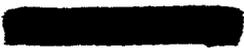


MARINE MEDIUM HELICOPTER SQUADRON-362  
Marine Aircraft Group-36  
1st Marine Aircraft Wing, FMFPac  
FPO San Francisco, California 96602

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5750  
5 May 1967  
03A12567



From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group-36  
Subj: Command Chronology for period 1 April 1967 through  
30 April 1967  
Ref: (a) WgO 5750.1B  
(b) GruO 5750.1A  
Encl: ✓(1) HMM-362 Command Chronology

1. In accordance with the provisions of references (a) and (b), enclosure (1) is submitted.
2. DownGraded at 12 year intervals; Not automatically declassified. DOD Dir 5200.10.

*N. J. Kapetan*  
N. J. KAPETAN

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MAQ-36 S&C FILES

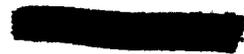
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MAQ-36 S&C FILES

HMM-362 S&C FILES:
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MARINE MEDIUM HELICOPTER SQUADRON-362  
Marine Aircraft Group-36  
1st Marine Aircraft Wing, FMFPac  
FPO San Francisco, California 96602

COMMAND CHRONOLOGY

1 April 1967 to 30 April 1967

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- PART I - ORGANIZATIONAL DATA
- PART II - NARRATIVE SUMMARY
- PART III- SEQUENTIAL LISTING OF  
SIGNIFICANT EVENTS
- PART IV - OPERATING STATISTICS

## COMMAND CHRONOLOGY 1 APRIL 1967 to 30 APRIL 1967

## PART I

## ORGANIZATIONAL DATA

1. SQUADRON STAFF

Commanding Officer:	LtCol N. J. KAPETAN	1-30Apr67
Executive Officer:	Major H. L. WRIGHT	1-30Apr67
Administrative Officer:	Capt. R. E. MOSER	1-11Apr67
	Capt. H. A. MAKEEVER	12-30Apr67
Intelligence Officer:	Capt. R. E. FIX	1-30Apr67
Operations Officer:	Major L. J. FLANAGAN	1-30Apr67
Logistics Officer:	Capt. G. E. BAILEY	1-14Apr67
	Major W. T. HEWES	15-30Apr67
Maintenance Officer:	Major E. R. MODZELEWSKI	1-30Apr67

2. LOCATION

- a. Throughout the reporting period, HMM-362 functioned as a helicopter transport squadron attached to Marine Aircraft Group-36.
- b. HMM-362 was located at MCAF Ky Ha, RVN, 1-30 April 1967.

3. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
48	189	1	0

4. IMPORTANT VISITORS

NONE

PART II

## NARRATIVE SUMMARY

During this period, HMM-362 located at MCAF Ky Ha, RVN, was under the operational control of Marine Aircraft Group-36, 1st Marine Aircraft Wing. The primary activities during this period were SAR Chu Lai, Medevac, VIP chase, administrative and logistic missions, and direct support of Operations "DESOTO" "BOONE", "UNION", and the ROK Marines.

PART III

## SEQUENTIAL LISTINGS OF SIGNIFICANT EVENTS

On 1 April squadron activities consisted of SAR Chu Lai, medevac, VIP chase, administrative and logistic flights and direct support of Operations "BOONE" and "DESOTO". Squadron aircraft flew 29.8 hours and 66 sorties. YL-41 took two hits in a low level reconnaissance mission in support of Operation "BOONE". The co-pilot received a minor schrapnel wound in the face. The aircraft flying in direct support of Operation "DESOTO" flew medevac and resupply missions.

On 2 April squadron activities consisted of SAR Chu Lai, medevac, VIP chase, administrative and logistic flights and direct support of Operations "DESOTO" and "BOONE". Squadron aircraft flew 30.6 hours and 114 sorties. YL-51 and YL-35 received one hit each on an administrative flight while flying in support of Operations "BOONE" and "DESOTO".

3 April activities consisted of SAR Chu Lai, medevac, VIP chase, administrative and logistic flights, and direct support for Operations "DESOTO" and "BOONE". Squadron aircraft flew 77.6 hours and 231 sorties. Fire was received by one aircraft flying in support of Operation "BOONE". The aircraft itself took no hits, but the body armor worn by the portside gunner absorbed one round. The gunner and crew chief received minor schrapnel wounds from the round. The Operation "DESOTO" aircraft flew medevac and resupply missions.

On 4 April activities consisted of SAR Chu Lai, medevac, VIP chase, administrative and logistic missions, direct support of Operations "DESOTO" and "BOONE". Aircraft flying in support of "DESOTO" flew resupplies and medevac missions, and received light sniper fire while on a medevac pickup. "BOONE" aircraft flew 3.3 tons of supplies and 21 passengers.

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On 5 April activities consisted of SAR Chu Lai, VIP chase, medevac, administrative and logistics flights, and direct support of Operations "DESOTO". Squadron aircraft had an unusually light day flying only 17.2 hours and 79 sorties. Administrative flights and VIP chase accounted for most of the squadrons day. Two aircraft flew a shuttle run between 1st Medical Battalion and the U.S.S. Repose.

6 April squadron activities consisted of SAR Chu Lai, Medevac, VIP chase, administrative and liaison flights and direct support of Operations "DESOTO" and "BOONE". "DESOTO" aircraft flew 18.0 tons of cargo, 61 passengers, and 26 medevacs in 30.4 hours of flight time and 106 sorties.

8 April squadron activities consisted of SAR Chu Lai, VIP chase, medevac, administrative and logistic missions, and direct support of Operation "DESOTO". The Task Force X-Ray administrative flights again accounted for most of the squadrons work load. The "DESOTO" aircraft flew medevac, troop, and resupply missions.

On 9 April activities consisted of SAR Chu Lai, VIP chase, medevac, administrative and logistic flights and direct support of Operation "DESOTO". The squadron flew 36.4 hours and 152 sorties. The SAR aircraft were launched to search the immediate area of Chu Lai Airfield, for a rocket that had been accidentally launched from an F-4 on the "HOT PAD". The body of the rocket was found, but not the warhead. "DESOTO" aircraft flew 40 passengers, and one medevac in helping to bring the operation to a close.

On 10 April squadron activities consisted of SAR Chu Lai, VIP chase, medevac, administrative and logistic flights and resupply missions for the ROK Marines. The ROK resupply aircraft flew 7.8 hours, 8 tons of cargo and 23 passengers.

On 11 April squadron activities consisted of SAR Chu Lai VIP chase, medevac, administrative and logistic missions and resupply for the ROK Marines. Two aircraft on an administrative flight to Da Nang, encountered air burst on the return trip to Ky Ha. There were no injuries to personnel and no damage to the aircraft. The ROK resupply aircraft supplied 16 tons of cargo to the ROK infantry companies.

On 12 April squadron activities included SAR Chu Lai, VIP chase, administrative and logistic flights and ROK Marine resupply. 1st Marine Division administrative and logistic flights accounted for most of the day's flights. The medevac aircraft flew four missions. The SAR aircraft flew 7.3 hours in an unsuccessful search for a downed O-1 spotter plane.

On 13 April squadron activities consisted of SAR Chu Lai, VIP chase, medevac, administrative and logistic missions and ROK Marine resupply. Aircraft flying an aerial recon for Task Force X-Ray received fire but managed to avoid being hit. The aircraft completed the mission. The aircraft flying ROK resupply also received fire, and returned suppressive fire with unknown results. Two aircraft flying a logistic troop mission also received fire. The medevac aircraft flew only one mission, taking 9 ARVN's to Quang Ngai Hospital.

On 14 April squadron activities consisted of SAR Chu Lai, VIP Chase, medevac, administrative and logistic flights and ROK Marine resupply. Two aircraft flew a shuttle between the 1st Hospital Company and the U.S.S. Sanctuary. Task Force X-Ray's working aircraft flew logistics troop, administrative and aerial recon missions. The ROK resupply aircraft flew 17.8 hours, 17.5 tons of cargo, and 100 passengers. A wing I.S.O. Team visited the squadron for three days of filming and interviewing personnel, for the purpose of making a movie.

On 15 April squadron activities consisted of SAR Chu Lai, VIP chase, medevac, administrative and logistic missions and ROK resupply. The Task Force X-Ray working aircraft flew administrative, logistic troop and cargo. The medevac aircraft flew a total of 15 ARVN's and 12 U.S.

16 April saw HMM-362 fly SAR Chu Lai, medevac, VIP chase, administrative/logistic, and ROK resupply missions. The two aircraft flying ROK resupplies carried 19.2 tons of cargo, and 102 passengers in 19.2 hours of flight time. The section received light small arms fire while on a medevac pickup.

17 April consisted of SAR Chu Lai, medevac, administrative/logistic and ROK resupply missions. Task Force X-Ray working aircraft flew 17.6 hours, 3.2 tons of logistic cargo, 44 passengers, 2 medevacs, and an aerial recon in 54 sorties. The ROK resupply aircraft flew 13.2 tons of cargo and 66 passengers in 15.9 hours and 89 sorties.

On 18 April HMM-362 again accomplished SAR Chu Lai, medevac, administrative/logistic, and ROK resupply missions. The ROK resupply flew 9.7 tons of cargo and 46 passengers in 7.2 hours. The Task Force X-Ray "working aircraft" accounted for most of the work load for the day.

On 19 April HMM-362 saw a normal day of SAR Chu Lai, medevac administrative/logistic, and ROK resupply missions. The Task Force X-Ray "working aircraft" flew administrative, logistic troop and cargo missions. They accounted for most of the work load. The ROK resupply aircraft flew 13.2 tons of cargo and 62 passengers in logging 18.2 hours. The night medevac aircraft received fire while on an emergency mission of 1 U.S. WIA.

On 20 April HMM-362 flew SAR Chu Lai, medevac, administrative/logistic and ROK resupply missions. Two sections of H-34's were utilized on the daily resupply of ROK positions. The flight flew 19.0 hours, 17 sorties 18.4 tons of cargo and 72 passengers. The VIP chase aircraft for Korean General KIM logged 2.5 hours and 12 sorties.

21 April began a normal day of SAR Chu Lai, medevac, administrative and logistics, and ROK resupply missions. The MAG-36 frag officer called at 1400H to cancel the Task Force X-Ray and ROK resupply missions as the aircraft were needed for an emergency troop lift in Nui Lac San area. A flight of seven H-34's carried 135 troops to BT 069330 and received light small arms fire on the approach into the zone. At 1830H two H-34's launched on an emergency recon team retraction. Another emergency mission, an ammo resupply was launched at 2000H to the same map coordinates where the emergency troop lift had taken place. The night medevac aircraft launched to the same area, received fire and the lead aircraft took three hits. Again, at 0200H on 22 April, an emergency ammo resupply was conducted at Nui Lac San.

22 April saw a continuation of support for the Marines at Nui Lac San, and four H-34's lifted 104 troops to BT 064783. The other missions were the normal days work - SAR Chu Lai, medevac, administrative/logistic, VIP chase, ROK resupply mission.

On 23 April the squadron flew SAR Chu Lai, medevac, VIP chase, administrative/logistics, ROK resupply missions and direct support for Operation "SHAWNEE". A flight of four H-34's briefed at Phu Bai and joined a troop lift to YD 457207. These aircraft flew 24.4. hours and 130 passengers.

On 24 April HMM-362 flew SAR Chu Lai, medevac, VIP chase, administrative, and logistic, and ROK resupply missions. The squadron flew a total of 60.2 hours, 214 sorties, 249 passengers, 18.7 tons of cargo, and 7 medevacs. The medevac aircraft flew five missions in 5.9 hours and 16 sorties.

25 April was a normal day of SAR Chu Lai, medevac, VIP chase, administrative/logistic, and ROK resupply missions. The two Task Force X-Ray "working aircraft" flew administrative runs and a shuttle from the 1st Hospital Company to the U.S.S. Sanctuary.

26 April activities consisted of SAR Chu Lai, medevac VIP chase, administrative/logistic, ROK resupply missions and direct support of Operation "UNION". The medevac aircraft flew three missions logging 3.1 hours. Two sections of H-34's flew 21 passengers, 4.6 tons of cargo and 19.8 hours in support of Operation "UNION". Two aircraft flew the last of the Task Force X-Ray missions as the Army moved in with Task Force Oregon.

27 April saw SAR Chu Lai, medevac, VIP chase, administrative/logistic, and ROK resupply missions with two H-34's in direct support of Operation "UNION". The Operation "UNION" aircraft flew 6.4 hours, 10 passengers, and one medevac. The medevac aircraft flew four missions in 4.1 hours and carried 4 medevacs.

On 28 April HMM-362 flew SAR Chu Lai, medevac, VIP chase, administrative/logistic, and ROK resupply missions. Two aircraft flew in direct support of Operation "UNION" carried 66 passengers, 4.2 tons of cargo, and 9 medevacs in 4.2 hours and 62 sorties. The ROK resupply aircraft flew 16.7 tons of cargo, and 70 passengers in 11.0 hours.

29 April activities consisted of SAR Chu Lai, medevac, VIP chase, administrative/logistic, and ROK resupply mission. Two flights on ROK resupply flew 8.6 hours, 29,050 pounds of cargo, 50 passengers and 48 sorties. Two UH-34's in direct support of Operation "UNION" carried 5.9 tons of cargo, 25 passengers in 17.4 hours and received fire on 4 missions.

30 April consisted of SAR Chu Lai, medevac, VIP chase, administrative/logistic, ROK and Operation "UNION" direct support. Two UH-34's in support of Operation "UNION" took fire all three times while carrying 2.5 tons of cargo. They received one hit on the rotor blade. The flight also received fire in all three medevac zones, taking one hit in the tail pylon.

PART IV

OPERATING STATISTICS

1. <u>Flight Data</u>	<u>1-30APR67</u>	<u>DESOTO</u>	<u>BOONE</u>	<u>UNION</u>	<u>SHAWNEE</u>
Flight Hours	1397.9	108.9	103.1	95.4	24.4
Sorties	4557	430	290	275	58
Pax/Troops	3888	392	185	197	130
Tons of Cargo	462.4	71.6	20.2	17.4	.4
Medevacs	300	55	39	35	6--
Casualties	2 WIA	--	1 WIA	1 WIA	---

2. Awards

WHEELER, C. B. Captain                      Distinguished Flying Cross

Squadron personnel were also awarded 22 Air Medals.