

MARINE MEDIUM HELICOPTER SQUADRON 265
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMF, Pacific
FPO, San Francisco, California 96602

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5 November 1968

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36
Subj: Command Chronology; period 1-31 October 1968
Ref: (a) GruO 5750.1
Encl: (1) Command Chronology

1. In accordance with reference (a), enclosure (1) is submitted.
2. This letter becomes UNCLASSIFIED upon removal of enclosure (1).

R. W. CREIGHTON
Executive Officer

MAG-36 S&C files

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HMM-265 S&C # 0169
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ENCLOSURE (4)

HMM-265

CMD CHRON

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1. PART I Organizational Data

- a. Commanding Officer LTCOL R.L. YANKE 1-31 October 1968
- b. Executive Officer MAJOR R.W. CREIGHTON 1-31 October 1968
- c. Operations Officer MAJOR C.A. PALMORE 1-31 October 1968
- d. Administrative Officer CAPTAIN R.F. BYRNE 1-3 October 1968
MAJOR D.L. DAVIS 4-31 October 1968
- e. Logistics Officer CAPTAIN R.L. HIGGINBOTHAM 1-3 October 1968
MAJOR J.L. MACFARLANE 4-31 October 1968
- f. Material Officer 2ndLt J.E. FLEMING 1-31 October 1968
- g. Maintenance Officer CAPTAIN W.L. MITCHELS 1-31 October 1968
- h. Intelligence Officer CAPTAIN W. EMERSON 1-31 October 1968

2. Marine Medium Helicopter Squadron 265
 Marine Aircraft Group 36
 1st Marine Aircraft Wing, FMF, Pacific
 FPO, San Francisco, California 96602

3. Average Monthly Strength: 50 Officers; 186 Enlisted

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PART II Narrative Summary

- 1 Oct 1968: HMM-265 was detached from MAG-16 and became attached to MAG-36. Squadron aircraft flew 76 sorties for 51.3 hours in moving squadron personnel and gear from MMAF to Phu Bai.
- 2 Oct 1968: HMM-265 flew 235 sorties for 98.6 flight hours and 33 missions in support of the 1st MARDIV and III MAF. The squadron carried 59.7 tons of gear and 493 passengers. No enemy fire was received.
- 3 Oct 1968: HMM-265 flew 158 sorties for 46.9 hours while supporting the 1st MARDIV, III MAF and ARVN forces. No enemy fire was received in 56.5 flight hours.
- 4 Oct 1968: HMM-265 flew 179 sorties, 49 missions in support of the 1st MARDIV, III MAF and ARVN forces. No enemy fire was received in 56.5 flight hours.
- 5 Oct 1968: HMM-265 flew 133 sorties for 57.0 hours and 49 missions while supporting the 1st MARDIV's SUSSEX BAY, the 8th MARDIV and III MAF. No enemy fire was received.
- 6 Oct 1968: HMM-265 supported the 1st MARDIV and the ROKMC's VICTORY DRAGON III. Squadron aircraft flew a total of 192 sorties for 77.3 hours and 82 missions. One squadron aircraft received intense small arms and automatic weapons fire on a recon insert but sustained no hits.
- 7 Oct 1968: HMM-265 flew 125 sorties for 45.7 hours and 23 missions in support of the 1st MARDIV. Enemy small arms fire resulted in no hits.
- 8 Oct 1968: HMM-265 flew 121 sorties for 49.5 hours and 40 missions while supporting the 1st MARDIV and MAUI PEAK. Enemy small arms and .50 cal. fire was received but no hits resulted.
- 9-10 Oct 1968: HMM-265 flew 141 sorties for 62.8 hours and 46 missions in support of the 1st MARDIV and III MAF. Aircraft received no hits from enemy fire.
- 11 Oct 1968: HMM-265 flew 190 sorties for 73.7 hours and 40 missions in support of the 1st MARDIV, III MAF and the ROKMC. EP-12 collided in midair with a UH-34 at AT 795544. EP-12 crashed and burned with all four crew members suffering "Alpha" injuries. The aircraft sustained "Alpha" damage.
- 12 Oct 1968: HMM-265 flew 60 sorties for 26.9 hours and 35 missions in support of the 1st MARDIV and III MAF. Enemy small arms and .50 cal. fire in four incidents resulted in minor damage to one aircraft which sustained two hits.

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13 Oct 1968: HMM-265 flew 20 sorties for 50.3 hours and 62 missions while supporting the 1st MARDIV and III MAF. Squadron aircraft once more supported MAUI PEAK. Enemy fire resulted in no hits.

14-17 Oct 1968: HMM-265 flew 141 sorties in 69.8 hours for 141 missions in support of the 1st MARDIV and III MAF. Enemy fire during this period resulted in no hits. Extremely poor weather hampered flight operations during this period.

18 Oct 1968: HMM-265 flew 27 sorties for 18.4 hours and 14 missions in support of the 3rd MARDIV's LANCASTER II. Enemy automatic weapons fire resulted in one hit to a squadron aircraft, causing minor damage to the aircraft and no injury to squadron personnel.

19 Oct 1968: HMM-265 flew 154 sorties in 50.7 hours for 57 missions in support of the 3rd MARDIV and III MAF. No enemy fire was received.

20 Oct 1968: HMM-265 flew 154 sorties for 50.2 hours and 55 missions in support of the 1st and 3rd MARDIV's, III MAF and the ROKMC. One aircraft sustained minor damage from one small arms hit while flying in support of VICTORY DRAGON III. No squadron personnel were injured.

21-22 Oct 1968: HMM-265 flew 232 sorties for 81.3 hours and 45 missions while supporting the 1st MARDIV and III MAF. No enemy fire was received.

23 Oct 1968: HMM-265 flew 152 sorties for 43.3 hours and 40 missions in support of the 1st MARDIV and III MAF. Moderate automatic weapons and small arms fire resulted in no hits to squadron aircraft working in HENDERSON HILL.

24 Oct 1968: HMM-265 flew 170 sorties for 49.0 hours and 49 missions in support of the 1st and 3rd MARDIV's and III MAF. No enemy fire was received.

25 Oct 1968: HMM-265 flew 63 sorties for 20.9 hours and 12 missions in support of the 1st MARDIV and III MAF. No enemy fire was received. EP-8 rolled over on its side and burned during a night turn-up. Foxtrot injuries were sustained by the pilot, crew chief and a maintenance man. EP-8 sustained Alpha damage, EP-4 and EP-7 sustained Delta damage and two other aircraft Echo damage.

26 Oct 1968: HMM-265 flew 138 sorties for 37.2 hours and 56 missions in support of the 1st MARDIV, III MAF and the ROKMC. Once more the squadron supported HENDERSON HILL and VICTORY DRAGON III. One squadron aircraft received .50 cal. fire while on a visual recon but sustained no hits.

27-30 Oct 1968: HMM-265 flew 471 sorties for 159.3 hours and 157 missions in support of the 1st MARDIV and III MAF. No enemy fire was reported during this period.

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31 Oct 1968: HMM-265 flew 172 sorties for 58.6 hours and 40 sorties in support of the 1st MARDIV, III MAF and the ROKMC. No enemy fire was received. The assistant Commandant of the Marine Corps, Lieutenant General Lewis WALT, paid a brief visit to the squadron.

PART III Significant Events

1. Personnel:

a. HMM-265 joined nineteen (19) personnel and transferred twenty-two (22) personnel during the period covered by this report.

b. One Major was promoted to Lieutenant Colonel, one Second Lieutenant was promoted to First Lieutenant, two Staff Sergeants were promoted to Gunnery Sergeant, one Lance Corporal was promoted to Corporal and one Private First Class was promoted to Lance Corporal during the month of October.

2. Awards:

a. HMM-265 personnel were awarded 41 air medals during the month of October.

3. Casualties:

a. First Lieutenant William T. HALE, 0101117/7562, was killed in action on 11 October 1968, when the aircraft he was co-piloting crashed 12 miles south of Danang in Quang Nam Province.

b. First Lieutenant Jeffery W. RAINAUD, 0101585/7562, was killed in action on 11 October 1968 when the aircraft he was piloting crashed 12 miles south of Danang in Quang Nam Province.

c. Corporal Gary D. KEMSKI, 2270423/6320, was killed in action on 11 October 1968 when the aircraft in which he was flying Aerial Gunner, crashed 12 miles south of Danang in Quang Nam Province.

d. Corporal Marvin WESLEY Jr., 2213421/6320 was killed in action on 11 October 1968, when the aircraft in which he was flying Crew Chief, crashed 12 miles south of Danang in Quang Nam Province.

e. First Lieutenant George R. HUBBARD, 0102001.7562 received minor injures in the Aircraft Ground Accident which occurred on 25 October 1968 at Hue Phu Bai Air Base. Treated and released to duty.

f. Corporal Charles R. MOORE, 2192894/6320 received minor injures in the Aircraft Ground Accident which occurred on 25 October 1968 at Hue Phu Bai Air Base. Treated and released to duty.

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g. Lance Corporal Samuel L. BOSLEY, 2279828/6320 received minor injuries in the Aircraft Ground Accident which occurred on 25 October 1968 at Hue Phu Bai Air Base. Treated and released to duty.

h. Corporal James H. MEADOWS, 2200617/6351 received a gun shot wound in the left leg, while lying in his rack, from a round that came through the roof of the enlisted troops barracks on 23 October 1968. Treated and released to duty.

4. Civic Affairs:

a. None.

5. Information:

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

b. The Assistant Commandant of the Marine Corps, Lieutenant General Lewis WALT, paid a brief visit to the HMM-265 squadron area during his visit to Marine Aircraft Group 36 on 31 October 1968.

7. Air Operations:

a. Total hours flown:	1327.4
b. Number of sorties:	3555
c. Tons of Cargo:	706.2
d. Number of passengers:	7160
e. Number of Medevacs:	261

8. Major Operations Supported:

a. Operation VICTORY DRAGON III
 b. Operation MAUI PEAK
 c. Operation HENDERSON HILL
 d. Operation SUSSEX BAY

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9. Ground Defenses:

- a. HMM-265 provided nine personnel for the Phu Bai Air Base reserves.

10. NBC Training:

- a. Seventy-five (75) squadron personnel were presented a two hour lecture on the M-17 Gas Mask on 11-12 October 1968.

11. Training:

- a. All Sergeants and below were issued M-16 rifles and those who had not FAM fired the weapon were taken to the Phu Bai range on 22-23-24 October 1968 for familiarization.

b. The movie "Trip to Where", dealing with the affects of narcotics, was shown at the Staff NCO club by MAG-36 training on 28-29-30-31 October 1968. One hundred twenty-five squadron personnel attended. HMM-265 personnel who viewed this movie on board ship, in August, were excused.

12. Logistics:

a. Material Section - A review of Individual Material Record List (IMRL) requirements and requisitioning was begun. An inventory of all squadron accountable gear was initiated with an inventory of Squadron Motor Transport gear.

b. Embarkation Section - The Embarkation Section revised and updated all squadron Embarkation records. A number of Embarkation boxes were repaired. All Mechanized Embarkation Data System (MEDS) worksheets were completed and submitted to Group to be passed on to Wing. The Embarkation Continuity Folder was updated.

c. Buildings and Grounds - A daily inspection schedule was established to monitor the cleanlines of the barracks.

13. Maintenance:

a. A average daily availability of 56.3% was maintained with an average of 17.8 aircraft possessed. Aircraft down due to NORS 14.8% and aircraft down to NORM 28.9%.

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