

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

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36
Subj: Command Chronology For Period 1 November to 30 November 1967
Ref: (a) WgO 5750.1C
(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.

W H Shauer
W. H. SHAUER
Acting

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1 of 6

Enclosure (9)

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Nov 1967

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

COMMAND CHRONOLOGY

1 November to 30 November 1967

INDEX

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

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Command Chronology 1 November to 30 November 1967

PART IORGANIZATIONAL DATA1. SQUADRON STAFF

Commanding Officer	LtCol R. W. CLINE	1-30 November
Executive Officer	Major W. T. HEWES Major W. H. SHAUER	1-9 November 10-30 November
Administrative Officer	Major C. R. UPSHAW	1-30 November
Operations Officer	Major D. J. MOORE	1-30 November
Intelligence Officer	1stLt J. L. HURLBURT	1-30 November
Logistics Officer	Captain B. R. GASCIO Major N. J. KELLER	1-25 November 26-30 November
Maintenance Officer	Major R. M. CRAMER	1-30 November

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 Phu Bai, RVN, 1-30 November 1967.

3. AVERAGE MONTHLY STRENGTH

USMC		USN	
OFF	ENL	OFF	ENL
140	163	1	0

4. IMPORTANT VISITORS

NONE

CONFIDENTIALPART IINARRATIVE SUMMARY

During this period 1 November - 30 November 1967, HMM-362, located at MCAF Phu Bai, was under the operational control of Marine Aircraft Group 36. The primary activities during this period were medevac, VIP chase, recon insertions and extractions, and administrative and logistic missions.

HMM-362 participated in several strikes or tactical trooplifts in November. Special Operations included: Operation "Northwest", a six aircraft airborne "Sparrow Hawk" for Vice-President Humphrey's fly-over of Northern "I" Corps, Operation "Sparrow Hawk" 65 troops, Operation "Cove" 153 troops, Operation "69" 606 troops, Operation "Lam Son" 637 troops and Operation "Foster" 82 troops.

The squadron encountered increased enemy fire in its operating area for this reporting period. This is perhaps due to the deterioration of the weather accompanying the monsoon season. Squadron crew members accounted for one confirmed enemy killed with several other probables and possibles while returning over 2,000 rounds of machine gun fire. In one incident a squadron aircraft was shot down on a medevac mission when it took a hit in the main fuel line. The aircraft and crew were removed from the field with no injuries involved.

More serious was the disappearance of an aircraft and its crew while returning at night from Marble Mountain Air Facility. All the crew members are reported missing in action at the time of the writing.

CONFIDENTIALPART IIISEQUENTIAL LISTINGS OF SIGNIFICANT EVENTS

9 November - Carrying 4.25 tons of ammunition to ZD 104006, HMM-362 successfully completed this emergency night resupply without any damage sustained to its aircraft.

14 November - HMM-362 flew 5.5 hours, 24 sorties, carrying 61 passengers in support of operation "Sparrow Hawk".

15 November - A successful hoist pickup on an emergency medevac was made by an HMM-362 UH-34D from YD 798118.

17 November - Two aircraft from HMM-362, under the command of MAG-36, augmented MAG-16 capabilities by flying a total of 17.2 hours, with 36 sorties carrying 30 passengers.

18 November - In support of operation "Cove", HMM-362 flew a total of 26.9 hours, with 80 sorties, 23 tasks, carrying 153 combat troops.

19 November - Flying a total of 60.8 hours, with 243 sorties, HMM-362, using twelve aircraft, successfully inserted and retracted 606 combat troops in support of Mission "69". Although both automatic and small arms fire were received during the retraction, none of the aircraft sustained any direct hits, thus completing Mission "69" without losing any aircraft for operational repair.

23 November - HMM-362 flew 59.3 hours, with 204 sorties carrying 637 combat troops in support of the 1st ARVN Division during operation "Lam Son 147".

24 November - With the exception of medevacs, HMM-362 operations were delayed an average of four hours by inclement weather. During an emergency medevac, YL-49 received moderate to heavy small arms fire lifting from the pickup zone. Two direct hits were sustained by the aircraft, one hit rupturing the main fuel line to the engine. This incident necessitated an immediate autorotative landing into YD 475433. No injuries or damage were attributed to this emergency landing, illustrating superior airmanship on the part of the 1st Pilot. HMM-362 subsequently recovered the aircraft, after being airlifted to Phu Bai by a CH-53A from HMM-463.

27 November - HMM-362 flew a total of 14.5 hours, with 68 sorties, 31 tasks carrying 82 passengers, 10 medevacs, and 211 tons of cargo in support of operation "Foster". During this operation, YL-50 received one direct hit in one landing zone and automatic weapons fire in four others. Upon exam-

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ination of the hit, it was concluded that one rotor blade had to be replaced, resulting in approximately 24 hours operational delay.

30 November - At approximately 2030, 30 November 1967, a flight of three UH-34D helicopters assigned to this squadron departed Marble Mountain Air Facility enroute to Phu Bai after completing day long missions in support of Marine Aircraft Group 16 and the 1st Marine Division. The flight was designated as Pest Killer 1-5, 1-6 and 1-7. During the day, Pest Killer 1-7 (the missing aircraft piloted by Captain DARROW and Lieutenant KISUCKY) had been employed in a section of aircraft from Marine Medium Helicopter Squadron 363. Pest Killer 1-5 and 1-6 rendezvoused with 1-7 on the deck at Marble Mountain after refueling. The flight departed Marble Mountain VFR to Phu Bai at approximately 2030. The flight experienced marginal weather 22 nautical miles east southeast of Phu Bai and became separated in a cloud. The flight executed inadvertent IFR Procedures and 1-7 failed to rejoin the flight as they broke out of the clouds. The last position report received from 1-7 was 110° Radial of Channel 69 at 20 miles. The flight leader attempted to contact 1-7 several times and also inquired of Plutocrat II, Hue Tower and Reaction Base if 1-7 had checked in. All responses were negative.

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PART IV

OPERATING STATISTICS

1. <u>FLIGHT DATA</u>	<u>1-30 NOV 67</u>	<u>ARDMORE</u>	<u>NORTHWEST</u>	<u>SPARROW HAWK</u>	
Flight Hours	1,114.2	231.6	9.3	5.5	
Sorties	4,257	1,620	4	24	
Pax/Troops	5,157	1,466	15	61	
Tons Cargo	353.5	280.8	0	0	
Medevacs	404	25	0	0	
Casualties	4	0	0	0	
	<u>COVE</u>	<u>LAM SON "104"</u>	<u>LAM SON "117"</u>	<u>FOSTER</u>	<u>KINGFISHER</u>
	26.9	28.3	59.3	14.5	3.2
	80	104	204	68	3
	153	364	637	82	0
	0	0	0.5	2.1	2
	0	0	0	10	0
	0	0	0	0	0

2. AWARDS

No awards were presented during this period.