

MARINE MEDIUM HELICOPTER SQUADRON 363
Marine Aircraft Group 16
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, 96602

3:MES:fe
5750
Ser: 03A27667
3 Oct 1967

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 16 (Attn: S-3)
Subj: Command Chronology for the Period 1 September - 30 September 1967;
submission of
Ref: (a) WgO 5750.1B
(b) GruO 5750.1B
Encl: (1) Command Chronology Report

1. In accordance with reference (a) and (b), enclosure (1) is submitted.
2. This letter may be downgraded to Unclassified upon removal of enclosure (1).

F. E. Allgood
F. E. ALLGOOD
Acting

HMM-363

COMD CHRON

HMM-363
SAC # 214-67 G#1

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DOD DIR 5200.10

MAG-16
SAC # 01159-67
COPY # 10/1

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S-3

SEP 1967

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HMM-363

MARBLE MOUNTAIN AIR FACILITY

1 SEPTEMBER 1967 - 30 SEPTEMBER 1967

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PART I - ORGANIZATIONAL DATA

1. Squadron Commander and Staff, with inclusive dates of duration in assigned billets:

Commanding Officer	1 Sep - 30 Sep 1967	LtCol R. LEWIS, Jr.
Executive Officer	1 Sep - 5 Sep 1967	Major R. P. ECKMANN
	6 Sep - 30 Sep 1967	Major F. E. ALLGOOD
Operations Officer	1 Sep - 5 Sep 1967	Major E. J. MURPHY
	6 Sep - 30 Sep 1967	Major M. E. SALTER
Administrative Officer	1 Sep - 30 Sep 1967	2ndLt G. J. MAREK
Logistics Officer	1 Sep - 30 Sep 1967	Capt F. T. GRASSI
Maintenance Officer	1 Sep - 5 Sep 1967	Major H. H. GAST
	6 Sep - 30 Sep 1967	Major D. W. HOFFERT
Safety Officer	1 Sep - 30 Sep 1967	Capt J. B. BARR
Intelligence Officer	1 Sep - 14 Sep 1967	1stLt J. E. STROUPE
	15 Sep - 30 Sep 1967	Capt A. RATLIFF

2. Task organization and unit location with inclusive dates:

HMM-363, MAG-16, 1stMAW, FMFPac	1 Sep - 30 Sep 1967
Marble Mountain Air Facility, RVN	1 Sep - 30 Sep 1967

3. Average strength of squadron during period:

Officers: 41 (1 Navy) Enlisted: 159 (0 Navy)

4. Important visitors to the squadron: None

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PART II - NARRATIVE SUMMARY OF SIGNIFICANT EVENTS DURING REPORTING PERIOD

Normal daily flight operations during this reporting period consisted of Med-Evac, Resupply, Aerial Recon, Recon Inserts and Extractions and Admin/Liaison missions. The events listed took place during the course of these operations.

1 Sep 1967

Four aircraft flew resupply moving 49 U.S. Pax, 1 VIP and 1500 lbs. of cargo. Two of the aircraft were diverted in the air from Mission 12G to Missions 11J and 11N where they moved two U.S. wounded. On Mission 11N, YZ-69 was hit once at AT 914888 (time 1415H) by small arms fire. Six additional med-evac crews flew 22 missions moving 22 U.S., 6 ARVN and 7 VN civilians with 3 VN civilian passengers. A discrepancy was reported on Mission 11D when Construe 6 gave the go ahead to load an additional 2 passengers and 1 med-evac aboard the aircraft without telling the pilot. The helicopter was in a semi-hover on the side of a hill and was almost lost when additional weight was added.

Five (5) fire incidents were reported during med-evac missions. At 0145H at coordinates AT 903817 on Mission 11A small arms fire failed to hit the aircraft. On Mission 11L again light small arms fire at 1400H from BT 052638 missed the aircraft. One hit was received by YZ-69, BuNo 150567, at 1400H from small arms fire at coordinates AT 948918. YZ-75, BuNo 145779, received intense fire at 1430H from coordinates AT 978335 which resulted in one hit. One additional fire incident was reported at 2230H at coordinates BT 1960. The fire was received from boats off the coast carrying automatic weapons.

One night TAOR and two routine VIP chase missions were flown moving one U.S. passenger.

2 Sep 1967

Four aircraft carried troops and cargo moving 11 U.S. passengers and 550 lbs. of cargo on five missions.

Four aircraft flying two recon missions moved 8 U.S. passengers.

Mission 41 on admin evac carried 41 U.S. wounded to the USS Repose.

Thirty med-evac missions were flown moving 67 U.S., 4 ARVN and 11 VN civilian med-evacs with 6 U.S. passengers. Fire was received on two occasions; first by YZ-81 and YZ-71 while returning from night med-evac. No hits were received and the fire originated from BT 005705. At 1930H, on Mission 11Y fire was received from AT 085645 while the aircraft was

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sitting in the zone.

At 0210H, YZ-66, BuNo 148056, sustained Alfa damage when involved in a mid-air collision with a UH-1E, BuNo 152426, of VMO-2 at AT 975756. The pilot, Captain J. L. GARNER 087967, co-pilot, 1stLt. W. H. ELMORE 092056, crew chief, Cpl. C. M. GUNTHER 2139387 and gunner, LCpl. W. J. MCGEE 2215145, received Alfa injuries.

3 Sep 1967

Seven aircraft moved troops and cargo transporting 52 U.S., 3 ARVN, and 2 VN civilian passengers along with 3600 lbs. of cargo.

Five crews flew med-evac moving 27 U.S., 4 ARVN and 25 VN civilian med-evacs and 1 U.S. and 8 VN civilian passengers on 24 missions. On Mission 11V, fire reported as light, was taken from small arms at 1300H at coordinates BT 008580.

One routine night TAOR mission was flown.

4 Sep 1967

Five aircraft flew resupply carrying 6 U.S. passengers and 11,050 lbs. of cargo with 25 U.S. med-evacs. On Mission 39, both aircraft were hit at BT 076322. At 0915H, YZ-68, BuNo 148118, received approximately ten hits from intense small arms and automatic weapons fire. They were forced to land when rudder control was lost. The crew chief, Corporal S. E. PRICE, 2062339, was hit in the left buttocks and the gunner, PFC Z. MUSZYNSKI, 2204777, in the right knee.

At 0930H, YZ-69, BuNo 150567, was hit twice in the same zone. At 1530H, when a maintenance team was being placed in the same zone, YZ-63 received fire from BT 085332 and BT 063340 with no hits from intense small arms and automatic weapons fire. Sgt. J. J. VARELLI, 1942646, a member of the maintenance team, was later wounded in the hip when the zone came under mortar fire.

Six aircraft flew 27 med-evac missions moving 34 U.S., 2 ARVN and 3 VN civilian med-evacs with 3 U.S., 1 ARVN, 1 VN civilian and 2 NVA POW passengers. Seven (7) fire incidents occurred on these missions. Mission 11D was aborted due to intense fire in the zone and loss of radios. YZ-69, BuNo 150567, picked up two U.S. WIA from BT 078335 on Mission 11D later and took two hits in the engine and was downed on return to MMAF. On Mission 11V, the aircraft took fire going into and out of the zone at BT 076333. Both missions 11W and 11Z were aborted when heavy automatic fire was received enroute and approaching the zone. The last incident of the day occurred on Mission 11AE when small arms fire was received at AT 9656 while the aircraft was returning to Danang.

One additional routine night TAOR hop was flown.

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Four aircraft flying resupply in support of Operation Swift transported 164 U.S. passengers. YZ-71, BuNo 150562, received seven hits on take-off from BT 076256. The fire came from BT 090270, 079289, and 086285. The aircraft continued to fly with Mission 40 being aborted. Mission 41 saw all three aircraft receive fire from AT 974373 at 1130H with no hits received.

Nineteen (19) med-evac missions were flown moving 35 U.S., 10 ARVN and 4 VN civilian med-evacs with 3000 lbs. of cargo. Mission 11W was aborted at 0015H when YZ-62, BuNo 148058, received three hits attempting to land at BT 075325. Mission 11W was completed but YZ-84, BuNo 148094, was hit nine times at 0230H. A discrepancy was reported when it took 8-10 minutes to load five med-evacs in the zone. On take-off, the corpsman, G. R. PANKO, 6774362, was hit by shrapnel as was the gunner, PFC L. B. REIGLE, 2279342, and the co-pilot, Major M. E. SALTER, 062172.

At 1600H, three hits were received by YZ-76, BuNo 148816, on Mission 11K. Moderate small arms fire originating from BT 035598 hit the aircraft. The co-pilot, Major F. E. ALLGOOD, 057335 USMC, was wounded by shrapnel. On Mission 11"O", light small arms fire hit YZ-63, BuNo 150553, once at 1940H. The fire came from BT 100360.

6 Sep 1967

Two aircraft flying in support of Operation Swift flew 5 missions transporting 62 U.S. passengers and 17,650 lbs. of cargo. An additional 2 U.S. med-evacs, 1 U.S. KIA and 5 NVA POW's were moved. Fire was received on Mission 49B at 1030H at BT 085332 from sniper small arms fire. No hits were received.

Twenty-four (24) med-evac missions were flown moving 29 U.S., 3 ARVN, 9 VN civilian and 2 Viet Cong wounded. An additional 1 U.S. passenger was carried. Fire was received three times during these missions. Mission 11A could not be completed due to intense fire around BT 099308. When the mission was later completed both aircraft received fire while 10 passengers were being moved from the zone. Aircraft on Mission 11E received fire from the north of Nong Son.

One routine VIP chase mission was flown moving 10 U.S. passengers.

7 Sep 1967

Today's missions were flown in support of Operation Swift with the exception of one VIP chase aircraft which was later diverted moving 8

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U.S. med-evacs from Operation Swift. Six additional aircraft flew 14 missions moving 53 U.S., 2 ARVN and 4 VN civilian wounded with 4 U.S. passengers and 1000 lbs. of cargo. Mission 11A was aborted due to intense fire. When it was later attempted both aircraft took fire WHILE picking up 10 passengers. No hits were received from the small arms and .50 caliber automatic fire on approach.

Six additional aircraft flying troop and resupply missions transported 69 U.S. and 2 Viet Cong passengers with 11,645 lbs. of cargo. These aircraft moved an additional 77 U.S. med-evacs. At 0015, YZ-62, BuNo 148058, flying Mission 109 took six hits at a zone at BT 099308. The crew chief, LCpl. B. P. WAGSTER, 2144643 and gunner, LCpl M. S. RUTHERFORD, 214995, were hit. YZ-77 received 3 hits in the same zone. On Mission 103A both aircraft took fire at 1715H at coordinates BT 098310 and BT 085313 where YZ-76, BuNo 148816, took one hit from moderate small arms and automatic fire on Mission 111. This fire was received at 1900H from small arms located at BT 095300.

8 Sep 1967

Four working planes went north to Dong Ha where eleven missions were flown. Sixty-six (66) U.S. passengers, 37 U.S. and 7 ARVN med-evacs with 1750 lbs. of cargo were transported during the day.

Sixteen (16) med-evac missions were flown with 22 U.S. and 4 ARVN med-evacs being evacuated. In addition, five U.S. passengers were transported. Four fire incidents were reported. On Mission 11A at 0945H, one hit was taken from small arms fire at BT 103303 and BT BT 090310. YZ-81, BuNo 149366, continued to fly but then was forced to land and was destroyed. No injuries occurred.

On Mission 111 at 1400H, sniper fire was received when returning to Danang at altitude from BT 0840. On Mission 11 "0" fire was received at 1600H from small arms located at BT 055610. No hits were received. One hit was received by YZ-77, BuNo 150219, at 2105H on Mission 11V from small arms at coordinates AT 907708.

One routine VIP chase was flown carrying no passengers.

9 Sep 1967

Six working aircraft flew sixteen missions transporting troops, cargo and med-evacs. Eighty-four (84) U.S. passengers and 3 VIP's along with 3000 lbs. of cargo were moved while 5 U.S. wounded were evacuated. Three fire incidents were reported. On Mission 47, YZ-79, BuNo 149382, received one hit from light small arms fire at 0900H which originated from coordinates ZC 204486. On Mission 115, the

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section received small arms fire from the coast at YD 605447 at 1410H while enroute from MMAF to Khe Sanh. YZ-76, BuNo 148816, received three hits at BT 099308 at 1530H. The aircraft flew to Hill 63 but was forced to land and shut down due to battle damage.

Eighteen med-evac missions were flown by two aircraft moving 20 U.S., 33 ARVN and 9 VN civilian injured. On Mission 11W intense automatic weapons and small arms fire was received after landing. The fire came from the tree line at coordinates BT 028597. YZ-80, BuNo 144645, took 7 hits at 1650H, but continued to fly.

Two routine VIP chase missions were flown moving 11 U.S. passengers. Two more routine night TAOR hops were flown.

10 Sep 1967

Six aircraft flew 15 resupply missions transporting 135 U.S. passengers and 1 VC POW along with 36,000 lbs. of cargo and 7 U.S., 1 ARVN med-evacs.

Two night TAOR aircraft flew with one aircraft being diverted to pick-up 1 U.S. and 2 ARVN med-evacs on Mission 11A.

Seventeen (17) additional med-evac missions were flown moving 46 U.S., 70 ARVN and 7 VN civilian med-evacs. In addition, 2 U.S. and 2 ARVN passengers were carried. Three fire incidents were reported. Mission 11B received fire at 0800H from light small arms fire. Two hits were received at BT 144368 by YZ-84, BuNo 148094. At 1000H, on Mission 11F moderate small arms fire from AT 995609 failed to hit the aircraft. On Mission 11P at 2250H, the aircraft again was missed but intense fire was received from small arms and .50 caliber weapons at BT 126327.

11 Sep 1967

One aircraft flying night TAOR flew a routine mission.

Morning med-evac aircraft flew 5 missions moving 2 U.S. Priority, 2 U.S. Routine, 21 ARVN Emergency and 6 VN civilian emergency med-evacs. Another aircraft flying morning med-evac moved 5 U.S. emergency, 10 U.S. priority and 3 VN civilian emergency med-evacs on six missions. Fire was received at 0810H by YZ-80, BuNo 144645, at BT 142349 from automatic weapons. One hit was received.

12 Sep 1967

Two aircraft flying in support of 5th Marines and ARVN forces moved 45 U.S., 9 VN civilian and 14,300 lbs. of cargo. An additional 15 U.S. routine and 1 ARVN emergency med-evacs were moved.

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On Mission 11B, YZ-80 received intense small arms and automatic weapons fire at 0805H from rocks at BT 152349. Two hits were found on the aircraft. The gunner, Sgt. A. R. SMITH 1588360, received Bravo injuries when hit in the right leg.

At 1920H, fire was received from BT 115475 from automatic weapons. No hits were received.

One afternoon med-evac flew two missions carrying 3 U.S. emergency med-evacs.

One additional afternoon med-evac aircraft flew six routine missions moving 5 U.S. emergency, 1 U.S. priority, 6 VN civilian emergency and 6 VN civilian priority wounded.

Two night med-evac aircraft flew 4 routine missions moving 2 U.S. emergency, 1 U.S. routine and 1 VN civilian emergency wounded.

13 Sep 1967

Four aircraft flying a combination of resupply, recon and VIP chase flew 7 missions. Forty-four (44) U.S. passengers with 700 lbs. of cargo were transported. Fire was received at 1730H at coordinates AT 932329 from small arms. The fire was reported as moderate and no hits were sustained.

Two aircraft flying 16 missions on morning and afternoon med-evac moved 13 U.S., 16 ARVN and 13 VN civilian injured with an additional 2 U.S. passengers and 2 VN civilian passengers. Fire was received at 0841H by YZ-70 at AT 792338 from small arms fire. No hits were received.

Routine afternoon VIP chase saw one aircraft transport 2 U.S. passengers and 1272 lbs. of cargo.

Two missions were flown by night med-evacs. Three U.S., 1 VN civilian wounded and 1 VN civilian passenger were carried.

14 Sep 1967

Four aircraft flying in support of Operation Swift flew 4 missions transporting 32 U.S. passengers and 8150 lbs. of cargo. In the afternoon an additional 4 U.S. and 2 VN civilian passengers were transported before the aircraft were called on for med-evac duty where they transported 42 ARVN troops.

A morning VIP chase aircraft was called for emergency med-evac moving one VN civilian.

Six med-evac aircraft flew 21 missions moving 26 U.S., 35 ARVN and 7 VN civilian med-evacs and 4 ARVN KIA's with 2 VN civilian passengers.

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Fire was received on Mission 11C by YZ-72 and YZ-73 at 0420H from coordinates BT 1937. No hits were taken. Fire was received twice enroute by YZ-70 and YZ-64. First at 2015H at BT 043617 and again at 2140H at BT 145615. No hits were reported from the small arms fire.

Two aircraft flew routine night TAOR hops.

15 Sep 1967

Three aircraft flying recon moved 38 U.S. passengers while flying four missions.

One aircraft flying from "C" Med to the USS Repose moved 4 U.S. passengers.

Four med-evac aircraft while flying 17 missions moved 32 U.S., 5 ARVN and 7 VN civilian med-evacs with 1 U.S. KIA and 6 VN civilians.

A routine night TAOR mission was flown with Deadlock.

16 Sep 1967

Four aircraft flew 7 recon missions moving 93 U.S. troops. Fire was received on three occasions by YZ-63, 70, 61 and 64. At 0935H at coordinates BT 0143, at 1140H at coordinates AT 886283 and at 0910H at coordinates AT 894408 from automatic and semi-automatic small arms fire. No hits were received.

Two med-evac crews flew 14 missions moving 16 U.S., 7 ARVN and 4 VN civilian med-evacs with 1 U.S. pax. On Mission 11T fire was received at 1800H at BT 180560 from small arms fire. One hit was received by YZ-72, BuNo 147189. The med-evacs could not be picked up due to the intense fire.

One additional night TAOR aircraft flew a routine mission.

17 Sep 1967

A night TAOR mission was flown with Deadlock.

Morning and afternoon med-evac aircraft flew a total of 17 missions moving 21 U.S. and 5 VN civilian injured and carried an additional 1 U.S. and 1 VN civilian passenger.

YZ-80, flying in the afternoon, was fired at twice. First at BT 137537 on Mission 11K at 1245H and again at 1530H on Mission 11N at BT 135529. Both times fire from small arms failed to hit the aircraft.

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One aircraft moved two U.S. injured from "C" Med to the USHS Sanctuary.

Emergency resupply called two aircraft out to move 7 U.S. passengers, 2 U.S. med-evacs and 4400 lbs. of cargo. A discrepancy was reported in that the aircraft were called out in marginal weather to carry C-rations and water only with no apparent reason for emergency mission.

18 Sep 1967

Med-evac aircraft for the day flew 22 missions moving 27 U.S., 7 ARVN and 11 VN civilian injured with 2 U.S. and 1 VN civilian passenger being transported in addition.

At 1745H on Mission 11T intense fire from small arms (automatic) was received at coordinates BT 0739 with one hit in YZ-78, BuNo 148091, being received.

Two routine VIP chase missions were flown during the day.

Three aircraft flew 7 missions in support of the 1st Marine Division Recon Battalion and III MAF moving 45 U.S. passengers and 9200 lbs. of cargo.

Two aircraft flew an afternoon VIP hop carrying 5 U.S. passengers, 1 VIP and 1 KIA.

A routine night TAOR mission was flown.

19 Sep 1967

Three aircraft flying night TAOR completed 3 routine missions.

Two med-evac aircraft flew ten missions moving 6 U.S., 1 ARVN, 1 VN civilian and 1 Viet Cong med-evac and 7 U.S. passengers.

YZ-84 received fire on two missions. On Mission 11I at 1620H at coordinates BT 080658 light fire from small arms was reported and at 1635H at coordinates BT 011608 intense fire from small arms was received.

Four aircraft flew 8 recon missions moving 22 U.S. passengers while two aircraft flew VIP chase for Deadlock aircraft carrying 6 U.S. passengers.

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One routine night TAOR mission was flown and one routine VIP chase hop was flown.

Two aircraft flew 9 med-evac missions and carried 1 VN civilian passenger while moving 6 U.S., 1 ARVN and 5 VN civilian med-evacs.

On Mission 41 four aircraft flew six recon missions moving 79 U.S. passengers. Two of these aircraft carried 15 additional U.S. combat troops.

21 Sep 1967

Six med-evac aircraft transported 4 U.S. and 4 VN civilian passengers while moving 11 U.S., 6 ARVN and 3 VN civilian med-evacs.

Morning flying had four aircraft moving 43 recon troops and 2500 lbs. of cargo on four missions. The aircraft split into sections for afternoon flying with Mission 12B cancelled. One section flying resupply transported 18 U.S. passengers and 12,250 lbs. of cargo.

Two aircraft flew routine TAOR missions.

22 Sep 1967

Two aircraft flew to Dong Ha for resupply and med-evac missions. Sixty-six (66) U.S. passengers and 14,000 lbs. of cargo were transported and 28 U.S. wounded were evacuated.

Two aircraft flew morning recon missions carrying 12 U.S. passengers and 1300 lbs. of cargo. In the afternoon, the section joined our other section at Dong Ha. Four U.S. passengers and 11,000 lbs. of cargo were transported.

Four med-evac aircraft flew 18 missions moving 22 U.S., 2 VN civilian and 1 Viet Cong POW med-evac while transporting 3 VN civilian passengers.

An additional routine VIP chase and routine night TAOR hops were flown.

23 Sep 1967

Five aircraft flew an eight man recon team to an area 35 miles west of Danang. Fire was received but no hits were reported. At

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0750H, small arms fire was received from YC 845620 and automatic weapons fire from YC 845617. In the afternoon the aircraft returned to extract the same team. One section flew an additional combat cargo mission moving 350 lbs.

Two aircraft transported 6 U.S. passengers flying two VIP missions.

Four med-evac aircraft and one on Mission 44 moved 30 U.S. and 2 VN civilian med-evacs and 16 U.S. passengers flying 16 missions. One crew received fire twice. At 1330H, YZ-73 received one hit from automatic weapons fire at coordinates BT 108415. Mission 11H could not be completed due to battle damage and low ceiling. A second fire incident at 1900H on Mission 11L made pick-up impossible due to small arms automatic fire from BT 025566.

Two aircraft flew routine night TAOR missions.

24 Sep 1967

Four aircraft flew six recon missions moving 66 U.S. passengers. Fire was received at 1900H by the division over BT 0154 from small arms fire. No hits were received.

Four aircraft flew resupply mostly from Dong Ha transporting 47 U.S. passengers, 34 U.S. med-evacs, 2 U.S. KIA's and 9260 lbs. of cargo.

On Mission 38 one aircraft transported 5 U.S. passengers and 5 med-evacs between G-4 hospital and the USHS Sanctuary.

Twenty-one (21) med-evac missions were flown by six aircraft moving 16 U.S., 5 ARVN and 5 VN civilian med-evacs, plus 5 U.S. and 3 VN civilian passengers. Four fire incidents were reported by med-evac aircraft. At 0845H, YZ-68, BuNo 148118, received one hit from small arms fire reported as light at AT 9834. At 1755H, small arms fire was received at BT 0259 while the aircraft was enroute to Mission 11N. At 2100H, YZ-80, BuNo 148814, received three hits from small arms fire at AT 953694. The last incident occurred at 2220H on Mission 11"O" when light small arms fire was received at BT 052646.

25 Sep 1967

Two aircraft transported passengers and cargo carrying 21 U.S. passengers and 1500 lbs. of cargo.

One aircraft flying with Tarbush was sent to Dong Ha carrying 1 U.S. passenger and 3600 lbs. of cargo. The aircraft went down at Dong Ha and two aircraft were sent on Mission 40 to have maintenance done on the downed aircraft.

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Twelve med-evac missions were flown by two aircraft carrying 26 U.S. WIA, 2 U.S. KIA and 3 VN civilian med-evacs. One fire incident was reported at 0705H on Mission 11A from automatic small arms fire at coordinates AT 944522. No hits were received.

26 Sep 1967

Four aircraft transported troops and cargo carrying 37 U.S. passengers and 5500 lbs. of cargo. In addition, 4 U.S. med-evacs were also transported.

At 1515H, on Mission 12E moderate small arms fire was received from coordinates AT 962528. A discrepancy was reported in that coordinates AT 962563 were called for the mission while AT 963532 were the actual coordinates. Clearance to return the fire was also denied when a firm perimeter was established.

Seventeen med-evac missions were flown by three aircraft. Twenty-three (23) U.S., 2 ARVN and 7 VN civilian med-evacs were moved with 1 additional VN civilian passenger.

One routine VIP chase hop was flown with Deadlock.

27 Sep 1967

Four aircraft moved troops and cargo transporting 35 U.S. passengers and 3000 lbs. of cargo. Mission 42 was aborted when IFR conditions were encountered over Danang harbor.

One routine VIP chase hop was flown with Deadlock.

Five aircraft flew 15 med-evac missions carrying 20 U.S., 1 ARVN, 10 VN civilian and one U.S. dog med-evac. In addition, 6 U.S., 7 VN civilian and 2 U.S. dog passengers were also carried.

On Mission 11R a discrepancy was reported when Connive 14 did not come up on the assigned frequency and when the zone was approached it was unsuitable.

28 Sep 1967

Four aircraft flew eleven recon missions transporting 45 U.S. passengers and 1 U.S. med-evac. At 1030H, fire was received on Mission 36 by YZ-72 from small arms at ZC 163670. The aircraft received two hits while departing the zone.

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One aircraft flying Mission 40 carried 1 U.S. passenger and a spray rig while spraying for mosquitoes.

Two aircraft went to Dong Ha and flew 11 missions carrying 49 U.S. and 2 ARVN med-evacs and moving 11,800 lbs. of cargo.

Two routine VIP chase missions were flown with 6 U.S. passengers being carried.

Twenty-nine (29) med-evac missions were flown by nine aircraft carrying 38 U.S. and 14 VN civilian med-evacs with 1 U.S. and 4 VN civilian passengers. Five fire incidents were reported in this period. At 0130H, fire from small arms was received at AT 899770 by YZ-79. At 1220H, light small arms fire was received on Mission 11K at grid square AT 9861. At 1630H, on Mission 11Q, YZ-77 received one hit from automatic weapons fire at AT 984606. Mission 11W received fire at 1630H from automatic weapons with the fire being reported as moderate. Three hits were received at AT 997585 by YZ-77 while approaching the zone. Light small arms fire was received at 1930H on Mission 11X while the aircraft was taking off from the zone. No hits were reported.

29 Sep 1967

Four aircraft flew seven recon missions and two resupply missions. Twenty-four (24) U.S. passengers were carried on recon. An additional 36 U.S. passengers and 14,300 lbs. of cargo were later carried. On Mission 37, light small arms fire was received at 0915H from AT 959286 with no hits received.

Three aircraft carried troops and cargo moving 57 U.S. passengers and 12,400 lbs. of cargo.

Mission 24 took light small arms fire from AT 892962 while enroute from a mission at 1841H.

Ten med-evac missions were flown by four aircraft transporting 14 U.S. and 3 VN civilian med-evacs.

30 Sep 1967

Four aircraft flew five recon missions transporting 58 U.S. passengers and 3700 lbs. of cargo. Moderate small arms and automatic weapons fire was received by all aircraft at 0915H. At ZC 100694, the fire was received on approach, while in the zone and on take-off. One hit was received by YZ-72, BuNo 147189.

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The aircraft split into sections for afternoon flying. Two aircraft transported 45 U.S. passengers and 1200 lbs. of cargo while the other section shuttled 14 U.S. wounded to the USS Repose.

On Mission 12A, two aircraft transported 22 U.S. passengers.

One aircraft was dispatched to LZ 11 on Mission 40, but was not utilized.

One routine VIP chase hop was flown with Deadlock.

Fifteen (15) med-evac missions were flown by four aircraft and evacuated 35 U.S. and 6 VN civilian med-evacs.

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PART III - SIGNIFICANT EVENTS

1. Promotions

- a. Officers: None
- b. Enlisted: Four (4) to Sergeant
Nineteen (19) to Corporal
Seven (7) to Lance Corporal

2. Awards

a. Air medals were awarded to 41 Officers and 141 enlisted personnel.

b. Distinguished Flying Cross was awarded to First Lieutenant Delbert S. HOWELL 092935/7561 USMCR.

3. Casualties

<u>RANK</u>	<u>NAME</u>	<u>SERIAL</u>	<u>DATE</u>	<u>PLACE</u>
Capt	Johnnie L. GARNER	087967	2Sep67	DAI Mid-air aircraft collision, Danang, Quang Nam Province
1stLt	William H. ELMORE	092056	2Sep67	-do-
Cpl	Clarence R. GUNTHER	2139387	2Sep67	-do-
LCpl	William J. MC GEE	2215145	2Sep67	-do-
Maj	Frankie E. ALLGOOD	057335	5Sep67	WIANE 10 miles south of Danang, Quang Nam Province; shrapnel wound penetrating right forearm
Maj	Martin E. SALTER	062172	5Sep67	WIANE 22 miles SE Danang, Quang Nam Province; shrapnel wound penetrating left leg
Sgt	Arthur R. SMITH	1588360	12Sep67	WIANE 23 miles SE Danang, Quang Tin Province; GSW through rt lower leg
Sgt	John J. VARELLI	1942646	4Sep67	WIANE 3000 meters SE of Que Son, Quang Nam Province; shrapnel wound penetrating left hip
Cpl	Samuel E. PRICE	2062339	4Sep67	WIANE 22 miles SE Danang, Quang Nam Province; shrapnel wound penetrating left buttock

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<u>RANK</u>	<u>NAME</u>	<u>SERIAL</u>	<u>DATE</u>	<u>PLACE</u>
Cpl	Billy P. WAGSTER	2144645	7Sep67	WIANE 24 miles SE Danang, Quang Tin Province; wound penetrating shrapnel right arm
LCpl	Michael S. RUTHERFORD	2149915	7Sep67	WIANE 24 miles SE Danang, Quang Tin Province; wound penetrating shrapnel back of neck and back of left hand
LCpl	Zenon MUSZYNSKI	2204777	4Sep67	WIANE 22 miles SE of Danang, Quang Nam Province, GSW penetrating right knee

4. Air Operations

a. Total flight hours:	1440.1
b. Total sorties:	3541
c. Total cargo tons:	137.4
d. Total med-evacs:	1581
e. Total Pax:	2026

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Enclosure (1)
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