron in support of Operation Swift Play.

26 July 1968: HMM-265's assets were divided for the first time since the inception of EAGER YANKEE. Six aircraft were fragged to support the 1stMAW at Marble Mountain while five remained with the SLF in continued support of Operation Swift Play.

27 July 1968: Flying in support of Operation Swift Play and 1stMAW, HMM-265 amassed a total of 109 sorties during 48.8 flight hours.

28 July 1968: A single CH-46A made a hard landing at Hill 55 after losing an engine upon lift-off with an external load. A CH-53 lifted the damaged aircraft to Marble Mountain. Cause of the accident was investigated and found to be fuel contamination.

29-31 July 1968: HMM-265 flew a reduced number of flight hours pending continued investigation of a series of engine failures caused by fuel contamination.

ENCLOSURE (1)

~~CONFIDENTIAL~~

PART III Significant Events

1. Personnel:

a. HMM-265 joined one (1) person while transferring none during the period covered by this report.

b. Three (3) Second Lieutenants were promoted to First Lieutenant; One (1) Corporal was promoted to Sergeant, Two (2) Lance Corporals were promoted to Corporal and Two (2) Privates First Class were promoted Lance Corporal during the month of July.

2. Awards:

a. Sergeant P. D. MCCHARGUE was awarded the Navy Commendation Medal with the Combat "V".

b. Sergeant R. S. TURNER was awarded the Navy Achievement Medal.

c. 1stLT M. E. FLATER was awarded a Gold Star in lieu of his Second Purple Heart.

d. Corporals R. L. SMITH and E. J. TURNER were awarded the Purple Heart.

e. In addition to the above awards HMM-265 received Twelve (12) Air Medals.

3. Casualties:

a. HMM-265 had no casualties during the period 1-31 July 1968.

4. Civic Affairs:

a. HMM-265 was deployed aboard the USS Tripoli conducting amphibious operations and did not contribute to any civic action programs.

5. Information:

a. No news releases were sent out during the period 1-31 July 1968.

6. Intelligence/Counter Intelligence:

a. Briefings were given prior to each flight and briefings were given after the termination of each flight as applicable.

7. Air Operations:

a. Total Hours Flown:	1300.0
b. Number of Sorties:	4135
c. Tons of Cargo:	508.0

ENCLOSURE (1)

d. Number of PAX: 10,049

e. Number of Medevacs: 335

8. Major Operations Supported:

a. OPERATION HILLTOP XX (Training Exercise)

b. OPERATION EAGER YANKEE

c. OPERATION HOUSTON IV

d. OPERATION SWIFT PLAY

e. OPERATION MAMALUKE THRUST

f. OPERATION ALLEN BROOK

9. Ground Defenses:

a. None. HMM-265 was embarked on board the USS TRIPOLI (LPH-10).

10. NBC Training:

a. None.

11. Training:

a. One Safety and Survival lecture was presented to squadron Air Crews.

12. Logistics:

a. A reissued Individual Material Readiness Listing was received and was employed to update the Squadron Master and Sub-custody equipment accountability cards. This, coupled with the annual inventory of all Material Accountability and Recoverability Codes D and E, places the squadron in an excellent material position.

To supplement the ship's supply support, Material Section personnel conducted numerous and aggressive supply runs to both Phu Bai and Marble Mountain.

b. Embarkation Data reports and loading plans were reviewed and updated to reflect changes that occurred during the backloading process. Plans were formulated to expedite the off-loading procedure. In addition, the Embarkation Section began conversion to the Mechanized Embarkation System (MEDS).

c. The squadron logistics department was visited by a 9th MAB Inspection Team which was aboard to inspect the SLF

d. Maintenance:

a. An average daily availability of 61.2% was maintained with an

ENCLOSURE (1)

~~_____~~

● average of 20.5 aircraft possessed. Aircraft down due to NORS 8.8% and aircraft down to NORM 30.0%.

ENCLOSURE (1)

~~_____~~

MARINE MEDIUM HELICOPTER SQUADRON 265
Marine Aircraft Group 15
9th Marine Amphibious Brigade, FMFPac
FPO, San Francisco, California 96602

003:RJE:jat
003A22268
3480
9 August 1968

NOFORN

From: Commanding Officer
To: Commander, Task Group 79.5

Subj: Combat After Action Report; Operation EAGER YANKEE

Ref: (a) CIG 79.5 OPLAN 120-YR

Encl: ✓(1) HMM-265 After Action Report, Operation EAGER YANKEE

1. In accordance with the instructions contained in reference (a), enclosure (1) is submitted.


ROY J. EDWARDS

HMM-265-
C opn A/R RPT, opn EAGER YANKEE

S&C Control No. _____

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TRANSMITTAL LETTER UNCLASSIFIED UPON REMOVAL OF ENCLOSURE (1).

- NOFORN

TAB-A

JULY 1968

COMBAT AFTER ACTION REPORT

1. Operation EAGER YANKEE.
2. The inclusive times of HMM-265 participation in Operation EAGER YANKEE were from 082300H July 1968 through 221200H July 1968. The operation was conducted in the VINH LOC/PHU THU districts of THUA THIEN province, I Corps Tactical Zone, Republic of Viet Nam.
3. The Command Headquarters was located aboard the USS TRIPOLI (LPH-10).
4. The task organization was HMM-265, LtCol R. J. EDWARDS USMC, Commanding; augmented by six (6) UH-1E aircraft (two slicks and four gunships) from 1st MAW.
5. Pre-operation intelligence indicated the possibility of light enemy contact in the beach landing phase and none in the mountain landing phase. In actuality, the helicopters experienced light to moderate enemy small arms fire during both landing and withdrawal phases on both beach and mountain operations.
6. BASIC MISSION:

Conduct an amphibious operation against VC/NVA forces in the Thua Thien Province, in order to find, fix and destroy enemy forces and capture or destroy enemy material and fortifications and to conduct such other operations as agreed with CG III MAF or his designated representative. The HMM-265 mission as directed by CTG 79.5 was to:

- a. Provide helo support in accordance with landing plan.
- b. Be prepared to lift contingency force from LPD.
- c. Provide helos for Command and Control, medevacs, and emergency resupply.
- d. Be prepared to support operation in northern portions of AOA, as ordered.

7. Execution.

- a. Operation EAGER YANKEE was initiated by COMSEVENTHFLT 062340Z July 1968. Execution was in accordance with CTG 79.5 071300Z July 1968 Frag Order Number One (1) for Operation EAGER YANKEE and it's supporting annexes.
- b. The following is a chronology of significant events in narrative form:

8 July 1968

D-Day minus one, HMM-265 launched a section of two aircraft at 2300 and inserted two Recon Teams, one at LZ Elm on the beach, the other at LZ Cedar, two miles inland. The hours and sorties flown this date in direct support of Operation Eager Yankee are reflected in the totals for 9 July 1968.

ENCLOSURE (1)

9 July 1968

At 0100 on the morning of D-Day HMM-265 launched a section of two aircraft to perform an emergency extract of Recon Team "Drawn Dagger 3" which had been engaged by the enemy on the beach. The mission was successful and the flight returned with the Recon Team within an hour.

At 0500, HMM-265 launched 14 aircraft loaded with 196 troops on a pre-dawn strike into LZ's Cedar and Pine. The flight completed the initial two company troop lift with the next wave. The remainder of the 75.6 flight hour day was spent on additional troop lift, resupply and medevac operations, with a total of 919 passengers heli-lifted.

10 July 1968

During the day, HMM-265 supported Operation EAGER YANKEE flying 173 sorties in 32.0 hours and lifting 81,400 Pounds.

11 July 1968

D-Day plus 2 was a day of routine resupply and medevac flight operations. The squadron flew 166 sorties in 32.3 hours lifting 31,600 pounds of cargo and 374 troops into the field.

12 July 1968

In addition to normal resupply and medevac operations, HMM-265 launched a flight of 10 CH-46A's to reposition 479 troops 6,000 yards north of their previous positions, LZ's Pine and Cedar.

13 July 1968

A flight of 12 CH-46A's flew 1153 troops from positions on the beach to LZ's two (2) miles inland and nearer Phu Bai, as Phase II of Operation EAGER YANKEE was initiated. Hostile sniper and automatic weapons fire was encountered at LZ's Jack, Spade, and Prince. During the Operation, seven different CH-46A's sustained small arms hits. At dusk EP-17 received several small arms rounds, crippling the aircraft and preventing its being flown out of the zone. Although a perimeter was formed to protect the helicopter during the night, it sustained direct hits by RPG's. The squadron flew a total of 88.4 hours and carried 1169 total passengers.

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16 July 1968

Early in the day EP-20 was lifted to Phu Bai by a CH-53A. HMM-265 launched a flight of 12 CH-46A's which extracted the active Battalion Landing Team of 855 Marines from LZ Spade and inserted them at LZ's Oak and Birch in a newly assigned AO south of Phu Bai. The flight came under intense enemy fire at both the pick-up and drop zones where rocket, mortar and small arms fire was received. Six aircraft received hits during this 72.2 flight hour day.

17 - 20 July 1968

Routine resupply and medevac missions were flown during this period. The four companies of the Battalion Landing Team performed sweep operations throughout AO in mountainous terrain beneath jungle canopy ranging from 50 to 150 feet in height. These conditions prevented the establishment of satisfactory LZ's. Consequently, resupply by external loads and medevac extractions by hoist and Neil Robertson litters was mandatory throughout this period. HMM-265 received 2 new CH-46A's to replace those damaged earlier in the operation.

21 July 1968

A flight of 8 CH-46A's launched at dawn to extract the battalion from positions in the field to the 3/5 CP. Foxtrot Company continued to sweep in their assigned AO.

22 July 1968

On D-Day plus 13, six CH-46A's extracted Foxtrot Company from the field to the LPD Vancouver. The remainder of the battalion and all essential gear was extracted to the USS TRIPOLI (LPH-10) as Operation EAGER YANKEE came to a close for HMM-265. During the 15 day operation the squadron flew 2277 sorties in 716.4 flight hours.

HMM-265 Casualties - None.

ENCLOSURE (1)

Intelligence/Counter-Intelligence

<u>A/C Fired on</u>	<u>Incidents</u>	<u>A/C Hit</u>	<u>No. Hits</u>	<u>Sorties</u>	<u>Hours</u>
51	51	15	23	2277	716.4
<u>Altitude</u>	<u>A/C Hit</u>	<u>No. Hits</u>	<u>A/C Lcst</u>		
0-499	9	17			
500-999	3	3	0		
1000-1499	0	0	0		
1500-2000	3	3	0		

Two aircraft were sent to rework due to Charlie Damage caused by enemy ground action at coordinates YD 925205 and YD 919218, but replacement aircraft were received and in operation within six days bringing the squadron up to strength prior to completion of Operation EAGER YANKEE.

8. Summary of Statistics

a. Operation EAGER YANKEE (8 - 22 July 1968)

<u>DATE</u>	<u>SORTIES</u>	<u>PASSENGERS</u>	<u>CARGO (LBS)</u>	<u>MEDEVACS</u>	<u>FLIGHT HOURS</u>
9 Jul	274	913	33,400	6	75.6
10 Jul	173	304	81,400	5	32.0
11 Jul	166	374	31,600	8	32.3
12 Jul	217	590	62,400	32	54.8
13 Jul	304	1155	49,200	14	88.4
14 Jul	157	321	36,600	7	43.9
15 Jul	181	467	42,400	23	65.0
16 Jul	265	911	82,200	16	72.2
17 Jul	84	55	22,800	15	35.4
18 Jul	48	38	6,800	11	36.0
19 Jul	80	75	6,800	21	34.1
20 Jul	87	53	15,400	4	40.2
21 Jul	101	175	22,600	15	31.4
22 Jul	145	788	13,000	2	75.1
TOTALS	2277	6,219	506,600	179	716.4

b. Total Airlift Cargo and Passengers - 1,946,150 Lbs.

9. Commander's Analysis

a. Operation EAGER YANKEE was the combat exercise of a Special Landing Force in an amphibious maneuver to project Naval Power ashore. This particular operation included ARG "B" and SLF "B" employing BLT 2/7 and HMM-265 in the attack, operations ashore and extraction back to amphibious shipping in the

ENCLOSURE (1)

waters off the Northern South Vietnamese Coastal area indentified as VINH LOC.

b. EAGER YANKEE was the first combat operation conducted by BLT 2/7 and HMM-265 working together as elements of SLF "B". The coordination between ground and helicopter air units was initially weak due primarily to new HST personnel. As combat experience was rapidly gained by both ground and airborne personnel, coordination reached a satisfactory level. A measure of the resultant effectiveness was indicated by the fact that no air crew members were killed or wounded while operating helicopters in or near landing zones within the AOA and that no helicopters were lost due to inadequately prepared landing zones.

c. Helicopter Retrieval

(1) In landing zones within the AOA, two temporarily disabled CH-46A helicopters were substantially damaged by subsequent enemy night attacks and had to be replaced. Had retrieval helicopters been immediately available to lift these 14,000 pound dry weight helicopters when they were first hit by small arms fire and repairable, their eventual loss might have been avoided.

d. Helicopter Maintenance Parts

(1) The current budget for parts to maintain CH-46A helicopters is based on a usage rate of 65 Hours/Helicopter/Month. HMM-265 employment rate in support of SLF was double that rate or 130 Hours/Helicopter/Month. As a consequence, the parts lasted only one half as long as needed and a critical parts situation resulted, which reduced availability to only 4 aircraft on the worst day - D Day plus 7 - 16 July 1968.

e. Helicopter Hoist System

(1) The current length of hoist cable found in most CH-46A helicopters is 100 feet. When hoisting over jungle canopy, particularly for Medevac operations, a longer cable is needed. A 200 to 250 foot cable should prove satisfactory for Viet Nam operations.

10. Lessons Learned

a. The principles of heliborne amphibious assault, as presented in FM FM 3-3 are still valid and provide for adequate coordination when applied to training and operation by both ground and air personnel. FM FM 3-3 should, however, be updated to reflect new equipments and attendant procedures such as the Jungle Penetrator and the Neil Robertson litter.

b. The CH-46A is an excellent sized helicopter for amphibious operations, however, it lacks sufficient power in the Vietnamese climate to be able to carry troops in all passenger seats or to carry an equivalent amount of cargo. Present SVN operating conditions of 32°C (90°F) and a density altitude of plus 2500 feet as sea level permit CH-46A to carry only about one half its capacity. The result is double the number of sorties required to carry out the same mission when a maximum effort is required.

ENCLOSURE (1)

MARINE MEDIUM HELICOPTER SQUADRON 265
Marine Aircraft Group 15
9th Marine Amphibious Brigade, FMFPac
FPO, San Francisco, California 96602

3:CAP:ht
003A24668
5750
2 September 1968

From: Commanding Officer
To: Commander, Task Group 79.5

Subj: Command Chronology; period 1-31 August 1968

Ref: (a) MCO 5750.2
(b) FMFPacO 5750.8
(c) BrigO 5750.1C
(d) CTG 79.5 MSG 270117 Aug68 (S)

Encl: (1) HMM-265 Command Chronology for the period 1-31 August 1968
(2) Movement Report Message (HMM-265 190251Z AUG68 (S))
(3) Movement Report Message (HMM-265 190330Z AUG68 (S)) *missing*
(4) *Combat After Action Report; Operation Swift Play*

1. In accordance with references (a), (b) and (c), enclosure (1) is submitted.
2. In accordance with reference (d), enclosures (2) and (3) are submitted.
3. This letter becomes UNCLASSIFIED upon removal of enclosures (1), (2) and (3).

R. L. Yanke
R. L. YANKE
By direction

S&C CONTROL NO. 00107-68

COPY _____ OF _____

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

HMM-265

CMD CHRON

AUG 1968

1. PART I Organizational Data

a. Commanding Officer	LTCOL R.J. EDWARDS
b. Executive Officer	MAJOR R.L. YANKE
c. Operations Officer	MAJOR C.A. PALMORE
d. Administrative Officer	CAPT. F.J. GOLLATZ
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h. Intelligence Officer	1STLT R.J. CARLSON

2. Marine Medium Helicopter Squadron 265
 Marine Aircraft Group 15
 9th Marine Amphibious Brigade, FMFPac
 FPO, San Francisco, California 96602

3. Average Monthly Strength: 44 Officers; 197 Enlisted.

4. During the reporting period HMM-265 was OPCON to CTG 79.5 until 19 August 1968. OPCON was passed to CG III MAF with concurrent chop to CG First MAW at 1200H on 19 August 1968. ADCON was maintained by CTG 79.3 throughout the reporting period. Enclosures (2) and (3) indicate the interim deployment and unit movement from LPH-10 (USS TRIPOLI) to Marble Mountain Air Facility while the TRIPOLI was at Subic Bay for an upkeep period.

5. Effective 0001 on 1 September, SLF Bravo was reconstituted and HMM-265 was relieved by HMM-165.

ENCLOSURE (1)

PART II Narrative Summary

1 August 1968: HMM-265 flew a total of 117 sorties for 30 missions and 52 hours. One squadron aircraft had an engine failure upon take off from LPH-10. The aircraft landed back aboard LPH-10 sustaining "Echo" damage. No enemy fire was received.

2 August 1968: HMM-265 flew a total of 155 sorties for 31 missions and 52 hours in support of the SLF and 1st Marine Aircraft Wing. Small arms fire was received while in support of the SLF, resulting in no hits.

3 August 1968: HMM-265 flew a total of 131 sorties for 24 missions and 35 hours in support of SLF and 1st Marine Aircraft Wing. No fire was received.

4 August 1968: HMM-265 flew a total of 103 sorties for 15 missions and 28 hours in support of the SLF and 1st Marine Aircraft Wing. A normal working day.

5 August 1968: HMM-265 flew a total of 168 sorties for 29 missions and 55 hours. One HMM-265 aircraft received moderate small arms fire resulting in battle damage and was forced to land at Hill 65. A ~~recovery~~ ~~name~~ team was lifted to the downed aircraft which was subsequently repaired and returned to LPH-10.

6 August 1968: HMM-265 flew a total of 176 sorties for 13 missions and 53 hours in support of the SLF and 1st Marine Aircraft Wing. It was a routine day.

7 August 1968: HMM-265 flew a total of 139 sorties for 31 missions and 41 hours in support of the SLF and 1st Marine Aircraft Wing. No fire was received.

8-13 August 1968: HMM-265 flew a total of 959 sorties for 131 missions and 274 hours in support of the SLF and 1st Marine Aircraft Wing. During this period of time ~~enemy small arms fire was received at various times~~ resulting in ~~no hits~~.

14 August 1968: HMM-265 flew a total of 139 sorties for 19 missions and 31 hours in support of the SLF and 1st Marine Aircraft Wing. One squadron aircraft received "Charlie" damage in a aircraft taxi accident at An Hoa resulting in minor injuries to the copilot of the aircraft.

ENCLOSURE (1)

15 August 1968: HMM-265 flew a total of 212 sorties for 41 missions and 73 hours in support of the SLF and 1st Marine Aircraft Wing. EP-3, the aircraft downed at An Hoa from the previous day, was dropped as it was being externalized by a CH-53A from An Hoa to Marble Mountain, receiving Alpha damage. It was subsequently destroyed by a demolition team at the request of the squadron commander.

16 August 1968: HMM-265 flew a total of 204 sorties for 31 missions and 70.8 flight hours in support of SLF and 1st MAW. No fire incidents were reported.

17 August 1968: HMM-265 flew a total of 55 sorties for 15 missions and 31.4 flight hours in support of SLF and 1st MAW. No fire incidents were reported. EP-5 suffered engine power loss and was left at Frosty Gold CP overnight.

18 August 1968: HMM-265 flew a total of 126 sorties for 10 missions and 52.7 flight hours in support of SLF and 1st MAW. EP-5 was repaired in the field and flown to Marble Mountain Air Facility. During the recovery one WIA casualty was sustained due to small arms fire.

19 August 1968: HMM-265 flew a total of 137 sorties for 29 missions and 43.2 flight hours in support of SLF and 1st MAW. The squadron was chopped OPCON to III MAF with a concurrent chop to First MAW at 1200H for an interm deployment at MMAF from 19 August to 1 September 1968.

20-21 August 1968: HMM-265 flew 218 sorties for 6 missions and 64.0 flight hours in support of 1st Marine Aircraft Wing while establishing a squadron area at Marble Mountain Air Facility. No fire incidents were reported.

22 August 1968: HMM-265 flew 102 sorties completing 4 missions for a total of 51.0 hours. Two (2) fire incidents were reported while in support of Operation Mamaluke Thrust. No hits received.

23 August 1968: HMM-265 flew 175 sorties completing 6 missions for a total of 54.8 flight hours. Seven fire incidents were reported, including: .50 cal, Recoiless rifle fire and mortars in landing zones. A total of 80 medevacs were flown from the field. A night emergency extract of 2/7 Foxtrot Company was conducted.

ENCLOSURE (1)

24 August 1968: HMM-265 flew 129 sorties, 5 missions for a total of 55.0 hours, lifting 24.1 tons of cargo and carrying 500 troops/pax. One A/C was shot down in a landing zone at AT952516. The A/C crashed and burned. One crew member received "Bravo" injuries, three crew members "Alpha" injuries. The A/C sustained Alpha damage.

25 August 1968: HMM-265 flew a total of 117 sorties for 3 missions for a total of 34.0 flight hours. Besides normal support of Operation Mamaluke Thrust and Allenbrook the squadron supported the ROKMC in Operation Dragon Palace III. Five fire incidents were reported but no hits were sustained.

26 August 1968: In support of the 1st Marine Aircraft Wing HMM-265 flew 103 sorties for 34.5 flight hours in direct support of Operation Mamaluke Thrust.

27 August 1968: HMM-265 flew 109 sorties in 37.1 flight hours completing all 3 assigned missions in support of the 1st Marine Aircraft Wing.

28 August 1968: HMM-265 launched a section of 2 CH-46A's at dawn in support of the 1st Recon Battalion. During the day, Recon teams Allbrook/Fast Day, Prime Cut/Slate Creek, Blue Spruce/West Orange, Aunt Mabel/Rio Grande were flip-flopped. Recon team Mayfly was extracted and Service Man was successfully inserted. No fire was received.

29 August 1968: A section of 2 CH-46A's in support of the 1st Recon Battalion flip-flopped recon teams Rock Mat/Elf Skin, Panama Hat/Auditor, Cayenne/Moon Dusk, Head Cold/Trailer Park. Recon team Page Avenue was inserted. No fire was received during the operation.

30 August 1968: In support of the 1st Marine Division, HMM-265 launched a flight of 6 CH-46A's. During the day they completed 95 sorties in 43.4 flight hours completing all 4 of the fragged missions. Thirty-seven Marines were medevaced from Milbrook Teams positioned 3,000 yards north of An Hoa. The flight took fire on one occasion, but no hits were sustained. An aircraft recovery team was inserted 2 NM northwest of An Hoa where a UH-34 made a precautionary landing after receiving fire during the night of 29 August 1968. An additional recovery team was inserted 2 NM north of An Hoa at the site of a downed HU-1E. The aircraft had experienced loss of transmission oil pressure not as a result of enemy action. Both recovery teams were successfully extracted after the downed aircraft were externalled from their respective sites.

ENCLOSURE (1)

PART III Significant Events

1. Personnel:

a. Joined eight (8) personnel and transferred thirteen (13) personnel during the period 1-31 August 1968.

b. One Sergeant and one Corporal were promoted to their present rank during the period 1-31 August 1968.

2. Awards:

a. Single Mission Air Medals were presented to First Lieutenant Morris E. ELATER and First Lieutenant Paul H. MOODY Jr.. In addition to the above, five enlisted crew members were presented their first Air Medals.

3. Casualties:

a. Captain Frank J. GOLLATZ, 091508/7562 received head injuries in an aircraft accident 16 miles south of Danang at the An Hoa airfield on 14 August 1968. Condition is good. Hospitalized at NSA, Danang for two weeks and then evacuated to the USS REPOSE.

b. Sergeant Richard A. EVANS, 2111087/6242 received small arms and shrapnel wounds 10 miles south of Danang in the Quang Nam Province on 19 August 1968. Condition is good. Hospitalized at NSA, Danang for 2 days and medevaced to USNH Guam.

c. First Lieutenant Robert J. HIMLER, 093940/7562 was killed in action, on 24 August 1968, when the aircraft he was piloting was shot down by enemy forces in Quang Nam Province.

d. First Lieutenant Donald G. LAMMERS, 0100395/7562 was killed in action, on 24 August 1968, when the aircraft he was co-piloting was shot down by enemy forces in Quang Nam Province.

e. Lance Corporal Michael ALBERICI, 2187264/6221 was killed in action, on 24 August 1968, when the aircraft the was flying as Aerial Gunner on was shot down by enemy forces in Quang Nam Province.

f. Corporal Marcos REYES, 2142463/6316 received serious injuries to the lower part of his body on 24 August 1968 while flying as Crew Chief on an aircraft which was shot down by enemy forces in Quang Nam Province. Condition and prognosis are good. He was medevaced to Japan.

ENCLOSURE (1)

which is positioned south of the squadron flight line each night during base alert-Condition One.

10. NBC Training:

- a. None.

11. Training:

a. Two hours of Safety and Survival lectures were presented to squadron air crew members.

12. Logistics:

a. The annual reconciliation of the Master and Departmental Custody Records were completed during this period. A report of all Material Accountability Recoverability Codes "D" and "E" on hand will be submitted to Naval Air Systems Command.

b. A continuing and vigorous program is being conducted to maintain the squadron's boxing and crating capability to preserve embarkation readiness.

c. One truck, Cerelist, M-676, was dropped and lost at sea during external lift from LPH-10 to Marble Mountain by CH-53A on 19 August 1968. Material failure of truck lift points was suspected.

13. Maintenance.

a. An average daily availability of 54.9% was maintained with an average of 18.77 aircraft possessed. Aircraft down due to NORS 6.3% and aircraft down due to NORM 38.8%.

ENCLOSURE (1)